Department of Transport and Planning

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Your ref:
COR 2025 002555

Our ref: LV1411-14592

Marde Bevan
Coroner's Registrar
Coroners Court of Victoria
65 Kavanagh Street
SOUTHBANK VIC 3006

By email only: cpuresponses@coronerscourt.vic.gov.au

Dear Marde

INVESTIGATION INTO THE DEATH OF [redacted] (PSEUDONYM FOR PUBLISHING IFL)

I refer to your letter dated 29 April regarding Coroner Sarah Gebert's findings and recommendations.

The Department of Transport and Planning (**Department**) extends its condolences to the family and friends of Griffin House.

The Coroner's recommendations

Pursuant to section 72(2) of the Coroners Act 2008 (Vic), it was recommended that:

*The Department of Transport and Planning investigate whether it is feasible to install Audio Tactile Line Marking (**ATLM**) along the edge of Sea Lake-Swan Hill Road between Swan Hill and Ultima, Victoria.*

Response to Recommendation

The Coroner's recommendation to investigate the feasibility of ATLM has been undertaken.

As noted at paragraph 48 of the Coroner's finding, there are practical challenges associated with installing ATLM. In particular, Sea Lake-Swan Hill Road does not currently meet the design characteristics outlined in the relevant VicRoads Research Design Note, particularly in relation to roadway and traffic lane width.

As a result, ATLM cannot be appropriately installed on Sea Lake-Swan Hill Road under its current configuration. Installation would require major rehabilitation, or reconstruction works to widen the road pavement and provide a sealed shoulder.

The Department is responsible for managing and maintaining Victorias arterial road network. This includes undertaking rehabilitation and reconstruction works where required. The typical cross-section used for these works is shown in Figure 1 below.

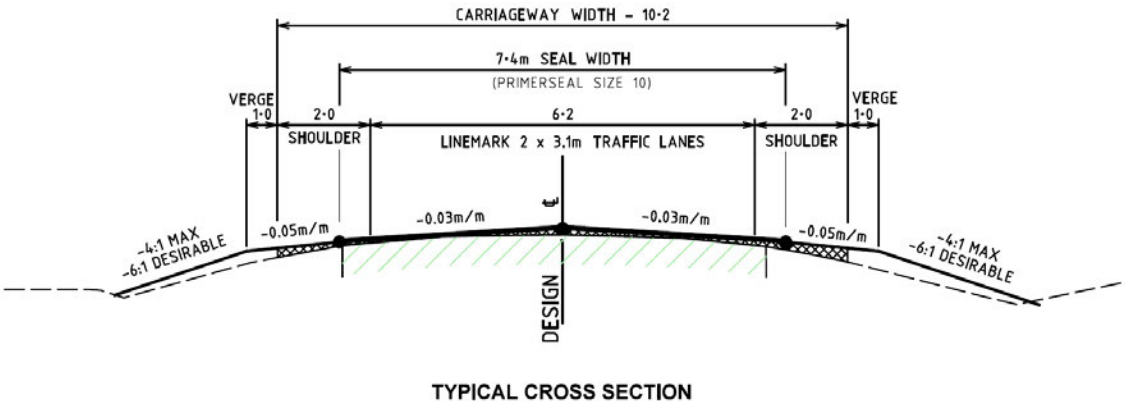

Figure 1 – Typical rural road rehabilitation cross section

What the figure doesn't highlight is the standard use of ATLM which is normally applied on top of the edge line marking (3.1m from the centre line), or just outside of the edge line on the sealed shoulder area.

As the Department rehabilitates sections of road in the future, opportunities to deliver ATLM outcomes would be assessed as part of the rehabilitation and rebuild program.

A key limitation when considering road widening is the availability of space within the road reserve. Constraints may include protected vegetation, private property and cultural heritage considerations. In addition, ATLM is generally not installed within 250 metres of residential properties to minimise potential impacts on residential amenity.

The Department's investigation concluded that ATLM is not currently suitable for installation on this section of Sea Lake-Swan Hill Road due to the existing road geometry.

Although the road reserve near the crash site appears capable of accommodating the cross-section shown in Figure 1, ATLM could only be considered in conjunction with future major rehabilitation or reconstruction works that achieve the required road standard.

There are no residential properties within 250 metres of the site that would otherwise constrain the future use of ATLM.

Should you require any further information or wish to discuss any aspect of this response, please contact [redacted].

Yours sincerely

Anthony Judd
Executive Director Hume and Loddon Mallee
15/09/2026