SUBMISSION CONTENT:

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My comments relate generally only to item 1) the effectiveness of VicRoads in managing country roads. My concern to the inquiry relates to the issuing of contracts for work to be done and the quality control of the work that gets done.

a) Issuing of Contracts - VicRoads must consider disruption to the community as a major component of any contract that is issued. Too many times a major contract is issued for a large piece of work and the contractor sees it as an opportunity to guarantee long term engagement and income instead of tackling the job with enough resources to finish in a timely fashion. Too many times large or long sections of road are out of service with only 2, or a few, people working in a small section at a time. The onus should be on VicRoads to nominate a schedule for timely completion in its contract.

b) Quality Control - VicRoads must scrutinise the completed job more closely and have a warranty period from the contractor that did the work. In an attempt to seal road pavements, contractors are diluting the tar solution with kerosene or similar to allow them to seal in colder conditions or else to seal more rapidly. Dilution of the solution with a lighter petroleum product lowers the melting point of tar and everyone has seen the effects of tar coming off a road surface at 25 degrees C or so when it should withstand up to at least 45 degrees C. Fast treatment may get more sealing distance covered but it only lasts, in some cases, less than a few weeks. Quality Control of products supplied is needed and Quality Control of the application method is required.

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File1:

File2:

File3: