

## **ROAD SAFETY COMMITTEE**

### **Inquiry into Driver Distraction**

Melbourne — 3 July 2006

#### Members

Mr B. W. Bishop

Mr J. H. Eren

Dr A. R. Harkness

Mr C. A. C. Langdon

Mr T. W. Mulder

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Chair: Mr I. D. Trezise

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#### Staff

Executive Officer: Mr R. Willis

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#### Witnesses

Mr G. Mavroyeni, General Manager, Road Safety;

Ms A. Cavallo, Manager, Road User Behaviour; and

Mr A. Collings, Senior Network Policy Officer, VicRoads.

**The CHAIR** — Welcome VicRoads to our Road Safety Committee, to George Mavroyeni, the general manager, road safety — once again, George, thank you for your time; Antonietta Cavallo, who is manager of the road user behaviour department; and Andrew Collings. Andrew, I am not too sure of your position.

**Mr COLLINGS** — In road system management, just a senior engineer there.

**The CHAIR** — Welcome to you also, Andrew. As you are aware, we are currently doing an inquiry into driver distraction. We have gone a far way done the track in that report. However, there are a number of areas that we wanted to clarify with VicRoads this afternoon, mainly to do with traffic signs and advertising billboards. We will specifically talk to you about that and perhaps at the end ask if there is anything that VicRoads wants to add to the general body of the inquiry, I guess. No doubt we can still communicate through July and August. We are aiming to have our report completed by — —

**Mr WILLIS** — It should be tabled by 30 August.

**The CHAIR** — So we still have a couple of months to go yet. I think we are acting under parliamentary privilege today, so what you say cannot be held against you into the future.

**Mr EREN** — So they say.

**Mr LANGDON** — Or us.

**The CHAIR** — We have Hansard as well so we will provide you with a copy of the transcript. Again, to George, Antonietta and Andrew, welcome to the committee.

As I said, what we were looking to do was probably zero in a little bit on traffic signage and advertising billboards. Perhaps I can kick off. It has been raised with us during our inquiry that there is a lot of visual clutter when it comes to signage — the amount of signage, the placement of signage. No doubt VicRoads is aware or has had those issues raised with it over the years. As a committee we are looking at: what is VicRoads doing about the issue? Is it aware of the issue? What steps have been taken in the past?

**Mr MAVROYENI** — We have given that some thought and if I could just read from some notes to respond to that particular question?

**The CHAIR** — Fine.

**Mr MAVROYENI** — There are a number of actions we are taking to address signage like that. Tourist signing guidelines are being revised by VicRoads in conjunction with Tourism Victoria. The revised guidelines will provide better guidance to road authorities and tourist operators on simplifying and rationalising tourist signs. These revised guidelines are expected to be published by early 2007. VicRoads is also developing proposals for funding consideration to review traffic signs along key corridors. These proposals would reduce visual clutter by removing redundant signs and simplifying and amalgamating the existing signs. I think that really is a very important matter that you are raising — we just need to get some additional funding to be able to do that exercise on a very broad basis.

VicRoads will be undertaking staff training sessions in 2006, and I think beyond that as well, to increase skills in traffic signing to improve the choice and placement of new signs and removal of redundant signs. VicRoads has recently completed research into understanding traffic signs, improvement to the design of traffic signs and how drivers navigate through Melbourne, in particular. The outcomes of this research will be discussed with the municipal association and municipal councils, and we expect this will lead to improvements in practices across the whole state.

Traffic control devices on freeways and major arterial roads will become more commonplace with the introduction of more electronic signs providing variable speed limits, lane controls and incident information. Consequently there is an increasing concern over the competition for driver attention between traffic signs and large billboard-style advertising signs on these roads. To better control roadside advertising VicRoads has developed guidelines and a 10-point checklist. I think the committee has a copy of this 10-point checklist.

The VicRoads advertising guidelines have been updated to reflect powers under the Road Management Act and to include the VicRoads operational requirements for variable advertising message signs. VicRoads has requested

amendments to the Victorian planning provisions to ensure the VicRoads checklist applies to all advertising signs. VicRoads has requested amendments to the Victorian planning provisions to make VicRoads a referral authority for planning permit applications for electronic billboards.

**The CHAIR** — Terry Mulder has made the point a number of times, and we travel on the Geelong road once or twice a week, if not more, and he has often raised the issue that there are a lot of signs on the Melbourne road and then you have the large stanchions and they have one sign on them.

**Mr MULDER** — What is the situation with cross-government arrangements? I know on that Geelong road one sign in particular hits me. It says ‘Report illegal fishing today — phone ...’ and by the time you get to the phone number, reading the message, you do not know what the number is. There is another one for a salinity black spot area. Then we have that, I think, a BP service station that has large timber supports supporting the signage for it but it is not behind barriers. I am just wondering in terms of applications across government agencies — do they come to VicRoads if they want to install those types of signs?

**Mr COLLINGS** — Depending on the type of sign, they do come to VicRoads. If it is a mobile billboard they generally get approval — they are the stationary ones on the side of the road — from the director for regional services and then they go back to a council to get the relevant planning permits. Traditionally the process is through the planning permit process through councils but often they are referred to us if they are a major promotional sign.

**Mr MAVROYENI** — I think the particular sign you are referring to, Terry — the fishing one — I remember as a child reading that one. I think it has been up for many years and along come some other signs over time and before you know it we have a visual clutter problem.

**The CHAIR** — Andrew, are you saying that those types of signs go through the normal planning process?

**Mr COLLINGS** — Under section 52.05 of the Victorian planning provisions technically all signs are meant to get a planning permit. We are a notice authority, which is a section 52 authority, so council can choose to contact us if they wish. I guess traditionally they are meant to get the okay from VicRoads to start but it does go through council to get approved.

**Mr MULDER** — With the signs that get put up, an awful lot of barriers have been erected along the road for protection of the motorists so they cannot leave the road. A number of new signs that have gone up are outside of the barrier areas.

**Mr MAVROYENI** — We have clear zone requirements. The first is if the sign is agreed to. That is one thing. Secondly, the location of it would have to fit within our guidelines for clear zones. On a 100 kmh road the clear zone from the edge of the traffic lane needs to be 9 metres at least. So if it falls outside the 9 metres, it means that barrier protection is not required.

**Mr MULDER** — It would have to be behind the barrier.

**Mr MAVROYENI** — It does not need any barrier protection, although the clear zone requirements are an area we will be reviewing in the future.

**Mr EREN** — Does VicRoads do an audit of its own signage? Is an audit done annually, or every two years, on the condition of the sign — whether it has been hit, whether it has been damaged?

**Mr MAVROYENI** — Signage is reviewed as part of our maintenance contracts and our maintenance trials to see if there are some hits or if some restoration work is required. In terms of trying to overcome a visual clutter problem, this is where we are looking to apply for some funding to do it on a much broader, mass scale than what we have done before.

**The CHAIR** — Mr Mavroyeni, your submission notes that the Victorian Civil and Administrative Tribunal can overrule VicRoads decisions. What has been the experience with VCAT?

**Mr COLLINGS** — Yes, that is right, VCAT has the power to overrule both the council’s and the road authority’s decisions. To date I guess VicRoads has experienced some inconsistency in the decisions that have been made. This relates to particularly the 10-point checklist being interpreted differently sometimes.

**The CHAIR** — Members can see the checklist on page 122 of the material before them.

**Mr COLLINGS** — Sometimes it has been given different weightings. On occasions VCAT has given different decisions for variable message advertising signs. On one occasion it said we can have 10 seconds of animation with 5 seconds of static, and at other times it has said 30 seconds of static. So in our experience it is just an inconsistency in some of VCAT's decisions.

**The CHAIR** — Would VicRoads sit down with VCAT to discuss those inconsistencies?

**Mr COLLINGS** — That has been tabled, and possibly in the future we could do that.

**The CHAIR** — I imagine it is difficult to do your job when VCAT is so inconsistent.

**Mr LANGDON** — How do we as a committee get over that problem? I do not like inconsistencies — I do not think anybody does. How can we break down these inconsistencies and get a level playing field.

**Mr COLLINGS** — That is a very good question. I guess you will always have some inconsistencies based on different members, but I think it is really getting some research behind these types of advertising and if they do serve as a distraction. There will be two sides: the advertiser will be arguing one side and we will be arguing the other. There really is not any clear evidence at the moment to suggest that distractions do happen, or that accidents do happen from, for example, variable message advertising signs.

They have only been around for a few years so there is no data to support it. So it is really a matter of undertaking further research into that area to come up with some conclusive evidence, I think.

**Mr MULDER** — Mr Mavroyeni, I have had a lot of constituents come in and talk to me, particularly people around the Great Ocean Road and those areas through the Otways, about the visual impact of the new yellow and black arrow signage between Deans Marsh and Lorne.

**Mr MAVROYENI** — The hazard markers.

**Mr MULDER** — The hazard markers around there. What is the position with VicRoads in relation to environmental effects issues? People are saying to me that visually it is offensive and it is damaging the environment in terms of the degree of signage that is going in.

**Mr MAVROYENI** — I think the research indicates there are a lot of road safety gains to be made by having that improved curve alignment marker — I think that is the correct term that we apply to these types of signs. They are much better than what we have had in the past and the research shows that drivers see them as better visual cues in trying to better negotiate these types of curves. It is very early. It is the first place that we had these new alignment markers put up in this state, so we are looking to see how they go. But the research is very strongly in favour of these from a road safety gains perspective.

**Mr MULDER** — Is that in other parts of Australia or is that international? Do we know?

**Mr MAVROYENI** — I am not sure exactly where that research was done. But I think we have had motorcyclists and other road users indicate to us that they find them beneficial.

**Mr MULDER** — I can understand that. I think they do give you very good alignment when you are driving through. It was raised with me from an environmental point of view, in terms of the natural beauty of the area, the type of signage and the weight of signage.

**Mr MAVROYENI** — In my role as regional manager, south-western Victoria, a number of community members approached me and told me they were concerned about the guardrail that we have just recently installed on the Great Ocean Road, similarly from an environmental concern, but again the research shows that there treatments improve road safety.

**Mr LANGDON** — Are they much different, or is it just the number of guardrails?

**Mr MAVROYENI** — It is the length. It is the extent of the guardrail that we have now installed compared to what used to be there. But the road safety gains through that sort of measure are just enormous. We have had some very positive feedback from people in SES about the benefits of the guardrail.

**The CHAIR** — There has been reference by some to a video-style advertising sign in Dandenong Road, Caulfield. What is VicRoads's viewpoint in regard to this sign and similar signage into the future?

**Mr COLLINGS** — Definitely they will be growing in number. Overseas examples show they are on the rise, so VicRoads is not in a position, or our policy position is not to stifle creativity or new types of development. But having said that, at the moment our policy position is to allow electronic billboards, so long as they have static information on there. So within our new policy we have a set of five criteria that state how the signs can operate. One of those is originally based on a VCAT decision of a 30-second static advertisement, so after 30 seconds — like a PowerPoint presentation — a new ad can come up.

The other major criterion we have is based on candela. We went to an expert called Dr Stephen Jenkins, who did research and showed that the advertising sign cannot be brighter than 0.25 candela per square metre. This stops something that is called veiling luminance. So as you can imagine, the brighter an object, the harder it is to see other types of objects around, such as red lights, stop signs and the like. We had to make sure there was a limit on how bright these signs can be. Just as a side note, the advertising industry seems to agree with the limit of 0.25 candela per square metre. We do allow them, but more as a static sign rather than animation.

**The CHAIR** — I have not seen it; perhaps we should go and have a look at it. When we talk about a video-style sign, is it actually a video?

**Mr COLLINGS** — Absolutely. In fact there is one that has been put up at St Kilda junction and you could virtually run a football game or anything like it on there. It is an LED screen. They range in size but they can be about 20 square metres. They normally sit at around 18 square metres. It is just like watching a fantastic plasma TV or something like that. That is the danger, I guess: the ability to run full animation.

**Mr LANGDON** — Is there one at St Kilda junction?

**Mr COLLINGS** — Yes, there is. It has just been put up by Octopus Media.

**Mr LANGDON** — Is it working and operational?

**Mr COLLINGS** — It is working and operational, yes.

**Mr LANGDON** — Let us go down and see it, then.

**Mr COLLINGS** — There is also one on South Road–Nepean Highway. They are the main ones.

**Mr MULDER** — What is the status of the speed zone changes, or the recommendations that were made in relation to changes to the speed zones, or removing some of the zones and the signs? Has that started?

**Mr MAVROYENI** — The government recently announced the outcomes of the speed limit advisory group review of VicRoads's speed limit guidelines. Work is already being done to acquire some of the signs that will be installed very soon. There will be an education campaign that is being developed at the moment between the TAC and VicRoads. There is a bit of rolling out starting, but the momentum is gaining and I think you will see much more work taking place in the new financial year now that we are into it.

**The CHAIR** — Perhaps this question is to you also, Mr Collings. Last year I raised with Eric Howard at one of our hearings the scrolling Channel 7 news at the corner of Flinders and Swanston streets. Eric basically said VicRoads had little control over those signs. Would you like to elaborate on that a little bit further for me?

**Mr COLLINGS** — Okay. A lot of the city roads are local roads. I am not sure if Flinders Street is but VicRoads is not a referral authority on local roads — that is a council position. But I can elaborate on how the planning system works. Advertising is controlled under 52.05 of the VPPs. If somebody puts an application to council, if it is a major promotional sign, which is over 18 square metres, council is required to send it to VicRoads as a notice authority but it is not required to put VicRoads conditions on the permit. Effectively it can send it to us and we are powerless to have controls on it. That is one of the reasons we are quite limited.

**Mr LANGDON** — Do you believe VicRoads should have power over it?

**Mr COLLINGS** — I think VicRoads has a strong road safety department and a lot of road safety knowledge, so on that basis I think VicRoads would be qualified to provide road safety advice on it.

**Mr LANGDON** — Good answer.

**The CHAIR** — I will read this question because I am not too sure myself. Road rules 299 and 300, I am told, on TV/VDUs and hand-held mobile phones enable VicRoads, by notice in writing, to exempt a driver from the rule.

**Ms CAVALLO** — That is correct.

**The CHAIR** — What exemptions would be — —

**Ms CAVALLO** — VicRoads has the power to issue an exemption under both of those road rules. We pick up the national road rules as far as we can, so Victoria has picked up in substance what the nationally agreed Australian road rules say. We therefore have that power but we have never exercised it.

**The CHAIR** — Right. So there have been no exemptions?

**Ms CAVALLO** — No, there have been no exemptions to date.

**Mr LANGDON** — Why is the rule there then?

**Ms CAVALLO** — I think it was put in probably back in 1999 when the Australian road rules first came into being, just for any unusual cases that sometimes come to light where someone may require the use of it. But so far no-one has come to us and we have not had to exercise it. However, occasionally in other parts of the road rules we will have a power to exempt someone from wearing a bicycle helmet, say, for medical reasons. We have recently had a situation where we have changed the road rules to allow in a particular case a certain vehicle to be allowed on a footpath to allow a person — Ian would know this constituent in Geelong — to use a vehicle on a footpath for his duties for Australia Post because he has a disability. Occasionally there will be unusual circumstances like that and we then have the power to help someone in an unusual circumstance to get on with their job or to manage a medical issue or disability.

**The CHAIR** — That was a very good outcome, actually.

Other road authorities such as Queensland have detailed numerical guidelines in relation to controlling road advertising, so it is more objective than subjective. What is VicRoads' position in relation to having more numerical guidelines in relation to advertising on our roadsides?

**Ms CAVALLO** — As in you are not allowed to have more than a certain number or where they are placed?

**The CHAIR** — Where they are placed.

**Ms CAVALLO** — VicRoads 10 point check list states no advertising at particularly complex driving situations like intersections; and VicRoads Policy states that electronic signs cannot be viewed from freeways.

**Mr MAVROYENI** — The 10-point plan.

**Ms CAVALLO** — Do you want to go through that?

**Mr COLLINGS** — As I said, we do have a 10-point check list. I guess it serves as a matrix to say when and where an advertising sign is allowed. One of the components of that, although it is probably not directly stated, does look at how many other signs are in the area, if a sign will be blocking traffic control devices or the like. Saying that, we are undertaking a literature review of Main Roads in Queensland and the RTA on some of the matrixes they have in place to control advertising signs. Sitting behind our policy we will have a supplement to the policy which details some of these positions on how VicRoads officers can assess advertising signs in the future. It is just starting to get consideration in VicRoads at the moment and it will definitely be grown upon.

**The CHAIR** — Good answer. Are there further questions?

**Mr MULDER** — George, you are familiar with the area I come from. I have had a number of people come through the office and phone calls in the office in the past couple of months — I might have shot Ian off a note about it — about international drivers on the wrong side of the road, taking in the scenery, driving vehicles they are not used to driving and driving on the opposite side of the road they are used to driving on —

**The CHAIR** — After a long trip.

**Mr MULDER** — After a long trip, featuring regularly in run-off roads and accidents, some minor, some serious. Has VicRoads done any work on that? Has any consideration been given as to what could happen to improve it?

**Mr MAVROYENI** — That is probably a matter worth looking further into, I think, Terry. From our work and experience on the Great Ocean Road and the other inland routes between the Great Ocean Road and the Princes Highway we have looked to implement some improvements. In fact, we have just recently implemented some pavement markings at the more popular exit areas and viewing areas off the Great Ocean Road — bi-directional to give clearer indications of which lane you should be travelling in when you exit those particular viewing areas. We have also recently installed some new signs — ‘In Australia we drive on the left’. I have forgotten the exact words on the sign, Andrew, but it is pictorial and it also has some legend which clearly indicates that in Australia you should be driving on the left side of the road. We have a number of measures we have put in place and we are keeping a close eye on how they are performing. If they meet our expectations, we could expand the program for their installation on more popular tourist routes elsewhere in the state.

**Mr MULDER** — Do you think there is a role for the hire car industry to take more responsibility?

**Mr MAVROYENI** — Absolutely, Terry. This is something which I think my colleagues before me in south-west region tried to do. I think they got in touch with the hire firms and actually produced some material to leave on the driver’s seat, but apparently that went out the window fairly quickly in the life of that idea, unfortunately. Also the federal government has an area of responsibility in this particular area of interest. I think we will see a pamphlet come out very soon — I think it is July, this month — that will be available for distribution through Tourism Victoria and other road safety stakeholders to give these road safety messages to international drivers when they first arrive in Melbourne and Victoria.

**Mr LANGDON** — Previous inquiries have picked up, particularly with the Great Ocean Road and the Twelve Apostles, that the tourism industry basically pushes this as a day trip, and these things may occur more on the way back when people are exhausted and what have you — that they are travelling on the wrong side of the road. I cannot remember what inquiry it was that we raised this. Is VicRoads still chasing up with the tourism authorities saying, ‘Don’t advertise this as a day trip because it is a bit too far’?

**Mr MAVROYENI** — Again, I think the regional office of VicRoads has done a fair bit of work in that area but I am not sure that the message has gotten through. I think we need a stronger push through Tourism Victoria to get that message across.

**Mr MULDER** — Has there been any research done in relation to an international driver coming to another country, in a vehicle with all the controls on the opposite side, driving on the opposite side of the road, as to what level of risk they pose?

**Ms CAVALLO** — There has been a national project led by Queensland road safety experts, because they get more international visitors than other states. We have been participating in that project. It is a significant issue but not a large contribution to crashes, considering the rest of the road toll across the country. We are looking at how you can get into that market in an effective way. We do need a lot of collaboration from the tourist industry — that is one of the issues we have.

International students is another important group we need to get to. We are doing a lot more work with Monash University and Melbourne University in Victoria, trying to get to them when the young people coming over do their induction processes. They are actually getting out there and driving a lot more than just the tourists. This working party nationally is actually implementing a range of things we are trying to do to be consistent across Australia. Most of the basic road rules are consistent now. However, it is about keeping up that effort with that industry and making sure we can communicate that information in different languages — because they do not all read English when they

come here — and using international visual cues to try to get across that information. We are working together so we are utilising the resources really well, not just all duplicating what we are doing.

**Mr MAVROYENI** — As much as possible we are trying to use symbolic-type signs which are nationally and internationally recognised, not just relying on legend to get messages across.

**Mr LANGDON** — We have talked about VicRoads being the responsible authority. Councils, to assist the public, often put a proliferation of small signs up on lampposts, and often they are on VicRoads roads, indicating a school or a community health centre or whatever is off in the side street. Some of these signposts can have up to five, six or seven other signs on them. Does VicRoads have a policy covering such small items, though?

**Mr MAVROYENI** — I do not think so; I am not sure that we do.

**Mr COLLINGS** — Not exactly. All advertising signs over a certain size, unless they are exempt, are required to get a permit. Then as we said before, depending on the location, council can choose to contact VicRoads. We are a referral authority while councils are the responsible authorities. We are looking at changes to the Victorian planning provisions (VPPs) to try to not only increase the power that VicRoads has but also within the planning provisions to make the VicRoads check list apply to all signs. Hopefully that will eliminate any inappropriate signs being placed on the road reserves. But at the moment councils can place them there as they wish.

**Mr LANGDON** — You are in a catch-22 situation. Often the signs are there to assist motorists by saying there is a school off on the side street, but there are so many of them that if a motorist is trying to spot a particular sign amongst five of them, it causes driver distraction at the same time.

**Mr MAVROYENI** — You do get the visual clutter. We also try to be good corporate citizens. We do not say no. But maybe we have to be a bit more hardnosed about it in the interests of road safety.

**The CHAIR** — As I said, we are trying to tie this report up in the coming months. Are there any outstanding issues that VicRoads would like to raise with the committee before we finish today?

**Mr MAVROYENI** — I think in the previous submission that we did we indicated that further research is required in this particular area to establish crash risk from different sources of distraction. The existing literature suggests that although the subject is under research there is evidence that in some cases over-complex visual fields can distract drivers. Research shows that advertising signs which are illuminated and/or flashing and signs placed at intersections could affect crash rates. Earlier research shows that crash rates due to advertising range from 10 per cent more to 300 per cent more than crash rates on roads without advertising. Research also shows that visual flicker, or movement, is likely to distract drivers. There is also a bit of new research which I will ask Ms Cavallo to briefly outline.

**Ms CAVALLO** — The committee is probably aware of the US Department of Transportation's recently released report on a 100-car naturalistic driving study from the University of Virginia. That is a very naturalistic project, monitoring 100 vehicles. They only had 80 crashes, but out of 100 cars that is quite a few crashes. I think that is an important study to draw on. We do not know how applicable it is here, of course.

We have different roads and different signage issues, so I cannot say those findings apply directly to Victoria, but I think some of the issues are really important. When drivers are not paying attention to the driving task — even using rear-view mirrors can be a distraction, taking away from the forward view — then there is an increased risk of crashing. Where there are too many driver glances away from the roadway there are more crashes, whatever the source of distraction. I guess it is important to see these things in context. There are many, many things that distract drivers.

The other thing is that, for example, 93 per cent of rear-end crashes involve inattention from the roadway, so we find that inattention is an important factor, particularly in rear-end crashes.

But that study also finds that internal distractions are a factor. Before research was saying external distractions were a bigger factor. This study is now pointing to internal distractions, such as use of mobile phones and conversations with passengers, as a big issue. We are finding the research is all giving similar sorts of information, but it is varying now as to which are the bigger distracters. I think whilst this is adding to our knowledge we are still not really sure about the hierarchy of distracters and which is the biggest distracter. They all combine together, too.

I guess what was interesting in that study also was that around 8.7 per cent of all crashes occurred during a mobile phone conversation. That is actually higher than what has been reported previously where, because of under-reporting problems, we have usually had studies saying half of 1 per cent of crashes or 1 per cent of crashes occur during mobile phone use. So this study is adding to our knowledge about mobile phone use and crashes. It is important to note that mobile phone use has become more prevalent in vehicles as time has gone on, too.

They are finding about a 10 per cent usage level in the US. This particular study reports about 9 per cent of crashes are linked to mobile phone use. That has been an important study, I think, since we last met and provided our submission. I would recommend that to be used in your report.

**The CHAIR** — Did you see that there was a difference between, say, inattention and distraction?

**Ms CAVALLO** — I think distraction causes inattention. Inattention can occur due to fatigue — it does not have to be distraction. Other reasons include being preoccupied, having other things on your mind. But then there are sources of distraction that cause drivers you to glance away, and things that move your attention from the roadway ahead are particularly a problem. But talking on a mobile can be a distraction and you are not even taking your eyes off the road in front. It is actually a very tricky thing. I think inattention can be caused by distraction, but you can have inattention due to other factors, such as inexperience and that sort of thing.

**The CHAIR** — Good answer.

**Mr EREN** — In terms of the obstruction of view, whether it be on public or private land on a slight bend, usually the wrong decision is made of planting a certain shrub or bush that obstructs the view. Does VicRoads have the power then to say, 'Can you remove that'?

**Mr MAVROYENI** — I am not sure that we have the jurisdiction outside the road reserve. That is one of the problems.

**Ms CAVALLO** — But the Road Management Act now gives us more powers.

**Mr MAVROYENI** — That is right.

**Mr COLLINGS** — The Road Management Act gives us the ability, if there is a hazard or the like or an obstruction, to have it removed by our authorised officers. We do have some powers. We can also affect neighbouring land if it is deemed to be a hazard too, but again these are quite limited. If we were talking in terms of advertising signs, if somebody has a permit for them we cannot use powers under the Road Management Act because it is a legal sign, but there are powers in there that — we would seek legal advice before we used them — give us that facility.

**The CHAIR** — Thank you George, Antonietta and Andrew, for your time. Once again, we do appreciate your input into our inquiry.

**Committee adjourned.**