I live in South West Victoria and I will focus on the ongoing issues with our local roads that have i tried over the years to get rectified. I have tried to deal directly with VicRoads on "their roads" and likewise the Colac Otway Shire on "their roads". The demarcation has to stop immediately.

In doing my research for this submission I have been able to retrieve correspondence that I have written since 2012.

1. The effectiveness of VicRoads in managing country roads.
   - VicRoads Response:
   - I firmly believe that Geelong is inadequately serviced and should have a VicRoads Office on the Ring Road, either at the service stations at Lovely Banks or at the Ballarat Road intersection. Plus additional offices in half hour radius of the current office in South Geelong.
   - I have no issue with the staff at the Colac office as they are professional whilst being obliging and helpful.
   - I have only ever used this office when dealing with my children's obtaining their driver's licence. And with vehicle registrations. I have never seen it appropriate to raise issues about road matters.
   - The office has limitations with its actual size and location it has:
     - no privacy for people dealing with anything. I have witnessed and overheard people trying to deal with deceased estates, limitations on their licence, fines
     - no public toilets - customers are sent to the local bakery - Thwaites in Murray Street
     - no facilities to register trucks - apparently the nearest VicRoads are Ballarat or Geelong
     - no loading bay for motorbikes
   - Local roads intersections not signed

2. The existing funding model and its lack of effectiveness for country Victoria.
   - I do not understand the funding model, but I do know that whatever it is it is not working for country Victoria. I found a copy of the Hansard from 1983 and I draw your attention to the attached pages 87-90.

3. The lack of consultation with regional communities and their subsequent lack of input into prioritising which roads are in dire need of repair, and need issues when it comes to what we drive on the roads regularly or as visitors. Everyone should be entitled to consultation irrespective of where the road is located.
   - I was alarmed today when I read an article by Rebecca McDonald on KROCK news that MP Andrew Katos is proposing a 110km speed limit on the Freeway between Geelong and Melbourne. Please do not allow this to occur, there are to many inexperienced freeway drivers now. I do not understand how "slip" lanes that allow traffic onto the freeway do not have to give way, they do on the Monash! The freeway and the Geelong ring road are obsolete. Planning should be done now to build a ring road 10kms out from the current ring road.

Recommendations - Princes Highway duplication - Waurn Ponds to Colac

Background information:
- PRINCES HIGHWAY UPGRADE - PRINCES HIGHWAY: Waurn Ponds-Coles duplication Raised with: Minister for Roads Raised by: Mr Ramsay Raised on: 29 November 2012 REPs: I am informed that, as at the date the question was raised, The duplication of the Princes Highway between Waurn Ponds and Colac is a project that is currently in the planning stages, which includes pre-conceptual studies, property surveys and concept design.
- Community consultation with property owners potentially affected by land acquisition has also commenced. Information from this consultation is being considered in the development of concept designs for the project. This project, in conjunction with the Princes Highway duplication from Waurn Ponds to Winchelsea, will significantly improve access for road freight, tourism and farming and will improve regional development from Geelong to the South Australian border. In the 2011–12 federal budget, the federal government announced an allocation of $7 million for planning of the duplication. Funding for construction is scheduled to be released as part of the next National Building Program, which commences in 2014–15. The Victorian government is working with the federal department and Infrastructure Australia regarding the projects to be funded under the next Nation Building Program:
- Princes Highway duplication between Geelong and Colac - the consulting process had limited times and venues
- I attended a day time drop-in session at the Waurn Ponds Hall. The officers present did not understand how the highway would impact on so many users. I tried to explain that the sessions should be held in multiple venues and a various times. We expected that there would be bridges or flyovers over various intersections and that some intersections would close. We are still horrified at way the Cape Otway Highway and the highway intersection has been designed.
- We all have stories of near misses, one of mine was a lady (the former CEO of COS) who passed me on the highway just east of this intersection I recognized her in her little black "bottle" car. As she approached the Pettavel Road intersection a cement truck pulled out onto the highway in front of her........a near collision was avoided...........I had to brake to avoid both of them.
- I did attend a "concept design" session in Colac once. The lady running the session was from Melbourne and just didn't understand the issues we were trying to raise. I went away totally confused and feeling unsafe.
- I know of a Geelong based solicitor who has been representing affected land holders in their dealings with VicRoads.
- VicRoads has failed to inform local landholders who are absentee landholders that access to their property will be restricted, eg. Armitage Rd which was closed for 10 months.
- I had to put in a complaint to VicRoads to find out what the impact would be with Conns Lane and the Princes Highway intersection closure - refer attached document
- I have been trying to find out what is going to happen at the parking bay east of Conns Lane on the Princes Highway. To my surprise VicRoads informed me that the maintenance of this parking bay is the Colac Otway Shire's. Correspondence attached Going forward my understanding now is that this parking bay will go! Also in this correspondence - the following is dealt with I wrote to the COS and my local State MP Richard Riordan ......I am concerned with the placement of electronic signs for the PRINCES HIGHWAY UPGRADE.....they have been placed according to the three stages of the project. The new Electronic Sign I saw being installed last Tuesday
December 2016 in Colac east of the SHELL SERVICE STATION read as follows:

TRASKS ROAD - 7 MINUTES
ARMATURE ROAD
WINCHELSEA

We don't understand why these roads are helpful....I would prefer to see the WARNCOORT-BIRREGURRA ROAD. The roads indicated are not the well known or relevant when travelling on the highway. My concern it will just add to motorists seeking alternative roads for the duration of the project.

- Lake Warncoort - this is the name I have attributed to the massive hole that the contractors have dug without proper batten walls at the railway crossing at Warncoort. The "lake" is filled with water and the sides have eroded due to the nature of the soil. This "lake" must either be filled or securely fenced, because I do not believe that it is structurally sound. Please see attached photos.

GENERAL ROAD ISSUES - safety should be paramount

- I would like to see the development of community user groups in each shire. I was on Rural Ambulance Victoria’s first consultative community user group.
- We need consistency with road design and the use and maintenance of appropriate signage
- Sight distance of intersections eg Rifle butts Road - Google photo
- More road signs should indicate time not just distance to travel eg. to Lorne and or Apollo Bay
- Width of road eg single
- Type of road surface
- Steepness - gradient
- Flood warning signs - fold down
- Visibility of signs - should be right inspections
- The selling that we occasionally have to report/complain to get maintenance done

- Stricter rules for manual licence not just length of time, 21 year old three month period
- medium rigid licence-stricter English competency

Unusual road users

We are still having issues with trespassers either in vehicles or on foot the southern end of our property as the bridge was removed over the creek and the road was closed in 1995 by the Colac Shire.

Road issues and management

We cannot get anything in writing from VicRoads on the mangement of these issues. There is no local contact at Vicroads to deal with these matters.
- Blackberries infestations and other noxious weeds such as gorse
- Locals removing trees - either for firewood or because they simply don’t like them
- Rubbish being dumped and or fires lit
- We have a considerable amount of road boundary fencing, some sections are significantly impacted by large falling trees along a old rail corridor.
- The installation of guard rails without consultation on some roads limits our access to maintain the boundary fence.
- The width of the road reserves and general maintence is of major concern
- Drivers unaware of the road conditions regularlly pull off for various reasons - toilet stop, change drivers, walk the dog, taking photos, taking in the view, lost trying to turn around because they have missed a turn.

Unusual road users photos, stopping in the middle of the road photos attached

The Colac district urgently needs the duplication of the highway to continue past Colac and a bypass constructed around Colac.

Last Saturday I was trying to turn right back onto the Princes Highway just east of Rossmoyne road — the traffic was intense.....the Car and Bike Show was being held in Camperdown.

Cavendish primary school crossing/lolly pop people - In Colac school zones are managed differently. One road - Skene Street is permantely 40kms yet Armstrong Street just south of Wilson Street - the lollypop person has no speed restrictions. The School crossing on Murray Street just west of Scott Street has the lolly pop person there for a short period and also has no speed restrictions.

Roadside yields boxtrees local road user and witness support

- the option of dismantling VicRoads and creating a specific Country Roads organisation and separate Metropolitan Roads body

This may be an option that councils are directly funded from State Goverment for all roads within their boundaries

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