

PAEC Inquiry into the 2018-19 Budget Estimates – Questions taken on notice and further information agreed to be supplied at the hearing

Minister Donnellan, Roads and Road Safety, Tuesday 29 May 2018

Question 1

1. With regards to the investment in active transport over the next four years, please provide the Committee with a breakdown of what is a dedicated bike path or a dedicated pedestrian path as opposed to an add-on to a road.

Response

The Government has allocated the \$100 million Safer Cyclists and Pedestrian Fund investing in dedicated cycling or pedestrian infrastructure.

These commitments will deliver infrastructure that provides a separation of walking and cycling paths from road traffic as well as known infrastructure safety upgrades that includes pedestrian operated signals, traffic signal improvements, street lighting improvements, local area traffic management devices such as threshold treatments, wombat treatments, speeds humps and zebra crossings.

The Government has completed the long awaited 2-kilometre final section of the \$18 million Darebin-Yarra Trail. This major project connects the existing trail to the Yarra Trail. The official opening of the trail took place at the end of March 2018 at Sparks Reserve, Ivanhoe.

The \$14.8 million 10-kilometre shared-use path from Box Hill to Ringwood Bike Path will link the vibrant Box Hill precinct to the centre of Ringwood, allowing users to connect with public transport, community services, and recreation facilities. This is due for completion in late 2018.

In addition to these projects, for major road upgrades such as the West Gate Tunnel, the Chandler Highway Bridge and Suburban Roads upgrades the Government invests in improved infrastructure for walking and cycling.

PAEC Inquiry into the 2018-19 Budget Estimates – Questions taken on notice and further information agreed to be supplied at the hearing

Question 2

2. There are a number of crossings, particularly one on Punt Road where there has been a big campaign to have some lights installed and infrastructure such as walkovers on others so that children do not actually have to get onto the road. Please provide details and plans for funding such infrastructure around schools on major arterial roads.

Response

In the 2018-19 State Budget, \$23.9 million has been provided to the School Area Safety program. This program includes \$18.9 million for school crossing supervisors and \$5 million toward funding infrastructure on high-risk roads around schools, including electronic speed limit signs, new school crossings, and pedestrian operated signals to improve safety and driver awareness around schools.

Examples of projects funded under this program include:

- new electronic speed limit signs at Kallista Primary School;
- new pedestrian-operated signals on Ballarat Road at Skye Primary School; and
- a new school crossing for St Mary's Primary School, Lancefield.

PAEC Inquiry into the 2018-19 Budget Estimates – Questions taken on notice and further information agreed to be supplied at the hearing

Question 3

3. In relation to the Doncaster busway and dedicated bus lane along the Eastern Freeway, please provide the projected figures on increased patronage of the busway.

Response

The North East Link Business Case uses the Victorian Government Reference Case, which provides details on the frequency of bus services in 2036. With the projected frequency of services and the improved travel time for the Doncaster Area Rapid Transit (DART) buses due to the Doncaster busway, patronage is forecast to increase by 5 to 10 per cent on each of the DART routes.

PAEC Inquiry into the 2018-19 Budget Estimates – Questions taken on notice and further information agreed to be supplied at the hearing

Question 4

4. In relation to the 'streamlining Hoddle Street' project (2018-19 BP4 p.29) which had a cost blowout of around \$52 million in comparison to the 2017-18 budget papers, what proportion of this was due to increased material costs?

Response

To clarify my original answer two key factors contributing to a cost increase on the Streamlining Hoddle Street project can be attributed to an increase in both labour and material costs.

Labour rates have increased by approximately \$25/hour. In the case of Streamlining Hoddle Street this equates to approximately \$5m-\$7m (10% - 14%).

Unprecedented cost increases associated with steel, plant and equipment, asphalt, crushed rock and concrete have resulted in a construction cost increase of approximately \$5m - \$8m (10% - 15%).

This is due to the unprecedented demand on the industry through the Andrews Labor Governments record investment in infrastructure in Victoria.

PAEC Inquiry into the 2018-19 Budget Estimates – Questions taken on notice and further information agreed to be supplied at the hearing

Question 5

5. What is the deterrent effect of roadside drug testing?

Response

Roadside testing enables Victoria Police to identify individuals who drive while using drugs. More broadly, it highlights to the general community that anyone who uses drugs and drives, even occasionally, is going to be tested from time to time.

The deterrence effect is strengthened by campaigns that describe the sanctions. To support this, Victoria Police and the Transport Accident Commission (TAC) run high-profile media activities that explain the penalties for drug driving.

Some drug drivers are not deterred by the risk of detection, or the sanctions. For drivers who are drug dependent, the sanctions associated with drug driving are often of less concern than the sanctions associated with their drug use. The Parliamentary Inquiry into Drug Law reform explored the issue of how best to support people who are dependent on drugs, and I look forward to working through options to help those people separate their driving from their drug use.

PAEC Inquiry into the 2018-19 Budget Estimates – Questions taken on notice and further information agreed to be supplied at the hearing

Question 6

6. In relation to road works near Rosanna Road and Fitzsimons Lane, could you please provide details of works that will be undertaken to alleviate challenges on these roads in the interim?

Response

The Victorian Government will upgrade Fitzsimons Lane as part of the Suburban Roads Upgrade. The two roundabouts at Main Road and Porter Street will be replaced with traffic lights and the existing traffic lights at the Foote Street intersection will be upgraded to improve reliability for drivers. The existing bus lanes between Porter and Foote Streets will be removed to allow all lanes to be opened to all traffic.

As part of the Regional and Metropolitan Roads Upgrades Program, the Victorian Government has provided \$3 million in the 2018-19 State Budget to improve Rosanna Road between Lower Plenty Road and Banksia Street in Heidelberg, including

- installing traffic lights at the St James Road intersection and to remove the existing pedestrian-operated signals north of St James Road,
- installing new pedestrian operated signals in Rosanna Road near Yarra Street and Brown Street, and
- installing electronic time-based 40km/h speed limit signs between Darebin Street and Banksia Street.