Vic roads are well managed within the financial restrictions of funding provided by state government. There are now more and faster cars requiring an ever increasing stable road pavement. The effectiveness of VR has been acceptable up to 2018. Without having a clear measurement of effectiveness, it is impossible to comment.

The problem comes with an unrealistic expectation of private car owners.

Infrastructure Victoria have stated clearly that we cannot construct our way out of congestion. This indicates a need for a vastly different use of our road system.

The Committee of Melbourne made the following comments in Feb 2017:

- Revenue is going backwards in the current system of toll and charges
- Recommends exploring a full range of funding sources and to unlock new funding streams to generate an uplift in productivity and urban value.

The Parliamentary Ctee is reporting o “the effectiveness of roads” but this is not well defined. The starting point must be to research the aims of VR and consider if the state government is investing funds in the most efficient manner to reach these aims.

The better roads the more people use them.

All drivers demand better and faster roads. The simple solution to road safety is to reduce speed limits. As country people we choose to live outside of Melbourne for a number of reasons, mainly livability and open spaces. This lifestyle requires more lengthy of road per ratepayer. It is not reasonable or fair for less used roads to be maintained at the same level as highly used roads.

<table>
<thead>
<tr>
<th>Aim of VR</th>
<th>Comment</th>
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<tbody>
<tr>
<td>1 Achieve ongoing reductions in the number and severity of road crashes and the resultant cost of road trauma</td>
<td>More cars and road-toll has been less per thousand people than previous decades</td>
</tr>
<tr>
<td>2 Assist economic and regional development by managing and improving the effectiveness and efficiency of the road transport system</td>
<td>What is the definition of effectiveness and efficiency? It is definitely more cars travelling faster.</td>
</tr>
<tr>
<td>3 Develop a more integrated and sustainable road transport system</td>
<td>Integrated by IT yes, sustainable – less deterioration. Less deterioration requires stronger pavements, less use or slower speeds.</td>
</tr>
<tr>
<td>4 Minimise the impact of roads and traffic on the community and enhance the environment through the responsible planning and management of the transport system</td>
<td>Impact on community and the environment of cars is immense. Cars are costly, dangerous and encourage drivers to mimic visions from films.</td>
</tr>
<tr>
<td>5 Build effective, equitable and efficient relationships with all customers by providing them with convenient access to services that meet their needs and enable VicRoads to deliver cost effective services to the community.</td>
<td>The Vicroads process of Place and Movement is a great step forward to better communities and better relationships with communities.</td>
</tr>
</tbody>
</table>

The problem facing the people of Victoria and our visitors is that everyone is willing to criticize the roads but major change in travel behavior is resisted without realistic assessment.
Change is necessary and the private car must be curtailed. The Victorian drought of 2007 saw extremely harsh restrictions on water use. The public accepted the restrictions and is willing to change when it is necessary and all residents are treated fairly.

The discussion is always centred around freeways OR public transport (PT). The huge amounts of funding required to make PT an alternative to cars is unachievable. The solution is to change the use of the existing freeway systems to become part of the PT network.

Alternatives to cars are found in Port Douglas, Suva and Port Moresby for varying reasons. The outcome is the same. Cars destroy and clog cities. Some simple steps to get more efficient use of our existing freeways which will have a positive developmental outcome for country roads. If we really believe and understand the ability of the private sector to bring innovation to our lives, the gap will be quickly filled. Steps could include:

1. Odds and evens. Water restrictions worked this way based on watering gardens on every second day. Cars to be restricted by number plate to every second day on freeways.

2. Restricted hours of use by vehicle:
   a. Before 6.30am – no restriction
   b. 6.30am to 9.00am – no trucks
   c. 9.00am to 11.00am – no cars
   d. 11.00am to 3.00pm – no restriction
   e. 3.00pm to 4.30pm – no cars
   f. 4.30pm to 6.30pm – no trucks
   g. 6.30pm to 8.00 pm – no cars
   h. 8.30pm to 6.30am – no restriction

3. Total Car Ban – Freeways become Public Transport Highways
   a. Parking at local football grounds – not used on weekdays
      i. Min-buses pick up from home (Port Douglas system)
   b. Mini-buses pick up like long term parking
   c. Drop off at transport hubs eg intersection of Monash and Eastlink
   d. People change their entire concept of travel and the mini buses become the owners of freeways

4. Trucks pay 4 times current rates
   a. All companies charged equal so it fair across industry
   b. Incentive for local country towns to develop and compete – hay on the same day is move from west to east and west.
   c. Toads open with less risk of accident

The option to dismantle VicRoads and creating a specific Country Roads organisation and separate Metropolitan Roads body is totally inappropriate.

The creation of a Country Roads authority will lead to more spending and duplication. As stated above the problem is the expectation of Victorians to continue and expand the car use.

The problem is not VR, it is the majority of our population are clinging to a transport medium that is relatively new – 50 years old. It has now moved past it’s use by date. We treat the dominance of cars as normal, it is an aberration that is destroying communities state wide. The future is upon us and forcibly changing our transport patterns. We must embrace and control the change. Not create new authorities to service our own selfishness.

What problem is being solved?
We must keep VR but revisit their aims and improve our measure of their effectiveness. Clearly, we must move away from more cars travelling faster.

Thanks you for the opportunity to comment.

Yours Faithfully

Phil Wright
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Victoria