



Department of Economic Development, Jobs, Transport & Resources

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Ref: DOC/15/480485

Hon Gordon Rich-Phillips MLC
Chair
Port of Melbourne Select Committee
Parliament House
Spring Street
EAST MELBOURNE VIC 3002

Dear Mr Rich-Phillips

PORT OF MELBOURNE SELECT COMMITTEE – RESPONSES TO QUESTIONS ON NOTICE

Thank you for the opportunity to provide evidence to the Port of Melbourne Select Committee on 14 October 2015. Below, I provide my responses to the Questions Taken on Notice.

Question 1 - To provide the outcome of the review undertaken into the delay in producing requested documents (page 4).

Response:

As requested by the Committee, I have investigated the steps taken by the department in responding to the Committee's request for production of the level crossings report. The delay was in part occasioned by the need to obtain legal advice on the application of executive privilege to the document, some early delays in processing the request, and the complexities of co-ordination between the department, VicRoads and central agencies. The department will endeavour to streamline co-ordination activities in future. Departments will require reasonable time for the necessary legal advice and government briefings to be obtained before documents can be produced.

Question 2 - To verify following statement (page 9):

- a. Mr Barber: It varies between about 6 per cent and 46 per cent of the time. Where they are down for 50 per cent of the time is at Anderson Street, Yarraville, at Union Road, Surrey Hills, and — the big daddy of them all — at Glen Huntly Road, Glen Huntly, where they are down for 60 per cent of the time in morning peak, and yet none of those I mentioned are on the government's list. Can you please

check whether that statement — that is, that the 50 you are doing have boom gates down for up to 50 per cent of the time — is a correct statement?

Response:

The statement is correct. The boom gates are closed for 50% or more of the morning peak period at thirteen of the 50 sites within the level crossing removal program. The worst site is at Koornang Rd where the boom gates can be closed for up to 73% of the AM peak period.

Question 3 - To provide the updated statistics that DTF and LCRA use concerning boom gate downtimes, in place of the outdated VicRoads stats?

Response:

*The Government has stated that the 50 level crossings within the Level Crossing Removal Program were selected based on a range of criteria including safety, public transport service improvements and congestion. The updated boom gate downtimes that are being used by DTF and the Level Crossing Removal Authority are provided in the attached document (**refer Attachment 1**).*

Question 4 - To provide the answer as to which government suspended the \$20 million dollar allocation to the rail shuttle (page 62).

Response:

In October 2014, the previous government decided not to progress with Salta's Melbourne Metropolitan Intermodal System proposal on the basis that it was considering a competitive market approach for delivering a Port Rail Shuttle (PRS).

The PRS concept may not be the only way of achieving improved rail modal outcomes at the Port of Melbourne. Therefore, in the interests of the State, and to provide a holistic approach to the future management of the Port, the current government has decided to seek rail modal outcome proposals as part of the Port of Melbourne lease.

Funding has been retained in the budget against the PRS pending the outcome of the lease process (see 2015-16 State Budget, Paper 4, pg20). The Government will work in partnership with the leaseholder to achieve a rail modal outcome that benefits both the State and port users at the appropriate time.

Further to my responses above, I would also like to correct a statement that I made in my evidence to the Inquiry. I refer you to Page 9 of the Proof Transcript, and in particular my response to the following question from Mr Ondarchie:

"I am just wondering where, 17 months on, that \$20 million is in the process?"

My response to the question as recorded in the Proof Transcript is a correct record of my evidence at the Inquiry, however, I have since been made aware that the department has spent approximately \$1 million on preparing for a competitive process for the Port Rail

Shuttle as per the 2014-15 Budget commitment. On this basis, my response should have been as follows:

"Approximately \$1 million of the State allocation has been spent by the Department of Economic Development, Jobs, Transport and Resources preparing for the competitive process for the Port Rail Shuttle, so around \$19 million remains to be spent, but the commitment has equally not gone away so as I ---"

During the course of the hearing I also undertook to follow up whether further information was available regarding Federal Government funding criteria for the Main Road St Albans level crossing project.

Response:

The Federal Government provided funding to the Main Road St Albans level crossing project utilising savings from the Regional Rail Link (RRL) project.

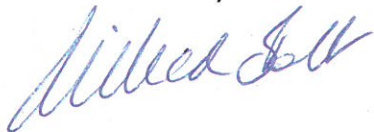
The Main Road level crossing is on the Sunbury line, on which the Bendigo VLine services operate and which are a key beneficiary of the RRL project.

The Victorian Government had identified the Main Road level crossing project as a priority given the safety and congestion issues at the crossing, noting that Main Road was ranked No.1 for the Australian Level Crossing Assessment Model (ALCAM 2008) safety risk in Victoria.

A requirement of the Federal Government funding was that the project be assessed by Infrastructure Australia utilising its Reform and Investment Framework. This assessment has been completed.

Should you require any further information, please contact Annette Lancy, Director, Office of the Secretary, on 8392 5933.

Yours sincerely



Richard Bolt
Secretary

5 / 11 / 15

Encl:

Attachment 1 – 50 Level Crossing Removal Sites – Boom Gate Closure Time AM Peak (%)

**50 Level Crossing Removal Sites
Boom Gate Closure Time AM Peak (%)**

| | Line | Road Name | Suburb | Road Type | Boom Gate Closure Time (%) AM Peak |
|----|--------------------------|---------------------|----------------------|-----------|------------------------------------|
| 1 | Cranbourne - Pakenham | Grange Road | Caulfield East | Arterial | 46% |
| 2 | | Koornang Road | Carnegie | Local | 73% |
| 3 | | Murrumbeena Road | Murrumbeena | Arterial | 63% |
| 4 | | Poath Road | Hughesdale | Local | 60% |
| 5 | | Clayton Road | Clayton | Arterial | 68% |
| 6 | | Centre Road | Clayton | Arterial | 63% |
| 7 | | Corrigan Road | Noble Park | Local | 60% |
| 8 | | Heatherston Road | Noble Park | Arterial | 61% |
| 9 | | Chandler Road | Noble Park | Arterial | 56% |
| 10 | Cranbourne | Abbotts Road | Lyndhurst | Local | 9% |
| 11 | | Thompsons Road | Cranbourne West | Arterial | 16% |
| 12 | Pakenham | Sth Gippsland Hwy | Dandenong South | Arterial | 16% |
| 13 | | Hallam South Road | Hallam | Arterial | 36% |
| 14 | | Clyde Road | Berwick | Arterial | 31% |
| 15 | Frankston | North Road | Ormond | Arterial | 25% |
| 16 | | McKinnon | McKinnon | Local | 40% |
| 17 | | Centre Road | Bentleigh | Arterial | 32% |
| 18 | | Charman Road | Cheltenham | Local | 30% |
| 19 | | Balcombe Road | Mentone | Arterial | 38% |
| 20 | | Edithvale Road | Edithvale | Arterial | 35% |
| 21 | | Station Street | Bonbeach | Local | 37% |
| 22 | | Station Street | Carrum | Arterial | 18% |
| 23 | | Eel Race Road | Carrum | Local | 17% |
| 24 | | Seaford Road | Seaford | Arterial | 27% |
| 25 | Overton Road (Skye Road) | Seaford | Local | 28% | |
| 26 | Glen Waverley | Toorak Road | Kooyong | Arterial | 38% |
| 27 | | Burke Road | Glen Iris | Arterial | 33% |
| 28 | Belgrave | Blackburn Road | Blacburn | Arterial | 45% |
| 29 | | Heatherdale Road | Ringwood | Local | 55% |
| 30 | | Mountain Highway | Bayswater | Arterial | 24% |
| 31 | | Scoresby Road | Bayswater | Arterial | 18% |
| 32 | Craigieburn | Buckley Street | Essendon | Arterial | 65% |
| 33 | | Glenroy Road | Glenroy | Arterial | 41% |
| 34 | Upfield | Moreland Road | Brunswick | Arterial | 21% |
| 35 | | Bell Street | Coburg | Arterial | 25% |
| 36 | | Camp Road | Campbellfield | Arterial | 10% |
| 37 | Hurstbridge | Grange Road | Fairfield/Alphington | Arterial | 33% |
| 38 | | Lower Plenty Road | Rosanna | Arterial | 14% |
| 39 | South Morang | Bell Street | Preston | Arterial | 22% |
| 40 | | High Street | Reservoir | Arterial | 19% |
| 41 | Sunbury | Furlong Road | St Albans | Local | 29% |
| 42 | | Main Road | St Albans | Arterial | 54% |
| 43 | | Melton Hwy | Taylors Lake | Arterial | 20% |
| 44 | Werribee | Aviation Road | Laverton | Local | 52% |
| 45 | | Cherry Street | Werribee | Local | 29% |
| 46 | | Werribee Street | Werribee | Arterial | 25% |
| 47 | Lilydale | Manchester Road | Mooroolbark | Local | 24% |
| 48 | | Maroondah Hwy | Lilydale | Arterial | 12% |
| 49 | Laverton | Kororoit Creek Road | Altona | Arterial | 9% |
| 50 | Williamstown | Ferguson Street | Williamstown | Arterial | 22% |