APPENDIX A:

UNEDITED COMMUNITY FEEDBACK RECEIVED BY THE PARTNERSHIP REGARDING ROADS

2016 Community Feedback

1. I agree that the quality of the roads in our region is mostly appalling. One drop of rain and they turn to holes.
2. Better maintenance of the roads especially around Portland.
3. Major improvement in Moyne Shire roads
4. What are the road funding models? What is the basis for allocating to regions?
5. Model is broken - investment in new projects in Geelong but no investment in maintaining network in south west.
6. Roads to Recovery goes to local roads but state roads need most investment.
7. Rural roads do not have the traffic volume to have funding linked to number of trips.
8. SA roads much better. Why? How are roads funded in SA?
9. Climate impacting on road network - higher rainfall leads to more damage especially with High Productivity Freight Vehicle usage.
10. Shires have to fund the cost of gathering base line figures / evidence / data for roads funding.
11. Improved amenity will deliver economic development benefits.
12. Roads need to be re-engineered - big investment.
13. Funding not sustainable - one off payments not sufficient. Requires ongoing funding.
14. Not enough tonnage restrictions on smaller rural roads.
15. Overseas visitors - poor public transport services / linkages forces them into cars
16. Could ask state to reconnect rego and TAC to road funding. Ask for assistance from Fed Govt.
17. Industry to make contribution to road network funding. This will deliver economic benefits to industry.
18. Opportunity for GSC to share road data for achieve better regional funding outcomes.
19. A lot of traffic on roads that have reached the end of their engineered life.
20. Does not appear to be budget available for road investment.

21. GOR marketed as 1 way from Melb. Inland roads VicRoads responsibility. 5m tourists driving on inland roads. Do VicRoads measure usage or just population?

22. Warrnambool to Geelong is a single line - how much would it cost to construct dual line?

23. Lack of road usage data.

24. Maintenance is not being properly funded.

25. State government could introduce a fuel excise to fund roads.

26. Opportunity to adjust road funding model.

27. If we can attract more tourists to the region with a safer transport network would it provide the value proposition for further road investment. More tourists = more spend in the region.

28. Use the work done to date on identifying the economic value of tourism and other industry to provide the business case for investment.

29. User pays funding model would not work in region.

30. Focus is on Warrnambool and the east of the region - Portland forgotten

31. What is the budget for VicRoads / councils to rebuild roads?

32. Roads do not last eg Geelong - Melb road has potholes 2 years after completion

33. Support implementation of Green Triangle Freight Action Plan

34. $220m cost to bring regions roads to state standard - where will the $ come from?

35. Funding formula needs to be more transparent for clarity

36. How do we get freight from SA to Port of Melbourne - needs to be better strategy not ad hoc

37. Engineering model needs to be re-examined. Are contractors being squeezed resulting in poor roads?

38. Facilities to manage fatigue for drivers eg roadside rest stops especially between Warrnambool and Portland.

39. Sustainable road funding - sub surface needs to be improved, better quarry access.

40. Don't delay investment in roads - cost will compound.

41. Identify roads that do not require bitumen anymore eg sealed roads that lead to plantations but no residences. Cheaper for forestry industry to grade a gravel road on a regular basis compared to maintaining bitumen road.
Great South Coast Regional Partnership

Submission to
Inquiry Into VicRoads’ Management Of Country Roads

42. Animals and trees on the road reserves are impacting road safety. VicRoads mentioned that these trees cannot be removed as they are remnant vegetation and often remnant vegetation is only found on the road reserve and is protected by State and Federal legislation.

43. There is concern around heavy vehicles driving through towns however there is acknowledgement that Planning happens slowly and until a critical mass of population in townships is reached, bypasses are unlikely and the status quo is largely accepted by the community.

44. Public transport and roads are important.

45. Funding: It is preferred that it not come through in dribs and drabs.

46. Poor Roads.

47. Bad Roads leading to school buses refusing to go on these roads leading to absenteeism for pupils.

48. Not enough funding for roads affected by truck traffic and funding strategy is piecemeal.

49. Government juggling competing demands for limited funding which makes it difficult for government to invest all resources in road or rail.

50. Access road to the Port of Portland needs urgent upgrades in light of forecasted increase in timber harvesting.

51. There is no program for funding one lane roads thus leading to the maintenance at lowest level. This is impacting safety and truck productivity.

52. Comprehensive road pricing reform as per recommendations in the Green Triangle freight action plan upgrade document.

53. A comprehensive funding strategy.

54. A comprehensive Road upgradation strategy for the overall network.

55. Road maintenance: roads and bridges not good enough for present volumes of heavy vehicles and certainly not enough for the forecasted growth in freight traffic.

56. The further away we move from Melbourne the greater the deterioration in infrastructure.

57. Planning for duplication of roads is necessary now.

58. Government needs to understand what the Barwon south west/great South Coast contributes to the Victorian economy in jobs and gross domestic product.

59. There was concern that the Barwon South West region may not be receiving it's due share from the sale of the Port of Melbourne.
60. Portland Roads: Where does fuel excise for Portland truck traffic go to? Why is this not redirected into the local region on which roads these trucks are driving?

61. Princes Highway: Need federal government recognition into the Princes Highway. This road should be designated as a road of national significance to raise its profile. There was concern that at the moment this designation stops at Colac. There is a need for greater advocacy by the State government in Federal circles.

62. The road network is not fit for purpose as trucks have become heavier and the roads were initially not designed for the present day loading and numbers of commercial vehicles including truck traffic.

63. Planning money over long term is not available to justify merit-based comparison between the relative strategic utility of the Princes Highway corridor with the Hamilton Highway corridor with the Midland Highway corridor.

64. Redirect funding to benefit access roads into the Port of Portland.

65. Allocate roads funding beyond CPI to recognise the growing road network.

66. 2 + 1 should be encouraged such as on the Hamilton Highway because they are about half the price of 2 + 2.

67. C Class roads: these roads need a strategy to bring money for widening and maintenance.

68. Road and rail good connections are needed especially for roads to attract tourists and agricultural industry.

69. There is a perception of inequality of spend in Victoria.

70. The Princess Highway Road must be built properly especially due to recently duplicated sections already requiring premature maintenance such as a road patching and pothole repair.

71. Sustainable funding is not being allocated.

72. We must de-link population numbers from funding because there must be a recognition that a substantial amount of economic activity in Victoria occurs in its smaller townships and regional centres.

73. We must reduce supply chain costs by improving Road and rail conditions.

74. We must repair roads for future generations and also over the longer term.
2017 Community Feedback

75. Improving access to Portland through infrastructure upgrades (road and rail) to promote population growth

76. Rebuilding roads in the area to an acceptable standard that last long term not just temporary patching. Roads are vital to this region you may say the lifeblood of our economy. A failure to do this is a failure for the whole state of Victoria.

77. Fix the roads. Maintain the road networks. Improve the road networks for b-doubles.

78. Improving the roads

79. Fix the dangerous roads and maintain roadside

80. Try to get people out of cars and on their feet and bikes... as well as trains. For freight issues, produce and buy local. That's the way I want to live.

81. High productivity access and road network that supports it

82. Conditions of roads to allow safe passage of freight and people.

83. The standard of our roads are of a third world standard, they are poorly maintained and they need to be rebuilt to the highest standard possible.

84. Just fix the roads, properly this time. Build roads structurally designed to deal with our transport/trucks. Don't repeat the appalling resurfacing done earlier this year on the Henty Hwy and Portland-Casterton rd. These roads have fallen apart in >6month

85. Roads are a disgrace and dangerous should be priority .

86. VicRoads roads appalling at the moment - much greater funding for road upgrades and maintenance.

87. Road surfaces. However if we could have better rail services the roads would be in better condition.

88. Several rural roads in the northern Grampians and surrounding shires need repairs or repaving or dirt roads may need regrading.

89. Local roads need better maintenance with use of heavy vehicles.

90. Roads are fundamental and in poor condition. VicRoads and government must be accountable.

91. Upgrade roads, patchwork repairs is NOT GOOD ENOUGH, especially with MASSIVE increase of trucks on ALL rural roads.

92. Road surfaces are lethal with rough patches, potholes and eroded edges.
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93. Fixing the roads; increased use of rail to move freight and passengers; DO NOT allow the decrease in speed limits on country roads.

94. Road funding in SW much improved, but still a long way to go. Transport a MUST.

95. Look at the transport networks as a whole, including sea and then work forward on the overall health of the transport picture, rather than in silos. There may be other options available, that aren't covered by these priorities.

96. The current state of the GSC road network will negatively impact on tourism. Our main roads are unsafe. They were built for 4 tonne Bedford trucks and are now handling unsuccessfully, 62 tonne B doubles.

97. Invest in heavy rail please. Get the trucks off the roads as much as possible.

98. Action required to limit truck weights to road capacity (40 as opposed to 70 tonne). More incentive for bulk freight by rail from regional hubs.

99. We would get more people working and visiting the GSC region if you could get to

100. Freight handling infrastructure through Portland. Make the port and its rail and road connections an attractive alternative for west Victorian bulk and heavy industries.

101. Promoting growth through direct connections (road and rail)

102. Fix the dangerous roads

103. We live in one of the best food bowls in the world. Ensuring production through water infrastructure and then delivering it through roads to key ports is vital.

104. Just fix the roads. Please! Design and construct roads that can handle the B double trucks. Don't simply patch and resurface where there is existing road foundation issues (ie most of Henty Hwy).

105. Roads and port development

106. Fix our crumbing roads. Make them properly in the first place and hold road construction companies to account when they make roads that crumble almost as soon as they are finished.

107. We need to get roads right.

108. Maintain what we have! Better and more regular maintenance on roads.

109. The state of the roads in all LSAs is terrible. Unacceptable is the short term fix of poorly filling the pot holes that wash away with rain.

110. "FIX THE ROADS. That means adequate engineering and subsurface preparation designed to deal with B doubles. Patches do not work!"
111. Heavy Rail and Passing lane to Avalon; Freight hub in South West; Port west at Geelong

112. Food and Fibre production is the most important factor for the economy of our region and the infrastructure required needs upgrading.

113. The condition of our roads are shocking and dangerous we desparately need things done