

**Joint Select Committee on Road Safety**  
ANSWERS TO QUESTIONS ON NOTICE  
Inquiry into Road Safety – Public hearing 14 December 2021  
**Victorian Department of Transport**

**Committee Question Number:** RSQN040

**Proof Hansard Page:** pp. 12–14 (14 December 2021)

**CHAIR:** ...[H]as anyone done any work on the cost of preparing to put in an overtaking lane, on the non-road related costs—so all the stuff you have to do before putting black stuff on the ground? My community in East Gippsland, which is 75 per cent public land, surrounded by state forests and national parks, are absolutely furious about how much the native vegetation offsets and all those other issues impact on plans to build roads, to the point they are exasperated by how much money we spend before we even lay any black stuff down...

**Mr Muller:** I'd have to take that one on notice, to be quite honest.

**CHAIR:** I will try to be more specific. It's the non-road costs associated with the road project that are causing them the greatest angst. They're saying, 'How much of our actual money that is announced for that road by the minister for transport is actually spent on the roads, and how much is spent on vegetation offsets, heritage overlays and EPBC Act investigations?' They're saying to me, 'Our roads would be safer if you actually spent the money on the roads.'

**Answer**

Roadside is an integral part of a road project and improving roadside environments will reduce the incidence and severity of crashes on roads. The requirements on vegetation offsets, heritage overlays and EPBC Act investigations are different from project to project and reflect the requirements of Commonwealth and State legislation.

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**Mr THISTLETHWAITE:** [C]an you tell me how much of your road network is covered by point-to-point speed cameras that are used for all vehicles—so light vehicles as well?

**Ms Cockfield:** We can get that for you. I don't know the exact kilometrage, but it is a very small percentage. However, we recognise the effectiveness of average speed cameras, or point-to-point cameras. We've got a pilot to test another two routes, so to speak. The camera systems that are there, which are very limited at the moment, test or enforce for all vehicles.

**Answer**

Victoria currently has two point-to-point networks, one along the Hume Freeway and one along the Peninsula Link. Both networks enforce speeding for all road vehicle types, except motorcycles. DJCS is exploring technology and suitability in enforcing speeding motorcycles using point-to-point networks.

The Hume Freeway point-to-point enforcement system covers a total of 78 kilometres along the Hume Freeway, starting at O'Herns Road, Epping and finishing at Broadford-Flowerdale Road, Broadford.

The Peninsula Link enforcement system covers a total of 27 kilometres along the Peninsula Link, starting at the Ballarto Road Bridge, Frankston and finishing at the Loders Road Bridge, Moorooduc.

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**Committee Question Number:** RSQN042

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**Mr THISTLETHWAITE:** [D]oes the Victorian government have proactive policies in place to increase the uptake of electric vehicles to the government fleet?

**Mr Muller:** I'll have to take that one on notice. To be quite honest, it's slightly outside of my remit, but I'll find out.

**Answer**

The Victorian Government has committed \$10 million to add 400 zero emissions vehicles to the Victorian Government fleet by 2023.

As part of a joint declaration made at COP26, Victoria has committed to working towards all government cars and vans being zero emissions by 2035 (<https://ukcop26.org/cop26-declaration-on-accelerating-the-transition-to-100-zero-emission-cars-and-vans/>).