

## PAEC June 2019 Questions on Notice

### ROADS / ROAD SAFETY AND THE TAC

#### Written Questions on Notice provided by Richard Riordan MP

- 1. In relation to the Regional Road Maintenance Output initiative listed on BP4 page 6 and the description on Page 11, can you provide a breakdown of this funding?**

The breakdown of funding for Regional Road Maintenance Output Initiative listed on BP3 page 6 is:

<b>Program</b>	<b>2019 – 20 (\$million)</b>	<b>2020-21 (\$million)</b>
Road Resurfacing (regional)	152.9	191.0
Asset Management Transformation Program (regional)	5.8	6.0
Undertake pavement condition surveys(regional)	0.3	0.3
<b>Total</b>	<b>159.0</b>	<b>197.3</b>

- 2. Can you explain what a new road asset management transformation plan involves and how much developing this plan will cost?**

The plan and associated costs are yet to be finalised. It is anticipated that a combination of State appropriation, approved within the pavement maintenance output revenue included in the 2019-20 State Budget, and funds from other existing resources, would be allocated to develop a whole-of-state Road Maintenance Procurement Strategy, including an asset management transformation plan.

This Procurement Strategy includes:

- (a) identifying the required data and designing new contracts to embed both improved performance / asset management outcomes, as well as improving risk transfer; and
- (b) identifying the asset management requirements, data collection and systems to appropriately manage the new contracts.

- 3. Will the plan take into consideration the recommendations from the Victorian Auditor General's report of 2017 titled Maintaining State-Controlled Roadways?**

The asset management transformation plan will address the five recommendations from the Victorian Auditor General's report of 2017 titled 'Maintaining State-Controlled Roadways'.

#### **Road Asset Management outputs (BP3 PG 343)**

- 4. What is the total length of the VicRoads controlled network in Regional Victoria?**

The number of lane kilometres maintained on the regional road network by VicRoads is 41,495.

- 5. What is the total number of bridges under VicRoads control?**

The number of bridges maintained in the regional area by VicRoads is 2,271.

**6. In relation to road length that meets cracking standard – what is determined to be an acceptable standard of cracking and how is that determined?**

VicRoads has developed performance intervention levels for cracking which is measured as percentage length with visible cracking. The intervention thresholds vary, depending on the importance of road. When a road segment falls below a defined acceptable intervention level, then the site gets selected for treatment to bring it back to an acceptable standard.

**7. In relation to road length meeting roughness standards – how is an acceptable level of roughness determined?**

VicRoads has developed performance intervention levels for road roughness in accordance with the International Roughness Index (IRI). The intervention thresholds vary, depending on the importance of road. When a road segment falls below a defined acceptable intervention level, then the site gets selected for treatment to bring it back to an acceptable standard.

**8. How often are roads inspected and tested for these measures?**

- a. As an example, the section of Warrnambool Caramut Road between Purdeet Road and the Caramut-Minhamite Road, how often is that inspected for these measures.**

Road surface condition surveys are carried out every 2 years on declared roads.

**9. Are there mandatory tests required to assess road condition – ie, Skid testing.**

- a. If yes – What is the completion rate of these tests.**

There are no mandatory tests to assess road condition. To establish good road asset management practices, a Road Management Plan has been created in accordance with section 49 of the Road Management Act 2004. The Road Management Plan, policies and procedures have been developed to survey and monitor road conditions. The Road Management Plan can be found on the VicRoads website.

**10. What is the percentage of road that needs preventative maintenance each year to prevent the road network preventing a significant break down and is that percentage being met?**

Road resealing and resurfacing are the most cost-effective preventative maintenance activities. DoT uses a number of criteria to determine when preventative maintenance is required based on road condition assessments, network priority of the road in question, and level of the intervention required.

The 2019-20 State Budget includes \$608 million to upgrade the local roads drivers use every day, and more than \$486 million to lifting the standard of country roads. This investment is in addition to the \$87.2 million already committed for rural road rebuilds.

**11. Can you provide the committee with a list of roads that fall under the medium strategic priority road category?**

Medium strategic priority roads are roads within VicRoads Road Maintenance Categories 4.1 and 4.2. Roads are allocated to road maintenance categories based on road connectivity, the number of vehicles using the road per day, and commercial vehicle usage.

Roads that fall under the medium strategic priority road category are listed in the Road Management Plan which can be accessed on the VicRoads website.

**12. Can you provide a list of roads falling under the high strategic priority category?**

High strategic priority roads are roads within VicRoads Road Maintenance Categories (RMC) 1, 2 and 3. Roads are allocated to road maintenance categories based on road connectivity, the number of vehicles using the road per day, and commercial vehicle usage.

Roads that fall under high strategic priority road category are listed in the Road Management Plan which can be accessed on the VicRoads website.

**Department of Transport (BP3 PG 100)**

**13. In relation to output initiatives –output initiatives for the former Department listed \$17.4 million over the forward estimates to establish Regional Roads Victoria, including \$3.4 million in 2019/20?**

Regional Roads Victoria forms part of the Department of Transport. Output measures are attributed at the departmental level.

The 2018-19 State Budget provided \$17.4 million for the establishment of Regional Roads Victoria. This was an output initiative. The State Budget papers do not show output initiatives funded in previous years.

**14. Noting the department has been restructured can you explain why there is no mention of Regional Roads Victoria in the new Department of Transport's outputs, Existing or elsewhere in the 2019/20 Budget Papers?**

Regional Roads Victoria forms part of the Department of Transport. Output measures are attributed at the departmental level.

The 2018-19 State Budget provided \$17.4 million for the establishment of Regional Roads Victoria. This was an output initiative. The State Budget papers do not show output initiatives funded in previous years.

**15. With more mergers underway between agencies, will Regional Roads Victoria remain, as described on its website, a division to champion the needs of country Victorians”?**

Regional Roads Victoria was developed in response to a number of significant events and milestones between 2016 and 2018 that demonstrated the need for a coordinated statewide approach to uplift

the safety and quality of regional roads, as well as identify critical network improvements to meet the needs of regional communities and stakeholders.

In the first two months of RRV's operation, the Chief Regional Roads Officer, Paul Northey, completed a statewide engagement program, meeting with regional stakeholders including all rural and regional councils. These meetings showed support for RRV and the clear need for specific focus on regional Victoria. Informed by these visits, RRV is working toward a better planned, maintained and integrated road network that aligns with the changing shape of regional Victoria.

RRV will remain as an arm of the Department of Transport focused on providing safer and better roads that support regional communities' growth and prosperity now and in the future.

**16. Was the establishment of this agency, with a \$17.4 million investment simply a way for the Government to look like they were doing something about the condition of rural and regional roads.**

In order to deliver consistent funding for regional roads and meet the expectations of the community, the Government established Regional Roads Victoria (RRV).

This new dedicated country roads authority is delivering more than 1,500 kilometres of roads repaired and resurfaced under the current maintenance program – and the most recent budget of \$425 million ensures they can do the same again over the next two years.

The Victorian Government is investing more than ever before to make country roads safer and has doubled the spending on road maintenance as compared with the Coalition's last year in office.

The 2019-20 State Budget provides \$519 million for RRV to improve roads and road safety across regional Victoria. This includes:

- \$425 million to carry out maintenance across regional Victoria – on top of \$87 million already committed for regional road rebuilds in the last budget
- \$60.8 million for Keeping Ballarat Moving
- \$29 million to upgrade four intersections across regional Victoria.

Working closely with all rural and regional councils, RRV is managing the \$100 million Fixing Country Roads fund to deliver 244 local road projects across Victoria.

All these investments help reduce congestion, improve safety, and support primary producers to get their goods to market.

### Written Questions on Notice provided by Sam Hibbins MP

- 17. Of the VicRoads annual appropriation, what percentage of that gets spent on projects for vehicles, projects for pedestrians and projects for cyclists?**

Projects within the Roads portfolio commonly include elements that support private vehicle, public transport, pedestrians, and cyclists. These components cannot be separately identified from a financial perspective.

- 18. Will there be mandatory recovered and recycled content for road maintenance.**

VicRoads is working closely with industry and other key stakeholders, such as Sustainability Victoria, Office of Projects Victoria and the EPA to identify further opportunities for the use of recycled materials in road construction. It should be noted that Victoria is one of the Australian leaders in the use of recycled material in road construction.

### Written Questions on Notice provided by Bridget Vallence MP

- 19. BP4 page 10 refers to 2019-20 Commonwealth funding. The Commonwealth has made available \$20 million under its Urban Congestion Fund to duplicate the Maroondah Highway in Coldstream and install traffic lights at the Killara Road and Station Street intersection and the North-South Gateway intersection. Will the State Government accept this funding and deliver this project in full at Coldstream.**

The Victorian Government is discussing the Maroondah Highway upgrade project and other Commonwealth commitments with the Commonwealth Government to ensure that a sufficient level of funds is provided by the Commonwealth to deliver the announced scope and identify and resolve network risks in each case.