INQUIRY AND ADVISORY COMMITTEE

SITE VISIT: BUS TOUR

Date: Friday 12 July 2019
INQUIRY AND ADVISORY COMMITTEE
SITE VISIT ITINERARY W/ SPEAKERS NOTES
Date: Friday 12 July 2019

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TIME</th>
<th>ACTIVITY / ROUTE</th>
<th>DESIGN BOOK REF#</th>
</tr>
</thead>
<tbody>
<tr>
<td>START</td>
<td>8:00am</td>
<td><em><strong>BUS ARRIVE AT 121 EXHIBITION STREET</strong></em></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bus to begin boarding.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8:15am</td>
<td>Depart 121 Exhibition Street.</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>8:45am</td>
<td>Travel eastbound on Eastern Freeway to Springvale Road.</td>
<td>4-9</td>
</tr>
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<td></td>
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</tr>
<tr>
<td>2</td>
<td>9:05am</td>
<td>• Exit at Springvale Road and</td>
<td>14-15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• U-turn back onto Eastern Freeway past</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Koonung Creek Reserve on the right.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>9:10am</td>
<td>• Continue along Eastern Freeway and turn off at the Bulleen Road exit.</td>
<td>17-18</td>
</tr>
<tr>
<td>3.1</td>
<td>9:45am</td>
<td>• Left onto into Carey Grammar Sports Complex/ Templestowe United Football Club.</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Alight in carpark.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>VISIT/VIEW:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Carey Grammar Sports Complex.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Templestowe United Football Club.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Carey Grammar Sports field.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>9:50am</td>
<td>• Reboard bus and head north along Bulleen Road.</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• View Marcellin College sports field from bus.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10:00am</td>
<td>• Head north along Bulleen Road.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>10:05am</td>
<td>• Left into Veneto Club.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>10:15am</td>
<td>• Continue north along Bulleen Road to the Bulleen industrial area.</td>
<td>19-20</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Left into Manningham Road.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Left into Greenaway Street.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>*** STOP HERE, BUT STAY ON BUS ***</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>10:25am</td>
<td>• Left into Bulleen Road.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Travel north along Bulleen Road and cross Manningham Road to Templestowe Road.</td>
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<tr>
<td></td>
<td></td>
<td>• Left into Heide Park/Heide Museum of Modern Art.</td>
<td></td>
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<tr>
<td></td>
<td>10:30am</td>
<td>*** MORNING TEA ***</td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>Activity Description</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
| 8:00am | Turn right at Templestowe Road.  
|       | Right at Bridge Street (passing River-Red Gum).  
|       | Right onto Manningham Road. |
| 9:05am | Head West along Manningham Road – turn;  
|       | Right into Lower Heidelberg Road → Rosanna Road.  
|       | Head North along Rosanna Road – turn;  
|       | Right onto Lower Plenty Road – turn;  
|       | Left onto Greensborough Road. |
| 9:25am | Right into Drysdale Street – turn;  
|       | Left into Borlace Street towards Coleen Street.  
|       | Left into Fahey Crescent to loop back to  
|       | Coleen Street and Borlace Street.  
|       | Right at Drysdale Street.  
|       | Right into Greensborough Road. |
| 10:35am | Travel north along Greensborough Road to Watsonia (past Simpson Barracks). |
| 11:40am | Watsonia precinct – West.  
|       | Left into Watsonia Road and park in front of shops or in Morwell Avenue.  
|       | View station area and walk over railway to see transmission towers being relocated.  
|       | *** ALIGHT BUS HERE *** |
| 12:10pm | Reboard bus and head back (S/E) along Greensborough Road.  
|       | Right at Erskine Street towards park and picnic area. |
| 12:15pm | *** LUNCH @ MACLEOD PARK ***  
|       | (45 minute break)  
|       | Reboard at 12:50  
|       | *** NO DISCUSSION OF NEL OVER LUNCH *** |
| 1:00pm | Back onto Greensborough Road and head north to M80.  
|       | Left at M80 intersection and head west along  
|       | M80 towards Plenty Road.  
|       | Left onto Plenty Road, head South.  
|       | U-turn at Plenty Road/Ambrose Treacy Drive intersection.  
|       | Turn back onto M80 and head West to  
|       | Greensborough Bypass. |
| 1:10pm | At M80 Intersection;  
|       | Veer left onto Greensborough Bypass towards  
<p>|       | Diamond Creek. |</p>
<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.30pm</td>
<td>*** ALIGHT BUS HERE ***</td>
</tr>
<tr>
<td>14</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>2.10pm *** REBOARD BUS ***</td>
</tr>
<tr>
<td></td>
<td>Turn right back onto Grimshaw Street.</td>
</tr>
<tr>
<td></td>
<td>Right again back on Greensborough Road.</td>
</tr>
<tr>
<td></td>
<td>Head South.</td>
</tr>
<tr>
<td></td>
<td>Left onto Lower Plenty Road.</td>
</tr>
<tr>
<td></td>
<td>Right onto Martins Lane.</td>
</tr>
<tr>
<td></td>
<td>Right onto Hendersons Road and continue onto Banyule Road.</td>
</tr>
<tr>
<td></td>
<td>Left onto Somerset Drive → Banyule Flats Reserve.</td>
</tr>
<tr>
<td>3:30pm</td>
<td>*** ARRIVE BANYULE FLATS RESERVE ***</td>
</tr>
<tr>
<td></td>
<td>*** ALIGHT BUS HERE ***</td>
</tr>
<tr>
<td>16</td>
<td>(On request)</td>
</tr>
<tr>
<td>3:00pm</td>
<td>*** Head back up Somerset Drive to Banyule Road.</td>
</tr>
<tr>
<td></td>
<td>Left onto Sussex Place.</td>
</tr>
<tr>
<td></td>
<td>Left onto Scarborough Drive.</td>
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<tr>
<td></td>
<td>Right onto Buckingham Drive.</td>
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<tr>
<td></td>
<td>Left onto Beverley Road <em>(toilets in Warringal Parklands-see maps)</em></td>
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<tr>
<td></td>
<td>Continue along Beverley Road → Burgundy St.</td>
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<tr>
<td></td>
<td>Left @ Jika Street.</td>
</tr>
<tr>
<td></td>
<td>Left onto Manningham Road.</td>
</tr>
<tr>
<td>3:10pm</td>
<td>*** Veer right to stay on Manningham Road.</td>
</tr>
<tr>
<td></td>
<td>Right onto Bulleen Road.</td>
</tr>
<tr>
<td></td>
<td>South down Bulleen Road.</td>
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<tr>
<td></td>
<td><strong>Stop at Columba Street</strong>, Balwyn North.</td>
</tr>
<tr>
<td>3.40pm</td>
<td>*** ARRIVE BACK AT 121 EXHIBITION STREET ***</td>
</tr>
</tbody>
</table>
All maps and illustrations are artist impressions of early design concepts. They are not final designs and are subject to change.
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All maps and illustrations are artist impressions of early design concepts. They are not final designs and are subject to change.
North East Link design schematic

North East Link would provide an express connection between the M80 Ring Road and the Eastern Freeway, skipping 18 sets of lights. Interchanges would be located at the M80 Ring Road, Grimshaw Street, Lower Plenty Road, Manningham Road and the Eastern Freeway.

This is an early design concept for North East Link. It is not a final design and is subject to change based on further engineering and planning studies, feedback from communities and stakeholders and the procurement process.
Eastern Freeway design schematic

The Eastern Freeway would be upgraded to modern-day freeway standards. Express lanes would reduce merging and weaving that causes congestion, ramp metering (traffic light signals on entry ramps) would better manage traffic flow onto the freeway for safer and faster trips and new lanes would increase capacity to cater for demand now and into the future. A new, dedicated busway would provide a streamlined route for buses between Doncaster and the city away from cars and trucks.

This is an early design concept for North East Link. It is not a final design and is subject to change based on further engineering and planning studies, feedback from communities and stakeholders and the procurement process.
M80 interchange
looking south-east

A free-flowing interchange connecting North East Link, the M80 Ring Road and Greensborough Bypass with Greensborough Road rebuilt on both sides of North East Link for local toll-free trips.
Local and North East Link trips in all directions.

**M80 interchange traffic movements**

Artist impression. Subject to change.
M80 interchange
walking and cycling links

Realigned section of Greensborough Bypass Trail
Realigned section of Western Ring Road Trail
New walking and bike riding bridge
New on-road bike riding route
New walking and bike riding path
New walking and bike riding bridge

See the new bridge from here on page 7
See the new bridge from here on page 10

New walking and bike riding paths and bridges and on-road bike routes.
Macorna Street bridge
looking east

A new walking and bike riding bridge over the M80 Ring Road connecting the Western Ring Road Trail with Macorna Street.
M80 interchange
looking north

A free-flowing interchange connecting North East Link, the M80 Ring Road and Greensborough Bypass with Greensborough Road rebuilt on both sides of North East Link for local toll-free trips.
M80 interchange
traffic movements

1. Greensborough Road to M80 Ring Road and Plenty Road
2. M80 Ring Road to Greensborough Road
3. Greensborough Road to Greensborough Bypass
4. Greensborough Bypass to Greensborough Road
5. NEL to Greensborough Bypass

Local road  North East Link

Local and North East Link trips in all directions.

Artist impression. Subject to change.
Yando Street bridge
looking north

A new walking and bike riding bridge over North East Link and Greensborough Road connecting Macorna Street, Hakea Street and Yando Street.
Yando Street bridge
traffic movements

1. Greensborough Road to M80 Ring Road and Plenty Road
2. Greensborough Road to Greensborough Bypass
3. Greensborough Bypass to Greensborough Road
4. M80 Ring Road to Greensborough Road

1. NEL to Greensborough Bypass
2. NEL to Plenty Road
3. NEL to M80 Ring Road
4. M80 Ring Road to NEL
5. Greensborough Bypass to NEL

Local road  North East Link

Artist impression. Subject to change.

Local and North East Link trips in all directions.
Grimshaw Street interchange
looking south

A new interchange with North East Link and through traffic on Greensborough Road passing under Grimshaw Street to improve traffic flow in all directions.
Drivers travelling straight through this interchange on North East Link or Greensborough Road would pass under Grimshaw Street.

Drivers getting on or off North East Link or Greensborough Road would use separate lanes.

Grimshaw Street interchange
traffic, walking, cycling and bus movements

1. Exit to Grimshaw Street
2. Entry to Greensborough Road
3. Exit to Grimshaw Street
4. Entry to Greensborough Road

1. Entry from Grimshaw Street
2. Exit to Grimshaw Street

A. New walking and bike riding paths under both sides of Grimshaw Street
B. New Disability Discrimination Act compliant Nell Street bridge
C. Priority bus lanes
North East Link would start to lower into a trench about 8-12 metres deep and run next to Greensborough Road. Greensborough Road would be kept open for local use.

**Watsonia station and shops**

looking south

North East Link would start to lower into a trench about 8-12 metres deep and run next to Greensborough Road. Greensborough Road would be kept open for local use.

- Watsonia Road
- Elder St
- Longmuir Rd
- Frensham Rd
- Todman St
- Papua St
- Devonshire Rd
- Hurstbridge Rail Line
- Longmuir Rd
- Lower Plenty Road
- M80 Ring Road
- Greensborough Road
- Watsonia Road
- Ibbottson St
- Renewal St
- Papua St
- M80 Ring Road
- Lower Plenty Road

*Artist impression. Subject to change.*

This image shows one option for connections between Greensborough Road, Elder Street, and Watsonia station and shops, but other options are still being considered.

**Other options being considered include**

- A more direct connection between Elder Street, Greensborough Highway and the station carpark
- Connections between Greensborough Road and Watsonia Road
- Crossings for pedestrians and bike riders to the station and shops
- Better links for local buses
  - Opportunities for open space
Greensborough Road would be rebuilt on both sides of North East Link and be two way in sections to allow people to travel between Elder Street, the station carpark and the shops.

Greensborough Road would start to lower into a trench about 8-12 metres deep and run next to Greensborough Road. Greensborough Road would be kept open for local use.

Watsonia station and shops
looking south
North East Link and green bridges next to Greensborough Road looking south

North East Link and green bridges running next to Greensborough Road. Greensborough Road would be kept open for local use.
Green bridges
walking, cycling and local traffic

1. New walking and bike riding path along Greensborough Road all the way up to the M80 Ring Road
2. Upgraded walking and bike riding path along Greensborough Road all the way to Lower Plenty Road and River Gum Walk
3. New walking and bike riding paths running north-south and east-west
4. New signalised crossing at Wattle Drive

Greensborough Road kept open for local trips and connected to Watsonia Road, the station and shops
North East Link under Yallambie Road
North East Link under Blamey Road

See Greensborough Road from here on page 18
See Greensborough Road from here on page 20

Artist impression. Subject to change.

Green bridges and enhanced walking and cycling links.
Green bridges next to Greensborough Road
looking south
North East Link and green bridges next to Greensborough Road
looking north

1. New signalised crossing for walkers and bike riders

See Greensborough Road from here on page 18

Artist impression. Subject to change.
Tunnel entry at Blamey Road with ventilation structures located on what is currently Simpson Barracks land to reduce visual impacts for local residents.
Lower Plenty Road interchange
looking north

A long, narrow interchange to minimise impacts on communities and the environment.
Lower Plenty Road interchange
looking south

Entry and exit ramps in and out of the North East Link tunnels.
A new service road running next to Greensborough Road would distance homes on Strathallan Road from the interchange and prevent rat-running to and from North East Link.
Lower Plenty Road interchange
looking north

Entry and exit ramps in and out of the North East Link tunnels.
Lower Plenty Road interchange
North East Link and local traffic

1. Tunnel entry north towards M80 Ring Road
2. Tunnel exit south to turn left or right on Lower Plenty Road
3. Left hand turn from Greensborough Road to Lower Plenty Road
4. Left hand turn from Greensborough Road to Lower Plenty Road from Moorwatha Street, Newtown Road and Finlayson Street
5. Right hand turn from Lower Plenty Road to Greensborough Road
6. Right hand turn from Lower Plenty Road to Greensborough Road and Moorwatha Street, Newtown Road and Finlayson Street only

- Local road
- North East Link

A. New walking and bike riding link under Lower Plenty Road to connect River Gum Walk Trail

Artist impression. Subject to change.

Entry and exit ramps in and out of the North East Link tunnel and local connections between Greensborough Road and Lower Plenty Road kept for local use.
Lower Plenty Road interchange
looking south

A new walking and bike riding underpass connecting Greensborough Road to River Gum Walk Trail.
Greensborough Road looking north

An upgraded walking and cycling path and new planting along Greensborough Road.

Artist impression. Subject to change.
Manningham Road interchange looking west

The Manningham Road interchange would be built from top down and then covered.

Structures that are part of the tunnel operation including a substation and an emergency smoke extraction vent and would be located above ground.

Other opportunities for how to use the rest of the area once the tunnels are built and covered over will be explored through a separate planning approval process.

The Manningham Road interchange would be built from top down and then covered.
Manningham Road interchange
traffic movements

Drivers would use ramps to get in and out of the North East Link tunnels.
Eastern Freeway interchange
looking north

New interchange and tunnel portals next to Bulleen Road.
Eastern Freeway interchange
traffic movements and new walking and cycling links

North East Link would connect seamlessly to the Eastern Freeway to keep traffic on both roads flowing freely in all directions. Bulleen Road would connect to the Eastern Freeway as it does today and be kept open for local use.
Express lanes running in the middle of the Eastern Freeway would provide trips separated from merging traffic.
Eastern Freeway interchange
looking north

Artist impression. Subject to change.

Doncaster Busway and proposed park and ride.

See Bulleen Road from here on page 35
Bulleen Road
safer walking and cycling links and local connections

New signalised intersections and crossings for Veneto Club, Carey Sports Complex and Bulleen Park

Upgraded access road to Veneto Club, Carey Sports Complex and Bulleen Park

Upgraded walking and bike riding path next to Bulleen Road with a connection to the Main Yarra Trail at Banksia Street

New pedestrian path on the west side of Bulleen Road to provide paths on both sides of the road.

New signalised crossings and new and upgraded paths for walkers and bike riders.
Bulleen Road
safer walking and cycling links and local connections

New signalised intersection and crossing to make walking and cycling to Veneto Club, Carey Sports Complex and Bulleen Park safer and easier.
Eastern Freeway upgrades
looking towards Bulleen Road

Existing walking and bike riding trails, paths and bridges would be kept or rebuilt where needed.
Eastern Freeway upgrades
looking towards Bulleen Road

Existing walking and bike riding trails, paths and bridges kept or rebuilt where needed.
Koonung Creek Reserve
looking towards the city

Artist impression. Subject to change.

Noise walls protecting homes near open spaces.

See Koonung Creek Reserve from here on page 39
Koonung Creek Reserve
looking towards the city

New landscaping combining open space and planting to filter views of the Eastern Freeway and noise walls, Koonung Creek Reserve
Eastern Freeway
cycling upgrades and Doncaster Busway looking towards Ringwood

Doncaster Busway passing under Chandler Highway and separating to run on both sides of the Eastern Freeway and connect with Hoddle Street.

1. Doncaster Busway

A. New bike path running next to the Eastern Freeway starting from the Main Yarra Trail in Fairfield
B. New bike bridge across the Yarra River
C. New bike path continuing under Yarra Boulevard and under Chandler Highway connecting to the Main Yarra Trail
D. Main Yarra Trail

See the new bike bridge from here on page 41

Artist impression. Subject to change.
Eastern Freeway bus and cycling upgrades
looking towards Ringwood

New bike bridge and Doncaster Busway running next to the Eastern Freeway.
Doncaster Road
looking towards city

Rebuilt Doncaster Road bridge, new Doncaster Busway and upgraded Eastern Freeway.

Artist impression. Subject to change.
Doncaster Road
traffic, bus, walking and cycling movements

Doncaster Busway and new Koonung Creek Trail link passing under Doncaster Road.
Eastern Freeway upgrades
Approaching Elgar Road exit looking towards Ringwood

Separated express lanes in the centre of the Eastern Freeway to ease congestion caused by merging and weaving.
Eastern Freeway upgrades
Approaching Elgar Road exit looking towards Ringwood

Separated express lanes in the centre of the Eastern Freeway to ease congestion caused by merging and weaving.
Koonung Creek Wetlands
looking towards the city

New Disability Discrimination Act compliant walking and bike riding bridge connecting to the wetlands.
Koonung Creek Wetlands
looking towards the city

Separated express lanes in the centre of the Eastern Freeway to ease congestion caused by merging and weaving.
Eastern Freeway upgrades
looking towards Ringwood

Dedicated lanes separating drivers getting on and off the freeway to ease congestion and improve safety between Tram Road and Middleborough Road.

Artist impression. Subject to change.
Eastern Freeway upgrades
looking towards Ringwood

Dedicated lanes separating drivers getting on and off the freeway to ease congestion and improve safety between Tram Road and Middleborough Road.
Eastern Freeway upgrades
looking towards city

Dedicated lanes separating drivers getting on and off the freeway to ease congestion and improve safety between Tram Road and Middleborough Road.
Eastern Freeway upgrades
looking towards city

Dedicated lanes separating drivers getting on and off the freeway to ease congestion and improve safety between Tram Road and Middleborough Road.
Eastern Freeway upgrades
looking towards city

Ramp metering (lights) at Springvale Road to better space traffic getting on the freeway and ease congestion that flows from here back into the Mullum Mullum tunnels.
## INQUIRY AND ADVISORY COMMITTEE
### SITE VISIT: BUS ROUTE
Date: Friday 12 July 2019

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TIME</th>
<th>ACTIVITY / ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00am</td>
<td><strong>Bus arrive at 121 Exhibition Street.</strong>*</td>
<td>Begin boarding bus. Bus to begin boarding.</td>
</tr>
<tr>
<td>8:15am</td>
<td><strong>Depart 121 Exhibition Street.</strong>*</td>
<td>Depart 121 Exhibition Street.</td>
</tr>
<tr>
<td>8:45am</td>
<td>Travel eastbound on Eastern Freeway to Springvale Road.</td>
<td><img src="image1" alt="Map 1: 121 Exhibition St → Springvale Road" /></td>
</tr>
<tr>
<td>9:05am</td>
<td>Exit at Springvale Road and; U-turn back onto Eastern Freeway past Koonung Creek Reserve on the right.</td>
<td><img src="image2" alt="Map 2: Koonung Creek Reserve" /></td>
</tr>
<tr>
<td>9:10am</td>
<td>Continue along Eastern Freeway and turn off at the Bulleen Road exit. Head northbound.</td>
<td><img src="image3" alt="Map 3: Bulleen Road Exit → Carey Grammar Sports Complex" /></td>
</tr>
<tr>
<td>Time</td>
<td>Activity</td>
<td></td>
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<tr>
<td>----------</td>
<td>---------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>9:20am</td>
<td><strong>Stop and alight</strong>&lt;br&gt;Turn left onto into Carey Grammar Sports Complex/Templestowe United Football Club.*** ALIGHT BUS HERE <em><strong>&lt;br&gt;Visit/view:-&lt;br&gt;• Carey Grammar Sports Complex.&lt;br&gt;• Templestowe United Football Club.&lt;br&gt;• Carey Grammar Sports field.&lt;br&gt;</strong></em> REBOARD BUS ***</td>
<td></td>
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<tr>
<td>9:50am</td>
<td></td>
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</tr>
<tr>
<td>10.00am</td>
<td>Reboard bus and head north along Bulleen Road.</td>
<td></td>
</tr>
<tr>
<td>10:05am</td>
<td>Turn left into Veneto Club.</td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>Activity</td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>10.15am</td>
<td>Continue north along Bulleen Road to the Bulleen industrial area</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Left into Manningham Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Left into Greenaway Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*** STOP HERE, BUT STAY ON BUS ***</td>
<td></td>
</tr>
<tr>
<td>10.25am</td>
<td>Left into Bulleen Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Travel north along Bulleen Road and cross Manningham Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Left into Bridge Street and right onto Manningham Road</td>
<td></td>
</tr>
<tr>
<td>10.30am</td>
<td>*** MORNING TEA ***</td>
<td></td>
</tr>
<tr>
<td></td>
<td>30 MIN BREAK AT HEIDE PARK</td>
<td></td>
</tr>
<tr>
<td>11.00am</td>
<td>*** REBOARD BUS ***</td>
<td></td>
</tr>
<tr>
<td>11.00am</td>
<td>Head west along Manningham Road and turn right into Rosanna Road</td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>Activity</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>11.05am</td>
<td>Head north along Rosanna Road and turn right onto Lower Plenty Road and then left onto Greensborough Road</td>
<td></td>
</tr>
<tr>
<td>11.35am</td>
<td>Travel north along Greensborough Road to Watsonia</td>
<td></td>
</tr>
</tbody>
</table>
11.40am
Watsonia precinct – west
Left into Watsonia Road and park in front of shops or in Morwell Avenue.
Get off bus, view station area and walk over railway to see transmission towers being relocated.

*** ALIGHT BUS HERE ***
REBOARD BUS AT 12.10PM

12.15pm
*** LUNCH @ MACLEOD PARK ***
45 MIN BREAK
REBOARD BUS AT 12.50PM
<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
</table>
| 1.00pm | Back onto Greensborough Road and head north to M80.  
Turn left at M80 intersection and head west along M80 towards Plenty Road.  
Turn left onto Plenty Road, head south and make a u-turn at Plenty Road/Ambrose Treacy Drive intersection.  
Turn back onto M80 and head west to Greensborough Bypass. |
| 1.10pm | At M80 intersection, veer left onto Greensborough Bypass towards Diamond Creek.  
Turn around at the Diamond Creek roundabout and head back towards M80 intersection. |
| 1.25pm | Veer left/south onto Greensborough Bypass/Road. |
1.30pm  
Turn right onto Grimshaw Street and turn left into AK Lines Reserve.  

*** ALIGHT BUS HERE ***  
REBOARD BUS AT 2.10PM

2.10pm  
Reboard bus and turn right back onto Grimshaw Street and right again back on Greensborough Road.  

Head south

2.30pm  
Turn left onto Lower Plenty Road and turn right onto Martins Lane.  

Turn right onto Hendersons Road and continue onto Banyule Road and turn left onto Somerset Drive.  

Park at Banyule Flats Reserve.  

*** ALIGHT BUS HERE ***  
REBOARD BUS AT 3.00PM
<table>
<thead>
<tr>
<th>Time</th>
<th>Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.00pm</td>
<td>Head back up Somerset Drive to Banyule Road and turn left.</td>
</tr>
<tr>
<td></td>
<td>Left onto Sussex Place.</td>
</tr>
<tr>
<td></td>
<td>Left onto Scarborough Drive.</td>
</tr>
<tr>
<td></td>
<td>Right onto Buckingham Drive.</td>
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<tr>
<td></td>
<td>Left onto Beverley Road.</td>
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<tr>
<td></td>
<td>Continue along Beverley Road until Jika Street and turn left.</td>
</tr>
<tr>
<td></td>
<td>Turn left onto Manningham Road.</td>
</tr>
<tr>
<td>3.10pm</td>
<td>Veer right to stay on Manningham Road.</td>
</tr>
<tr>
<td></td>
<td>Turn Right onto Bulleen Road.</td>
</tr>
<tr>
<td></td>
<td>Continue south down Bulleen Road.</td>
</tr>
<tr>
<td></td>
<td>Turn right to get back onto Eastern Freeway.</td>
</tr>
<tr>
<td></td>
<td>Head west along Eastern Freeway back towards the city.</td>
</tr>
<tr>
<td>3.40pm</td>
<td>*** Arrive back at 121 Exhibition ***</td>
</tr>
</tbody>
</table>
NORTH EAST LINK PANEL TOUR

1. 121 EXHIBITION ST ➔ SPRINGVALE ROAD

2. KOONUNG CREEK RESERVE

3. BULLEEN ROAD EXIT ➔ CAREY GRAMMAR SPORTS COMPLEX
DISEMBARK AT THIS STOP

3.1
CAREY GRAMMAR SPORTS FIELD
TEMPLESTOWE UNITED FOOTBALL CLUB

DISEMBARK AT THIS STOP

4
MARCELLIN COLLEGE SPORTS FIELD
Depart **MORNING TEA location** and continue tour.
This route enables tour to drive past and view Borlase Reserve

MANNINGHAM RD ➔ LOWER HEIDELBERG
RD ➔ ROSANNA RD ➔ LOWER PLENTY RD ➔
GREENSBOROUGH RD ➔ DRYSDALE ST ➔
BORLASE ST ➔ COLEEN ST ➔ FAHEY CRES ➔
GREENSBOROUGH RD
10. GREENSBOROUGH RD ➔ WATSONIA PAST SIMPSON BARRACKS

WATSONIA PRECINCT including WATSONIA RAILWAY STATION and TRANSMISSION TOWERS
LUNCH STOP @ MACLEOD PARK

Go back along GREENSBOROUGH RD to stop for LUNCH at MacLeod Park

Return along GREENSBOROUGH RD to continue journey
RESUME TOUR - AFTERNOON PROGRAM

Greensborough Rd ➔ M80 (past Macorna Street bridge and pathway)
M80 ➔ GREENSBOROUGH BYPASS ➔ DIAMOND CREEK ROUND-ABOUT ➔ M80
M80 ➔ GREENSBOROUGH BYPASS ROAD ➔ GRIMSHAW STREET ➔ AK LINES RESERVE
GRIMSHAW ST ➔ GREENSBOROUGH RD ➔ LOWER PLENTY RD ➔ MARTINS LANE ➔ HENDERSONS ROAD ➔ BANYULE ROAD ➔ SOMERSET DRIVE ➔ BANYULE FLATS RESERVE
MANNINGHAM RD ➔ BULLEEN RD ➔ COLUMBA STREET ➔ M3 EASTERN FREEWAY ➔ ALEXANDRA PDE ➔ NICHOLSON ST ➔ SPRING ST ➔ COLLINS ST ➔ EXHIBITION ST

27 min
16.1 km
## Work Activity Risk Assessment

**Task/Facility/Plant:** Site Access and Inspection – Including construction sites, areas controlled by others, train stations and other public places (including public roads), entering/door knocking private properties, hosting private forums and green field/non-urban locations.

**Location:** North East Link Project

**NELA:** All employees

### Potential Hazard

<table>
<thead>
<tr>
<th>Sub-Task Sequence</th>
<th>Existing Risk Controls</th>
<th>Existing Risk Rating</th>
<th>Recommended Actions &amp; Safety Controls</th>
<th>Who and When</th>
<th>Residual Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>For Risk Assessment indicate each section or area of facility or plant</td>
<td>Identify the hazard associated with each step.</td>
<td>Identify any existing controls that are currently in place.</td>
<td>Additional risk control measures to reduce level of risk. Always apply the hierarchy of risk controls.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Elimination</td>
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<td></td>
<td></td>
<td></td>
<td>• Substitution</td>
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<td></td>
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<td>• Engineering Controls</td>
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<td></td>
<td></td>
<td></td>
<td>• Administrative Controls</td>
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<td></td>
<td>• PPE</td>
<td></td>
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<td></td>
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<td></td>
<td>Inform Line Manager of work destination/location prior to leaving the NELA office;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ensure your blood alcohol level is zero and that you are not under the influence of any drug(s) which may impair your ability to drive safely;</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mobile phones are not to be used whilst driving unless a suitable ‘hands free’ device is used;</td>
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<td></td>
<td></td>
<td></td>
<td>Avoid driving at times when you would normally be asleep and do not drive 16 hours since your last sleep;</td>
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<td></td>
<td>Familiarise yourself with the vehicle being used;</td>
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<td></td>
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<td></td>
<td>Avoid driving to site in adverse weather conditions;</td>
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<td>Follow traffic/road and public transport rules;</td>
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<td></td>
<td></td>
<td></td>
<td>Plan trip route and type of transport prior;</td>
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<td></td>
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<td></td>
<td>Use the designated routes for access and exit from the site;</td>
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<td></td>
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<td></td>
<td>NELA Personnel.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Potential Hazard

1. **Travel to and from site locations** (i.e. Public Transport, DEJJTR or private vehicle or walking).

   - Vehicle/traffic collision (including damage caused to vehicles);
   - Vehicle incident involving other structures (including damage caused to vehicles);
   - Overtaking vehicle;
   - Struck by vehicle (i.e. train, tram, car, cyclist etc.);
   - Fatigue contributing to an incident;
   - Hazardous access routes (i.e. dirt tracks etc.);
   - Fire;
   - Use of an unfamiliar vehicle results in an incident;
   - Flash and prolonged flooding.

   - NELA Project Safety Induction;
   - Complete the Nominated contractor and/or Rail Transport Operator induction;
   - DEJJTR Vehicle and Fleet Management Policy;
   - Victorian Road and Public Transport safety rules;
   - Current/valid VIC drivers licence or suitable equivalent.

   - NELA ‘Site Vehicle Maintenance Checklist’.

   - NELA Project Safety Induction;
   - Complete the Nominated contractor and/or Rail Transport Operator induction;
   - DEJJTR Vehicle and Fleet Management Policy;
   - Victorian Road and Public Transport safety rules;
   - Current/valid VIC drivers licence or suitable equivalent.

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</tr>
</thead>
<tbody>
<tr>
<td>2. <strong>Access to train stations and other RTO public areas</strong> i.e. car parks, footpaths etc. (investigations only – non manual works)</td>
<td>▪ Struck by vehicle/train; ▪ Falls from heights; ▪ Slips and trips; ▪ UV radiation; ▪ Needle stick injury and sharps; ▪ Physical / Psychological threat; ▪ Confined Spaces; ▪ Asbestos; ▪ Fatigue.</td>
<td>▪ NELA Project Safety Induction; ▪ RTO (Including Light Rail) Access Protocols; ▪ MTM Rail Safety Worksite Hazard Assessment; ▪ MTM - Third Party Induction; ▪ Enclosed and appropriate footwear; ▪ High Visibility Vests; ▪ Asbestos Awareness Training (where deemed required in consultation with NELA Safety Team).</td>
<td>2 4 MOD</td>
<td>Consult with the NELA Safety Team at least 24 hours prior to the NELA Safety Team before accessing RTO leased public area; ▪ Do not access beyond the yellow line at platforms; ▪ High Visibility Vests are to be worn at all times within MTM leased areas including carparks and platforms; ▪ Notify and sign in/out with Station Master; ▪ Ensure your blood alcohol level is zero and that you are not under the influence of any drug(s) that may impair your ability to work safely. There is a potential to be randomly drug and/or alcohol tests when working within RTO leased areas; ▪ Carry mobile phones at all times, ensure you stand still and be mindful of surrounding environment if using; ▪ Do not obstruct public pedestrian routes; ▪ Do not access areas with a risk of falls; ▪ Inform the Station Master of the presence of sharps. Do not touch; ▪ Refer any public enquiries to NELA Communications hotline 1800 105 105; ▪ Avoid unnecessary site access after dark. Lighting to be taken (i.e. torch); ▪ No lone working after dark; ▪ All incidents to be reported to Station Master, RTO Representative and NELA Safety Team immediately after site safety has been addressed; ▪ NELA employees shall not exceed a 12hr working day unless prior agreement between employee and Line Manager. The need to exceed 12hrs shall be risk assessed and controls implemented.</td>
<td>• NELA Line Managers; and • NELA Personnel.</td>
<td>1 4 MOD</td>
</tr>
</tbody>
</table>
### 3. Access to sites currently under construction and/or controlled by others  
* (Investigations only)

<table>
<thead>
<tr>
<th>Sub-Task Sequence</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>▪ Struck by vehicle/mobile plant;</td>
<td>▪ NELA Project Safety Induction;</td>
<td>▪ Inform Line Manager of work destination/location when not working in the NELA office;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ Falls from heights;</td>
<td>▪ Complete the Nominated Contractor Site Induction;</td>
<td>▪ Ensure you have completed the site induction;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ Slips and trips;</td>
<td>▪ Ankle high Steel capped boots (Safety Footwear with laces) and Special Purpose Orange</td>
<td>▪ Notify Contractor of presence on site (i.e. report to office prior to entry, sign in/out);</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ UV radiation;</td>
<td>▪ High Vis Vest to be worn at all times;</td>
<td>▪ Implement the contractors Safety Rules (i.e. additional PPE etc.);</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ Exposure to hazardous substances or materials;</td>
<td>▪ RTO Access Protocols;</td>
<td>▪ OH&amp;S Construction Induction for frequent and/or unaccompanied access to construction sites;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ Electrocution;</td>
<td>▪ Other PPE to be worn as requested by contractor;</td>
<td>▪ Avoid areas of mobile plant operation and alert plant spotter or operator before approaching,</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ Struck by falling objects;</td>
<td>▪ Construction contractors to be monitored by NELA to determine implementation of OH&amp;S</td>
<td>▪ designated walkways to be used where available;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ Confined Spaces;</td>
<td>▪ Contractual requirements;</td>
<td>▪ Report hazards to the Principal/Nominated Contractor;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td>▪ Fatigue.</td>
<td>▪ All incidents/accidents to be reported to principal/nominated contractors / Superintendent/Foreman and NELA (Line Manager and Safety Team) immediately or when safe to do so;</td>
<td>▪ Avoid areas of mobile plant operation and alert plant spotter or operator before approaching,</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Wear sunscreen and sun hat as necessary;</td>
<td>▪ designated walkways to be used where available;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Avoid access near excavations;</td>
<td>▪ Report hazards to the Principal/Nominated Contractor;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Do not access areas with a risk of falls;</td>
<td>▪ Avoid access near excavations;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Do not access any confined spaces without appropriate training and instruction and consultation with NELA Safety Team;</td>
<td>▪ Avoid access to waterways. A separate risk assessment is required for access to waterways;</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Remain clear of areas with overhead works;</td>
<td>▪ Follow the Fatigue Management Procedures of the Principal / Nominated Contractor.</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Avoid access to waterways. A separate risk assessment is required for access to waterways;</td>
<td>▪ NELA Line Managers; and</td>
<td></td>
<td>MOD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Follow the Fatigue Management Procedures of the Principal / Nominated Contractor.</td>
<td>▪ NELA Personnel.</td>
<td></td>
<td>MOD</td>
</tr>
</tbody>
</table>

**Note:** NELA employees shall not exceed a 12hr working day unless prior agreement between employee and Line Manager.
<table>
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</tr>
</thead>
</table>
| 4. Access to Greenfield and/or non-urban locations (Investigations only – non manual works) | Slips and trips; UV radiation; Heat Exhaustion; Wildlife (e.g. snakes, spiders); Physical threat; Fatigue; Confined Spaces; Passing vehicles/flying stones on gravel roads; Asbestos; Drowning. | NELA Project Safety Induction; Ankle high Steel Capped boots (Safety Footwear with laces) and Special Purpose Orange High Vis Vest to be worn at all times. | 2 | No remote site activities to occur during Fire Danger Rating – Code Red.  
  - Inform Line Manager of work destination/location when not working in the NELA office; A current copy of this risk assessment shall be taken to site and signed by each person undertaking the activity;  
  - First Aid Kit/Pack to be taken to site;  
  - Park well off the road where possible and turn on hazard lights (or flashing light if available);  
  - Wear sunscreen and sun hat as necessary;  
  - Avoid unnecessary site access after dark;  
  - Carry mobile phones at all times;  
  - When using mobile phone stand still and be mindful of surrounding environment;  
  - Refer any public enquiries to NELA Communications hotline 1800 105 105;  
  - Do not access areas with a risk of falls. Do not access any confined spaces without appropriate training and instruction and consultation with NELA Safety Team;  
  - Long sleeves and Long pants must be worn;  
  - Two person inspection teams required when visiting remote locations;  
  - Avoid access to waterways. A separate risk assessment is required for access to waterways;  
  - Report all incidents and hazards identified to your Line Manager and/or NELA Safety Team immediately or when practical;  
  - Carry or ensure you have access to drinking water;  
  - Avoid outside work activities on hot days where possible and/or ensure short breaks in the shade are possible every hour (or as necessary);  
  - Do not disturb any suspect asbestos containing materials and report all suspect materials identified to the NELA Safety Team;  
  - NELA employees shall not exceed a 12hr working day unless prior agreement between employee and Line Manager. The need to exceed 12hrs shall be risk assessed and controls implemented. | NELA Line Managers; and NELA Personnel. | 1 | MOD |
<table>
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<tr>
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</tr>
</thead>
</table>
| 5. Entering / Door Knocking on Private Properties | Hostile / aggrieved / disoriented occupant; Savage Dogs; Electric Fences, barbed wire. | NELA Project Safety Induction; | 3 | - Attempt to make initial contact by phone;  
- Two person inspection teams at all times;  
- Mobile phones to be carried for communication in the event of an emergency;  
- No door knocking after 8pm in the evening;  
- In the event that a house is a long way from the property boundary, drive to the house;  
- Visually survey property prior to entry for signs of dogs / other animals;  
- Assess if fences electrified prior to touching – e.g. signage, presence of electrical devices;  
- Avoid barbed wire – find gate / go around the long way etc.;  
- Never jump fences – unless absolute emergency;  
- If property gated / fenced, rattle gate to determine whether a dog is present;  
- If front door open or property appears unsecured do not enter – call out – there may be a dog guarding property;  
- Introduce yourself clearly and carry documents identifying you as a representative of DEDJTR – NELA;  
- If a person is hostile / aggrieved / making threats / appears affected by substances / carrying a weapon, do not engage with or provoke – walk away and leave. Notify Line Manager of occurrence when safe to do so;  
- If no-one home, leave evidence of entry to property – e.g. calling card – avoid neighbours thinking you are an intruder.  
In the event of confrontation with a dog:  
- STOP and stand absolutely still.  
- DO NOT make eye contact with the dog. Make sure you can still see the dog with your peripheral vision.  
- Back away very slowly, without running, yelling, waving your arms or kicking at the dog.  
- Increase the distance between you and the dog. There may be times when a dog will attack without warning. If a dog knocks you to the ground, lie in the foetal position with your arms covering your face and remain still. | NELA Comms team; NELA Personnel. | 2 | MOD |
<table>
<thead>
<tr>
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<th>Who and When</th>
<th>Residual Risk Rating</th>
</tr>
</thead>
</table>
| 6. **NELA Personnel hosting information session at an offsite location**  
(Hotel, hall, centre, meeting room) | ▪ Hostile / aggrieved traders, occupants and / or residents;  
▪ Slips and trips;  
▪ Verbal Physical threat;  
▪ Fire, bomb threat / emergency situation within offsite location.  
      | ▪ NELA Safety Induction;  
▪ Information Session for Traders and Landlords – Communications plan;  
▪ Location specific emergency evacuation procedures. | 3 | ▪ NELA host to conduct on location emergency brief (emergency procedures and nominated wardens);  
▪ First aid trained representative from NELA, alternatively a nominated first aid trained representative from the venue to be available as required;  
▪ Physical Inspection of location to be conducted prior to any information sessions;  
▪ Minimum of two NELA coordinators to greet people at the entrance. Minimum of two NELA coordinators to be present at all times;  
▪ Set up of technology to consider potential trip hazards (i.e. electrical cords across walkways etc.);  
▪ A current copy of this risk assessment shall be taken to the venue and signed by each person undertaking the activity – if not already signed;  
▪ Carry mobile phones at all times;  
▪ Introduce yourself clearly and carry documents identifying you as a representative of NELA;  
▪ If a person is hostile / aggrieved / making threats / appears affected by substances / carrying a weapon, do not engage with or provoke – ask them politely to leave, and you shall walk away and leave. Notify Line Manager of occurrence when safe to do so;  
▪ Call 000 if you feel your health and safety is at risk from hostile personnel.  
▪ When disruptive, hostile or protest activity is possible or expected a further safety and security risk assessment must be undertaken prior to the session/event. | 2 | MOD |
<table>
<thead>
<tr>
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**Disclaimer:** For any NELA work activity involving operational equipment other than those listed above, please contact the Safety Team for an additional risk assessment. Please detail and assess site specific hazards identified prior to commence or during the activities being carried out in the space provided below.
## REQUIREMENTS TO COMMENCE WORK

### Personnel protective equipment & Protective Measures:
- **Mandatory**
  - Enclosed footwear.
- **As Required**
  - Special purpose orange high vis vest;
  - Hard Hat if required (i.e. Contractor Site Rules, Works Overhead etc);
  - Steel capped boots (Lace ups);
  - Eye Protection if required (i.e. Contractor Site Rules);
  - Gloves (i.e. Contractor Site Rules);
  - Hearing Protection (i.e. Contractor Site Rules or exposure to excessive noise).

### Training & Instruction:
- NELA Project Safety Induction or evidence of induction into the contents of this risk assessment;
- MTM Third Party Induction: All employees to be in possession of valid OH&S Construction Induction (Red Card) or approved equivalent when access required onto construction sites (or dispensation from controller of worksite);
- Contractors Site Specific Induction (If Appointed);
- Implement the Site Safety Rules of the appointed Contractor;
- DEDJTR Vehicle and Fleet Services Policy.

### Personnel Qualifications & experience required:
- OH&S Construction Induction or approved equivalent (Construction Site Access);
- Rail Industry Worker Card;
- Qualifications relevant to position description.

### Rail Emergency Contacts
- Electrol (For Overhead Faults) – 96105222;
- Metrol (For Suburban Area) – 96107205;
- Centrol (For Regional Victoria) – 96191077;
- ARTC (Interstate Corridor) – 0882174233;
- VicTrack (Network Operations Centre) – 1800 887 662;
- Vic Roads Traffic Management Centre – 13 11 70

### Permit to work
- Relevant RTO Site Access Permit and/or permission;
- MTM General Work Access Permit.

### Inspect & Maint Checks:
- NELA ‘Site Vehicle Maintenance Checklist’.

### Plant & Equipment Required:
- NELA or personal vehicle.

### Relevant Legislation & Codes of Practice:
- **Legislation**
  - OH&S Act (VIC) 2004;
  - OH&S Regulations 2017;
  - Rail Safety National Law Application Act 2013 (Vic);
- **Codes and Guidance**
  - MTM - L0-SQE-PRO-14 Safety and Environmental Requirements for Contractors working on MTM premises
  - Plant 1995, including Amendment No. 1;
  - Manual Handling 2000;
  - Demolition 1991, including Amendment No. 1;
  - Hazardous Substances 2000;
  - Lead 2000;
  - Building and Construction Workplaces 1990;
  - Safety Precautions in Trenching Operations 1988;
  - Workplace Amenities and Work Environment 2008;
  - Confined Spaces 2008;
  - First Aid in the Workplace 2008;
  - Prevention of Falls in General Construction 2008;
  - WorkSafe Guide to Safe Work Related Driving 2008;

### Authorised By:
- Duncan Elliott
  - Chief Executive Officer
- Date: 20/4/2018
## Consequence criteria

<table>
<thead>
<tr>
<th>Rating</th>
<th>Environment and Cultural Heritage</th>
<th>Financial</th>
<th>Governance</th>
<th>Project Schedule</th>
<th>Reputation</th>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CRITICAL (5)</strong></td>
<td>Irreversible widespread damage to the environment. Destruction of a heritage site of high scientific significance. Fine/prosecution by EPA. Design constructed does not account for climate change predictions.</td>
<td>Increase in cost not managed within existing project budget, i.e. Total Expected Investment (TEI) (not including R&amp;O allowance). Equating to a variance of &gt;20%.</td>
<td>Events that cause business interruption/widespread industrial action or staff retention issues that have a severe impact to the project’s operations. More than 1 month of productivity</td>
<td>Expected delay of &gt; 6 months to one or more of the project’s critical path activities impacting on the project end date.</td>
<td>Irreparable damage to reputation. Parliamentary inquiry. Major public concerns raised - community outrage - potential large-scale class action. Extremely adverse publicity (sustained national/state coverage).</td>
<td>Circumstance has potential to, or causes, multiple fatalities and immediate action must be taken to mitigate the risk. (Event generates national and/or global interest)</td>
</tr>
<tr>
<td><strong>MAJOR (4)</strong></td>
<td>Major environmental hazard caused – long term recovery. Disturbance of a heritage site of high scientific significance. Fine/prosecution by EPA. Unsustainable construction methods used during construction.</td>
<td>Increase in cost not managed within existing project budget, i.e. Total Expected Investment (TEI) (not including R&amp;O allowance). Equating to a variance of 15-20%.</td>
<td>Events that cause business interruption/industrial action or staff retention issues that have a significant impact to the project’s operations. Less than 1 month loss of productivity</td>
<td>Expected delay of between 3 to &lt; 6 months to one or more of the project’s critical path activities impacting on the project end date.</td>
<td>Significant damage to reputation requiring Minister’s and/or Secretary’s involvement. Incident has department level impact. High profile community concerns raised - requiring significant rectification measures. Extensive media coverage (sustained national/state coverage).</td>
<td>Circumstance has potential to, or causes, fatality or serious injuries and immediate action must be taken to mitigate the risk. (Event generates state-wide interest).</td>
</tr>
<tr>
<td><strong>MODERATE (3)</strong></td>
<td>Measurable environmental harm – medium term recovery. Complete removal of one of more heritage artefacts confined to a small number of locations. Complaints to EPA - additional scrutiny. Resources used unsustainability during construction.</td>
<td>Increase in cost substantially managed within existing project budget, i.e. Total Expected Investment (TEI) (not including R&amp;O allowance). Equating to a variance of 10-15%.</td>
<td>Events that cause some reduction in operations/potential for industrial action or staff retention issues and require careful management to ensure impact is appropriately managed. Up to 1 week loss of productivity</td>
<td>Expected delay of between 1 to &lt; 3 months to one or more of the project’s critical path activities impacting on the project end date.</td>
<td>Moderate damage to reputation required to be advised to Secretary. Damage may be contained to one branch. Community complaints voiced privately - minor rectification measures required. Limited media coverage.</td>
<td>Circumstance has potential to cause injury and action is formally prioritised in line with other risks facing the department.</td>
</tr>
<tr>
<td><strong>MINOR (2)</strong></td>
<td>Medium term immaterial effect on environment/community - required to inform EPA (e.g. noise, dust, etc.).</td>
<td>Increase in cost managed within existing project budget, i.e. Total Expected Investment (TEI) (not including R&amp;O allowance). Equating to a variance of 5-10%.</td>
<td>Events that cause minor loss of productivity/impact a small number of personnel and require management to contain the risk. NELA business critical systems not available for</td>
<td>Expected delay of between 2 weeks to &lt; 1 month to one or more of the project’s critical path activities impacting on the project end</td>
<td>Minimal damage to reputation. Immediate action taken to contain and redress reputation issue.</td>
<td>Circumstance has potential to compromise safety but would only cause minor injury or</td>
</tr>
</tbody>
</table>
## Likelihood Table

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
<th>Likelihood</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Almost Certain</td>
<td>Occurs in almost all similar projects, i.e. 76% to 99% chance</td>
</tr>
<tr>
<td>4</td>
<td>Likely</td>
<td>Occurs in most similar projects, i.e. 51% to 75% chance</td>
</tr>
<tr>
<td>3</td>
<td>Possible</td>
<td>Occurs in half of similar projects, i.e. 26% to 50% chance</td>
</tr>
<tr>
<td>2</td>
<td>Unlikely</td>
<td>Occurs in some similar projects, i.e. 6% to 25% chance</td>
</tr>
<tr>
<td>1</td>
<td>Rare</td>
<td>Occurs in almost no similar projects, i.e. 0% to 5% chance</td>
</tr>
</tbody>
</table>

### Insignificant (1)
- Short term transient environmental or community impact – negligible action required. No impact to heritage site.
- Increase in cost managed within existing project budgets, i.e. Total Expected Investment (TEI) (not including R&O allowance). Equating to a variance of <5%.
- Events that impact personnel but have an insignificant risk of industrial action of staff retention issues occurring. Marginal loss of some non-critical NELA productivity only.
- Expected delay of < 2 weeks to one or more of the project’s critical path activities impacting on the project end date.
- Reputation intact. Internal knowledge only.
- Circumstance has potential to compromise safety but would only cause insignificant injury or disruption.

**Likelihood Table**: Disturbance or partial removal of a small number of heritage artefacts. One day. Date. Media attention of local concern. Disruption.
## Risk Rating Matrix

<table>
<thead>
<tr>
<th></th>
<th>1 - Insignificant</th>
<th>2 - Minor</th>
<th>3 - Moderate</th>
<th>4 - Major</th>
<th>5 - Critical</th>
</tr>
</thead>
<tbody>
<tr>
<td>Almost Certain</td>
<td>Medium</td>
<td>Significant</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Likely</td>
<td>Medium</td>
<td>Medium</td>
<td>Significant</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Possible</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Significant</td>
<td>High</td>
</tr>
<tr>
<td>Unlikely</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Significant</td>
</tr>
<tr>
<td>Rare</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
</tr>
</tbody>
</table>