

## PAEC Inquiry into the 2017-18 Budget Estimates – Questions taken on notice and further information agreed to be supplied at the hearing

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**Minister Donnellan, Roads and Road Safety, Thursday 18 May 2017**

### Question 1

**Of the \$100 million allocated to planning of the North-East Link project, how much has been spent on promotion and advertising such as the ongoing community update?**

**(Page 7 of the Roads and Road Safety portfolio transcript)**

### Response

During the development of the North East Link, the North East Link Authority (NELA) has undertaken various activities to provide information to the community and seek feedback. NELA is committed to open and transparent engagement and knowledge sharing as the project planning progresses.

The information received from the community and stakeholders will contribute to NELA's assessment of possible corridors for the road and will inform the business case. Communications expenditure has been incurred in the delivery of the following initiatives, amongst others:

- **Production, printing and distribution of a community update** – issued to households and businesses within the project area and was the first step in communicating to people potentially interested or impacted by the future North East Link. The design work was performed in-house, the printing was performed under an existing government contract and the mail out by Australia Post under publically available mail rates.
- **Banyule City Council Transport Forum** – NELA attended this forum and assisted Banyule City Council in hosting the event attended by 750 people. This event was organised by Banyule City Council and supported by NELA staff, and was held to answer questions and provide information regarding opportunities for community input during project development;
- **Online survey** – NELA has launched a travel survey to better understand how people travel through and around the project area. The survey was launched on the 22 May 2017 and has been supported by a limited run of local newspaper advertisements and some online advertisements.
- **Website and social media development** – NELA has developed a website and social media channels which are managed by NELA staff.

Of the \$100 million allocated to the North East Link project, approximately \$230,000 had been spent on communications and stakeholder relations activities by 26 June 2017, in addition to the cost of NELA staff. This expenditure covers the activities detailed above, amongst others.

The communications and stakeholder relations activities detailed above are not considered to be promotional or advertising-related. Instead, these activities are focussed on increasing community awareness of the project development process, highlighting opportunities for community involvement during business case development, and communicating the location and expected impacts of preliminary geotechnical investigations.

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### Question 2

Please provide details of the research done on the prevalence of methamphetamines, benzodiazepines and cannabis in roadside drug testing, as well as the differing levels of impairment caused by these drugs.

(Page 19 of the Roads and Road Safety portfolio transcript)

### Response

In Victoria and other Australian jurisdictions three drugs are screened for through Victoria Police roadside drug testing: Cannabis (THC), Methylamphetamines and Ecstasy (MDMA). Benzodiazepines are not part of current roadside drug testing regimes, but can be detected through laboratory testing.

In 2016 Victoria Police undertook 95,089 roadside drug screening tests. Of these, 8,764 were confirmed as positive through laboratory analysis of samples taken from drivers who tested positive at the roadside for the drugs tested as part of the above testing regime. This equates to 9.2% of drivers tested, which is consistent with previous years' results

There has been extensive international research into the driving impairment caused by illicit drug use. The most recent worldwide analysis found that:

- Methamphetamines and amphetamines (including drugs such as Ice and Ecstasy) are associated with between 2 and 24 times greater crash risk than a drug free driver
- The crash risk increase associated with cannabis use is between zero and 4 times that of a drug free driver

In comparison, driving at a 0.05 Blood Alcohol Concentration carries 2 times the crash risk of a sober driver. Taking drugs in combination with alcohol is known to significantly increase the risk of a crash.

This situation is further complicated by the fact that illicit drugs are not commercially manufactured, so an illicit drug user will not know what dose they have taken.

As a result, it is not possible to equate drug use at a particular dose with a clear crash risk. This is why all Australian jurisdictions have drug-driving laws that prohibit the presence of any level of illicit drugs.

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### Question 3

Please provide the list of regional and rural roads that have been identified as being suitable for centre-line and side-line wire rope barriers (Page 21 of the Roads and Road Safety portfolio transcript)

### Response

No.	Road	From	To	Road Type	Predominant treatment
1	Princes Highway West (Sec A)	M80 Ring Road	Corio	Divided	Side Barrier
2	Geelong Bypass (Sec B)	Corio	Waurin Ponds	Divided	Side Barrier
3	Bass Highway	Lang Lang	San Remo	Divided	Side Barrier
4	Princes Highway East	Traralgon	Sale	Divided	Side Barrier
5	Mornington Peninsula Freeway	Mount Martha	Rosebud	Divided	Side Barrier
6	Princes Freeway East	Longwarry	Traralgon	Divided	Side Barrier
7	Calder Freeway	M80 Ring Road	Bendigo	Divided	Side Barrier
8	Western Freeway	M80 Ring Road	Ballarat	Divided	Side Barrier
9	Hume Freeway	M80 Ring Road	Albury/Wodonga	Divided	Side Barrier
10	Goulburn Valley Highway	Yea	Molesworth	Undivided	Centre and Side Barrier
11	Midland Highway	Ballarat	Creswick	Undivided	Centre and Side Barrier
12	Anglesea Road/Great Ocean Road	Bellbrae	Anglesea	Undivided	Centre and Side Barrier
13	Geelong Bacchus Marsh Road	Geelong	Bacchus Marsh	Undivided	Centre and Side Barrier
14	Beechworth-Wodonga Road	Beechworth	Yackandandah Road	Undivided	Side Barrier
15	Melbourne-Lancefield Road	Sunbury	Lancefield	Undivided	Centre and Side Barrier
16	Midland Highway	Shepparton	Stanhope	Undivided	Centre and Side Barrier
17	South Gippsland Highway	Leongatha	Meenyan	Undivided	Centre and Side Barrier
18	Paynesville Road	Bairnsdale	Paynesville	Undivided	Centre and Side Barrier
19	Maffra-Sale Road	Sale	Maffra	Undivided	Side Barrier
20	Princes Highway East	Sale	Bairnsdale	Undivided	Centre and Side Barrier

These roads are the Top 20 high speed high risk rural roads in Victoria as identified in the State Governments Towards Zero Road Safety Action Plan.

The flexible safety barrier installed on the above roads could be either wire rope or flexible w-beam.

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### **Question 4**

**Please provide additional information on how fatalities and serious injuries of young drivers can be reduced on regional roads.**

**(Page 21 of the Roads and Road Safety portfolio transcript)**

### **Response**

Fatality rates on country roads in Victoria are four times higher than on metropolitan roads, and the most significant problem is vehicles running off the road or hitting other vehicles head on. This can happen through inattention, fatigue, impairment, risk taking, speeding and/or inexperience.

In addition to the Government's \$340M investment to make rural roads safer through the Safer System Road Infrastructure Program, the Government is also investing \$24M in "Road Smart", a new road safety education and training program for Victorian Year 10 students to help prepare them to be safer drivers. The program pilot commenced during term 2 in several schools (five of the seven schools were from regional Victoria) and will continue to be piloted during term 3 and 4 of 2017. Road Smart will be available to all Year 10 or equivalent students across the state during 2018.

The Government is also investing \$16M in the L2P program to help disadvantaged teenagers get the experience and support to meet the mandated 120 hours supervised driving experience before getting their P1 licence. There are 42 programs in rural Victoria, 27 in metropolitan Melbourne and two Department of Health and Human Services programs. These 69 programs cover participants in 75 of 79 Victorian municipalities. There are approximately 1064 mentors and 1682 active Learner drivers currently participating in the program state-wide.

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### Question 5

For the Strong Bridges, Stronger Economy initiative,<sup>1</sup> please provide a list of which projects will be funded, and what the contributions from the State and Federal governments is estimated for each project (Page 21 of the Roads and Road Safety portfolio transcript)

### Response

Road Name	Location	TEC \$M
Princes Freeway East, Stony Creek	Stony Creek	1.402
Princes Highway East , Little Moe River	Darnum	2.482
Princes Highway East, Morwell River Floodplain	Hearns Oak	0.926
Princes Highway East, SEC Rail	Morwell	3.481
Princes Highway East, Loy Yang-Morwell Road	Morwell	3.801
Princes Highway West, Rail line	Altona Meadows	1.051
Princes Highway West, Rail line	Altona Meadows	1.112
Princes Highway West, Werribee River	Werribee South	1.028
Calder Highway, unnamed watercourse	Sunbury	1.531
South Gippsland Highway, Cardinia catchment drain	Tooradin	0.487
Swan Hill Bridge - Development	Swan Hill	0.817
Bridge Inspections	various	1.442
Heavy vehicle route assessments (Bridges)	various	0.481
Murray Valley Hwy, Patho Creek	Patho	1.180*
Bayside Road, Cowies Creek	North Geelong	1.650*
Bayside Road, Rail Spur Line	North Geelong	1.210*
Bayside Road, Rail Spur Line	North Geelong	1.639*
Bayside Road, Rail Spur Line	North Geelong	1.157*
Maryborough - St Arnaud Rd, unnamed watercourse	Natte Yallock	0.424*
Whittlesea-Yea Rd, unnamed watercourse	Whittlesea	2.040*
Dookie Nalinga Road, unnamed watercourse	Dookie	0.270*
Great Ocean Road	Moggs Creek	3.971*
Great Ocean Road	Wye River	4.780*
Dargo Road, Iguana Creek	Glenaladale	1.860*
Unallocated	TBD	0.607
<b>Total</b>		<b>40.829</b>

\*Funding contribution up to 50 percent is being sought from the Australian Government under Round 3 of the Bridges Renewal Programme. Outcome expected in late 2017.

<sup>1</sup> Department of Treasury and Finance, Budget Paper No.3: 2017-18 Service Delivery (2017), pp.41-2

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### **Question 6**

With regard to the \$501.3 million in federal funding for the Western Highway Duplication Ballarat-Stawell project,<sup>2</sup> please advise:

- a. How much of the funds have been received from the Commonwealth?
- b. Has the appropriate paperwork been submitted to access the outstanding amount?

(Page 23 of the Roads and Road Safety portfolio transcript)

### **Response A**

\$355.28 million has been received from the Commonwealth Government to date on the Western Highway Duplication project.

### **Response B**

The Australian Government has approved the project proposal reports for the release of \$501.3 million committed to the duplication of Western Highway, between Ballarat and Ararat. The Australian Government will release the outstanding funding progressively as project milestones are achieved.

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<sup>2</sup> Department of Treasury and Finance, Budget Paper No.4: 2017-18 State Capital Program (2017), pp.29-30