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GET VICTORIA MOVING

Traffic light removal project





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INTRODUCTION

Bottlenecks on our arterial roads are choking Melbourne and Geelong.

That's why I've developed a new plan to ease the squeeze on our most congested arterial roads.

Everyone agrees the removal of level crossings will help to free up Melbourne's traffic congestion, but it's only part of the solution.

Another key part is to remove Melbourne's most congested and frustrating traffic intersections, using grade-separations. Preference for grade-separations will be an underpass construction with consultation with the community, local government and engineering experts, determining the final design. The grade-separation configurations will be a closed diamond model of intersection removal. These will not be freeway style, clover interchanges.

As part of this project, traffic signal systems will be modernised to ensure traffic flow is optimised on corridors where intersections are removed.

That's why I'm committing between \$4.1 billion to \$5.3 billion to remove traffic lights from 55 of Melbourne's busiest, most congested intersections.

Recently released census data shows that 74% of Melburnians take a car to work every day. Despite the level crossing removal program's benefits to traffic along Melbourne's train lines, over one million people continue to sit in gridlocked traffic on other parts of the road network.

That means tradies, couriers and salespeople are losing money while sitting in gridlock. It means mums and dads spending more time on their commute and less time at home with their families.

My plan will help to fix that.

My plan will ease the squeeze on our roads.

My plan will make our roads safer.

My plan will make our roads more efficient for those who use them to do business.

My plan will create thousands of jobs in the construction phase.

My plan will accommodate Melbourne's ongoing population growth.

My plan will help mums and dads get home quicker.

My plan will get Melbourne and Geelong moving.

At the next election, Victorians will have a clear choice. They can choose more of the same from Daniel Andrews or they can choose my comprehensive plan to relieve traffic congestion across the state.

There's only one certainty. If you are stuck with Daniel Andrews, you are going to be stuck in traffic.

MATTHEW GUY MP
Leader of the Opposition

CONTENTS

The Problem.....	4
People who travel to work by car	5
Peak hours are busier and longer.....	6
Impact on people	7
Impact on business productivity and jobs.....	7
The cost to small business	8
Case Study 1.....	10
Princes Highway and Springvale Road	
Case Study 2.....	12
North Road and Nepean Highway	
Case Study 3.....	14
Lower Heidelberg Road and Banksia Street	
Case Study 4.....	16
Settlement Road and Barwon Heads Road	
Get Melbourne and Geelong Moving	19
A comprehensive plan to cut congestion	20
Traffic Light Removal Program.....	21
The benefits of traffic light removals	21
Less congestion.....	21
Safer local roads	21
More jobs.....	21
Lower Emissions	21
Productivity and economic growth.....	22
Building cities for the future.....	22
Map of traffic light removals	24-25
Costings.....	27



THE PROBLEM

The former Liberal Nationals Government built and funded 13 level crossing removals from 2010 to 2014 and that work has continued under the current state Government.

The latest round of level crossing removals under the current government has received bipartisan support. The Liberal Nationals also helped pass legislation that provided the funding for this important program.

However, congestion remains a massive problem in Melbourne and our regional cities. And with Victoria's population growing by over 100,000 people every year, traffic congestion will continue to get a lot worse unless we invest in much more road and transport infrastructure.

Congestion means more time stuck in frustrating traffic which means less time with family and friends and that has a big impact on our quality of life. Congested roads are also very dangerous, especially at busy intersections where a combination of high volumes of vehicles and frustrated drivers can be a fatal combination.

Traffic congestion also affects our work lives and means higher running costs for businesses and that means less money to invest in growth and create more jobs.

As Chart 1 shows, according to VicRoads data on traffic that passes through major intersections, on an average weekday in October 2017, up to 2.5 million vehicle movements were recorded during the afternoon peak.

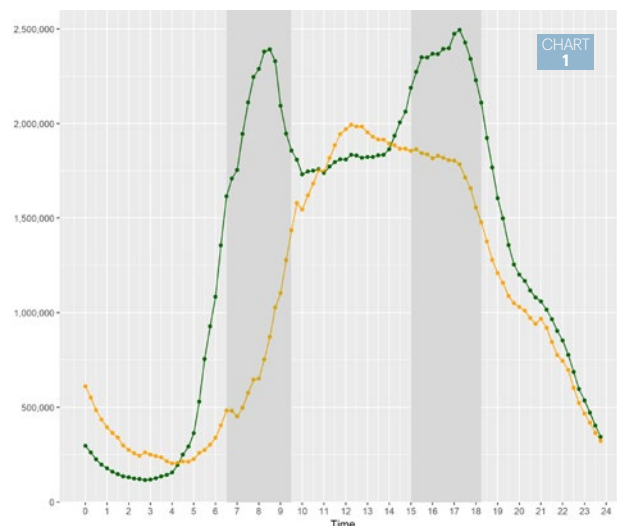
Peak periods range from 6:30am to 9:30am in the mornings, and from 3:00pm until 6:15pm in the evenings.

Outside of the morning and evening peaks, congestion is worse on weekends than it is on weekdays, with VicRoads recording 2 million vehicle movements during the average weekend lunch time peak.

Median Traffic volumes in October 2017

Total Vehicle Movements in a 15 minute period

— Weekday — Weekend



Source: VicRoads Traffic Signal Volume Data

Congestion means more time stuck in frustrating traffic which means less time with family and friends.

That's why the Andrews Government's decision to tear up the East West Link contract at a cost to taxpayers of \$1.3 billion to not build the road, makes no sense. If Daniel Andrews hadn't cancelled the East West Link contract, this vital piece of infrastructure would now be nearly built.

Before the last election, Daniel Andrews said his \$500 million Western Distributor project was 'shovel ready'. But just a few months after the election, it was revealed that the cost had blown-out to \$680 million and it wasn't shovel ready, and years away from commencing construction.

The Andrews Government then scrapped plans for the Western Distributor and instead accepted an unsolicited bid from Transurban to build the a Westgate Tunnel, but to be funded by increasing the tolls on the Monash and Tullamarine Freeways. In other words, a road for the western suburbs would be funded by more tolls to be paid by motorists in the northern, the eastern and south-eastern suburbs.

Fixing public transport is an important part of building a city for the future. But the fact remains that 1.3 million Melburnians take a car to work every day, according to the most recent Census data. In other words, three quarters of Melburnians take a car to work every single day.

People who travel to work by car

Three in every four people in Melbourne travel to and from work by car every day. That's over 1.3 million people, and it doesn't include the hundreds of thousands of parents who are also on the road in the same periods doing the 'school run'.

As the 2016 ABS census data opposite shows, the Melbourne average of 74% is higher in some LGAs.

The City of Casey, in Melbourne's south-east, is one of Australia's biggest growth corridors where nearly 80% of people travel to work by car every day. And while improved public transport services and infrastructure will encourage more patronage, the reality is it's not going to result in a dramatic decline in traffic.

2016 ABS Census - Travel to work	
LGA	% of people who travelled to work by car as driver or passenger
Banyule	66.4%
Bayside	63.4%
Boroondara	57.4%
Brimbank	75.1%
Cardinia	77.0%
Casey	79.2%
Darebin	55.7%
Frankston	78.5%
Glen Eira	61.1%
Greater Dandenong	76.8%
Hobsons Bay	67.4%
Hume	77.0%
Kingston	71.5%
Knox	78.4%
Manningham	71.3%
Maribyrnong	56.6%
Maroondah	73.7%
Melbourne	23.6%
Melton	78.2%
Monash	68.1%
Moonee Valley	63.2%
Moorabool	74.1%
Moreland	53.2%
Nillumbik	73.2%
Port Phillip	45.7%
Stonnington	47.7%
Whitehorse	64.6%
Whittlesea	76.9%
Wyndham	73.1%
Yarra	36.2%



Peak hours are busier and longer

In the last three years alone, peak hour in Melbourne and Geelong’s arterial roads have become busier and longer.

For example, Chart 2 for the intersection at Springvale and Dandenong Roads from October 2014 to October 2017, shows peak hour traffic has increased by over 50% from 1,000 cars in every 15 minute period to about 1,600.

Chart 2 also shows that the current length of peak hour traffic in this particular case study of Springvale and Dandenong Roads, extends by around 30 minutes in daily peak hour traffic compared to October 2014.

But a concerning new trend is that congestion in so-called non-peak periods is rapidly getting worse – the fluctuations between peak and non-peak in terms of the number of vehicles through intersections is becoming shallower.

If this trend continues we could see a situation where traffic volumes peak from early morning all through the day to early evening.

Another case study, the intersection of North and Warrigal Roads also shows that over the last three years, peak hour traffic is busier and extending for longer, especially in the afternoon peak period.

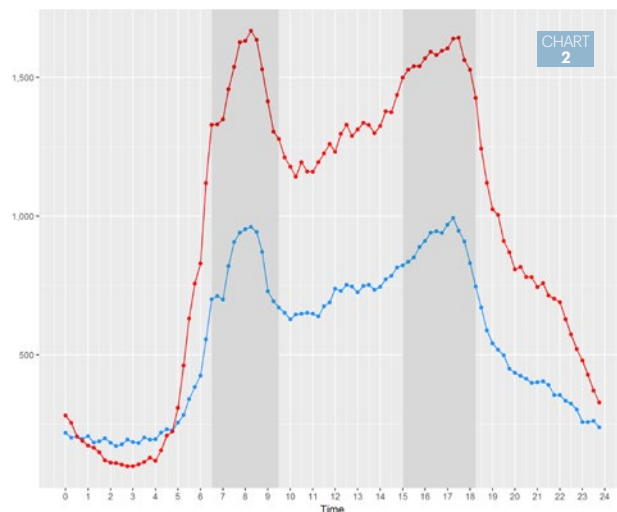
In both daily peak periods, just over 1,500 cars are passing through this intersection every 15 minutes – that’s 100 cars a minute.

Chart 3 shows that at the intersection of North and Warrigal Roads at 6:30am, there are an extra

250 cars passing through this intersection every 15 minutes compared to three years ago. Similarly, at 6:15pm there is also an extra 250 cars every 15 minutes.

Springvale Road/Dandenong Road
Median Traffic volumes in October 2014 and 2017
Total Vehicle Movements in a 15 minute period

● 2014 ● 2017



Source: VicRoads Traffic Signal Volume Data

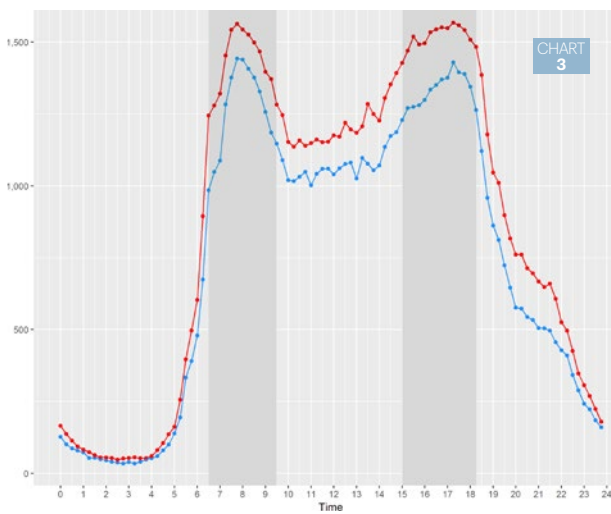
We could see a situation where traffic volumes peak from early morning all through the day to early evening.

North Road/Warrigal Road

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period

● 2014 ● 2017



Source: VicRoads Traffic Signal Volume Data

Impact on people

With Victoria’s population growing by well over 100,000 every year, there are more cars on the road which means peak hour is getting longer and we are spending more time frustrated in traffic.

The impact of increased travel time is being felt across the board. People are leaving for work earlier and getting home later. It’s the same for parents who drop their kids off at school later in the morning and pick them up again.

It wasn’t very long ago that people looked forward to the relatively quiet traffic conditions of weekends. But lately it feels as though weekend traffic is almost as bad as weekday peak.

Victorians are wasting hours in congestion every week. That’s time that could be better spent with family and friends, enjoying recreational activities to keep mentally and physically active, fit and healthy.

Traffic is also more unpredictable than ever. The program to remove level crossings that was started by the previous Liberal Nationals Government and continuing under the current government, is helping to reduce the unpredictability of traffic congestion, but there is still much more to be done.

But we can all agree on one thing, that the rate of growth of traffic congestion is unsustainable.

Impact on business productivity and jobs

Our worsening traffic congestion isn’t just impacting on our quality of life, it’s costing our economy and it’s costing jobs.

Tradies, couriers, salespeople and many others in jobs that require travel on our roads know that time stuck in traffic congestion means they aren’t earning money. Inevitably, that cost is passed onto consumers.

It also means that those small and large businesses losing money due to reduced productivity because of traffic congestion often can’t afford to expand and employ more staff, or have to cut jobs to cut costs.

According to a 2015 report, ‘Traffic and congestion cost trends for Australian capital cities’ by BITRE, (Chart 4) the cost of congestion to the Victorian economy will be \$5.54 billion in 2018. The cost to our economy is accelerating at such a pace that in the following two years, that cost will increase by almost another billion dollars.

By the end of the next term of government, that annual cost will be a staggering \$7.28 billion.

These aren’t just figures on a spread sheet. These are lost jobs and lost opportunities for thousands of Victorian small businesses, tradies, couriers and salespeople.

Year	Cost of Congestion (\$ Billions)
2011	\$3.68
2012	\$4.1
2013	\$4.45
2014	\$4.55
2015	\$4.62
2016	\$4.85
2017	\$5.18
2018	\$5.54
2019	\$5.94
2020	\$6.38
2021	\$6.84
2022	\$7.28
2023	\$7.71
2024	\$8.12
2025	\$8.51
2026	\$8.88
2027	\$9.21
2028	\$9.55
2029	\$9.88
2030	\$10.19

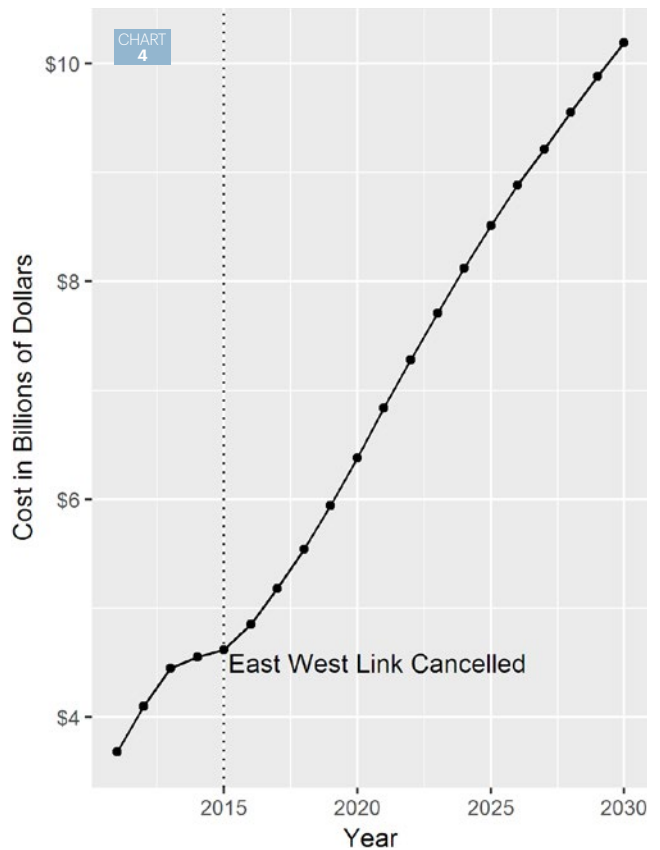
The costs to small business

For smaller businesses, the costs of transporting goods and services can be the difference between making a profit or a loss. It can be the difference between growth and stagnation.

If courier and road transport costs continue to skyrocket because of worsening congestion, that is going to have a big impact on businesses and jobs in Victoria.

Victorians are wasting hours in congestion every week. That's time that could be better spent with family and friends.

Cost of congestion (\$ billions)



Source: BITRE "Traffic and congestion cost trends for Australian capital cities" (2015)



By the end of the next term of government, the annual cost of congestion will be a staggering \$7.28 billion.



Case Study 1
The intersection of Princes Highway and Springvale Road, Mulgrave

CASE STUDY 1

The intersection of Princes Highway and Springvale Road is located in Melbourne's South-East.

Dangerous

Between January 2006 and October 2017, there have been 161 crashes at the Springvale Road & Princes Highway intersection.

88 people have been seriously injured in crashes at this intersection in this period and 164 people have received other injuries.

Despite ongoing road safety initiatives over the past decade, the number of crashes by year has remained consistent, see Chart 5.

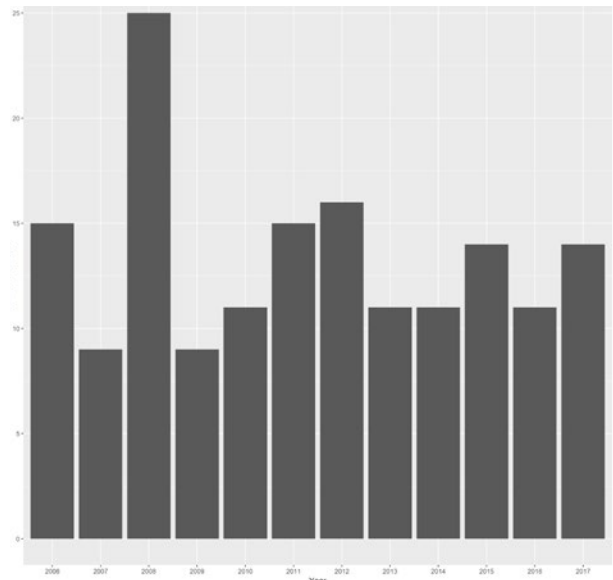
Congested

Although traffic in the very early morning has decreased through this intersection, peak period congestion has increased substantially, as demonstrated in Chart 6, which shows the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

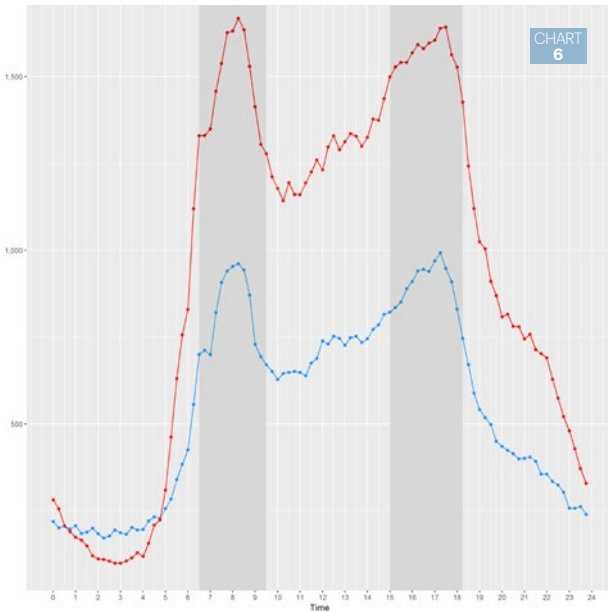
Traffic has also substantially increased on the weekends, see Chart 7.

Throughout October 2017, including weekends, more traffic passed through this intersection than on the average day in October 2014. On Fridays, the volume of traffic is more than 80% greater than it was three years ago (Chart 8).

Princes Highway/Springvale Road, Mulgrave
Number of crashes by year



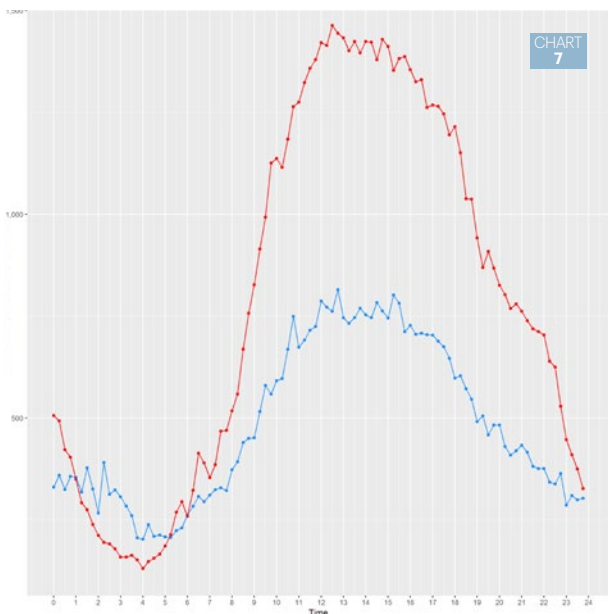
88 people have been seriously injured at this intersection and 164 people have received other injuries.



Princes Highway/Springvale Road, Mulgrave
 Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekdays)

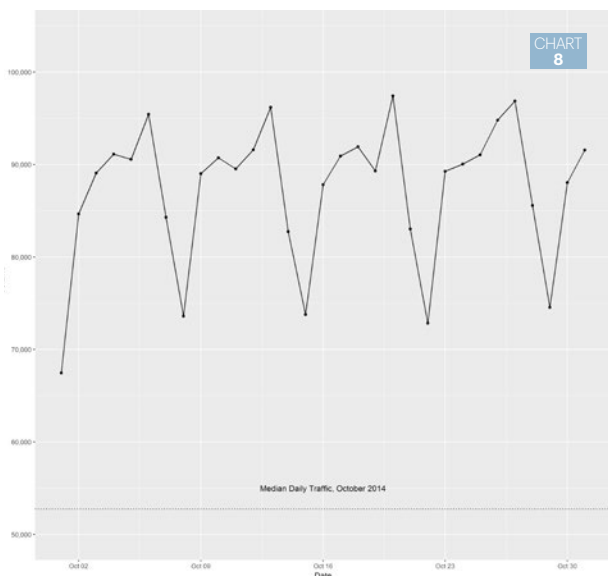
● 2014 ● 2017



Princes Highway/Springvale Road
 Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekends)

● 2014 ● 2017



Princes Highway/Springvale Road, Mulgrave
 Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



CASE STUDY 2

The intersection of North Road and Nepean Highway is located in Melbourne's South.

Dangerous

Between January 2006 and October 2017, there have been 24 crashes at the North Road & Nepean Highway intersection.

13 people have been seriously injured in crashes at this intersection in this period and 13 people have received other injuries.

Despite ongoing road safety initiatives over the past decade, the number of crashes by year has remained consistent, see Chart 9.

Congested

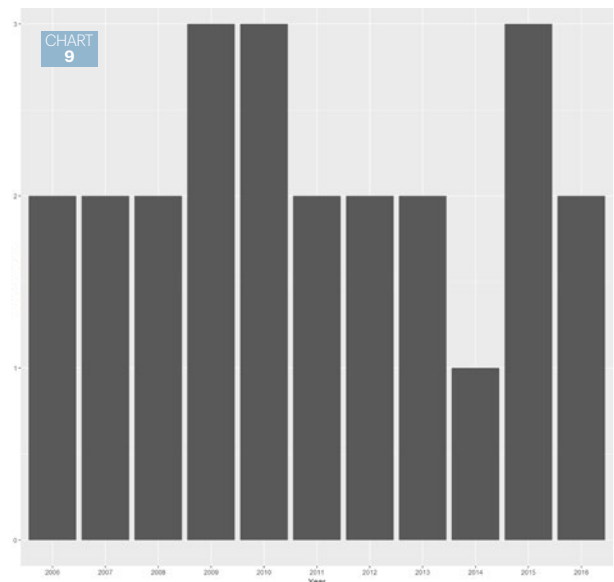
As demonstrated in Chart 10, the traffic volumes at this intersection have increased slightly during morning peak, however are much higher throughout the day and in the afternoon peak period. The plot compares the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

Traffic has also increased on the weekends, see Chart 11.

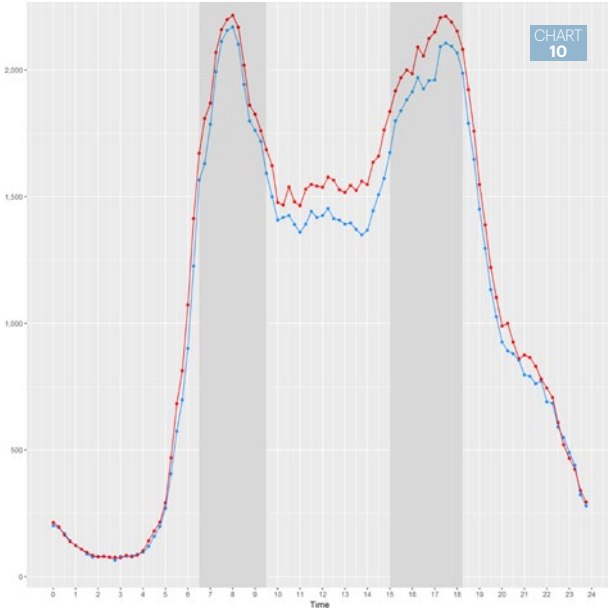
Case Study 2
The intersection of North Road and Nepean Highway

Throughout October 2017, the median daily volume of traffic passing through this intersection was approximately 7% greater than it was three years ago, an increase of more than 2% per year (Chart 12).

North Road/Nepean Highway, Gardenvale
Number of crashes by year

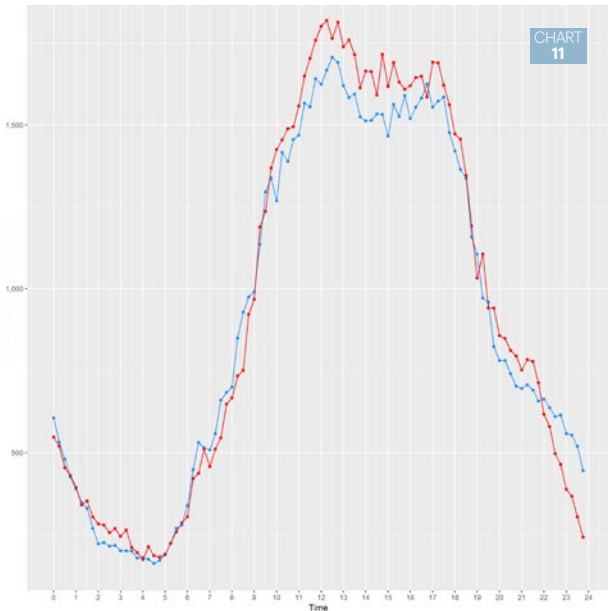


13 people have been seriously injured at this intersection and 13 people have received other injuries.



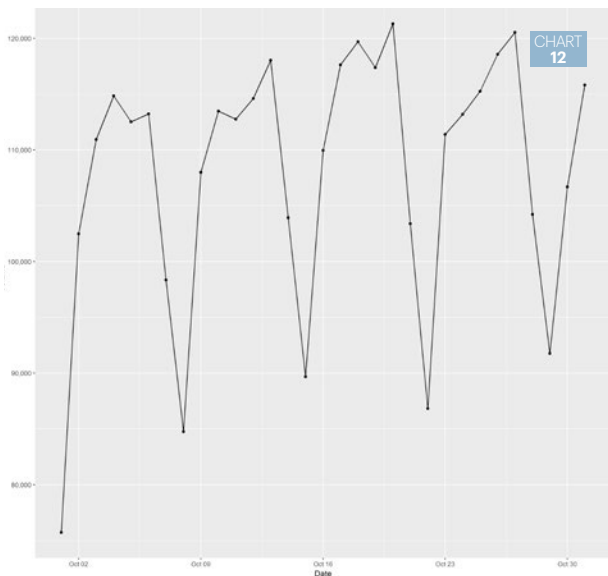
North Road/Nepean Highway, Gardenvale
 Median Traffic volumes in October 2014 and 2017
 Total Vehicle Movements in a 15 minute period (weekdays)

● 2014 ● 2017



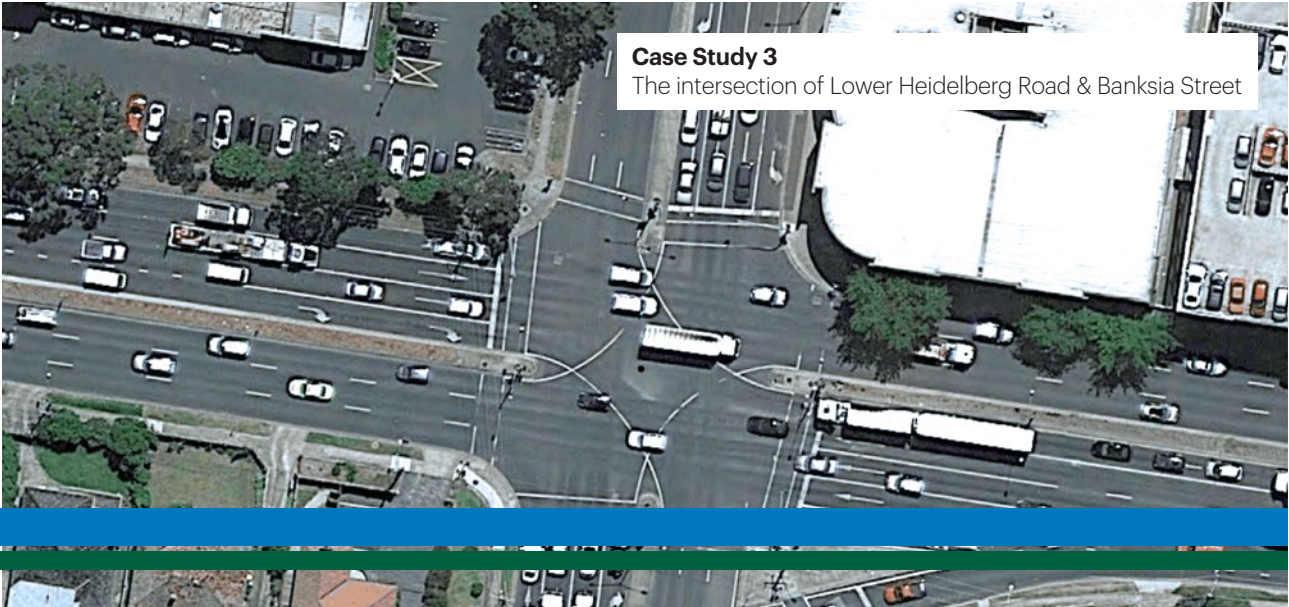
North Road/Nepean Highway, Gardenvale
 Median Traffic volumes in October 2014 and 2017
 Total Vehicle Movements in a 15 minute period (weekends)

● 2014 ● 2017



North Road/Nepean Highway, Gardenvale
 Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



CASE STUDY 3

The intersection of Lower Heidelberg Road and Banksia Street is located in Melbourne’s inner North-East.

Dangerous

Between January 2006 and October 2017, there have been 38 crashes at the Lower Heidelberg Road & Banksia Street intersection.

13 people have been seriously injured in crashes at this intersection in this period and 42 people have received other injuries.

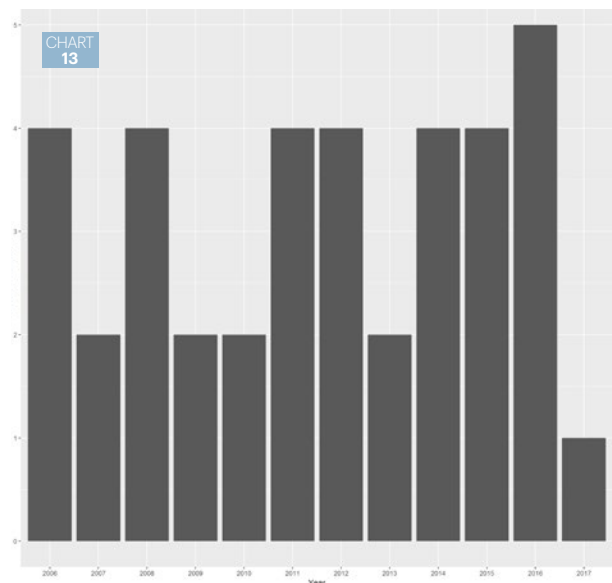
Congested

As demonstrated in Chart 14, the traffic volumes at this intersection have increased slightly during morning peak and afternoon peak, and are higher throughout the day. The plot compares the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

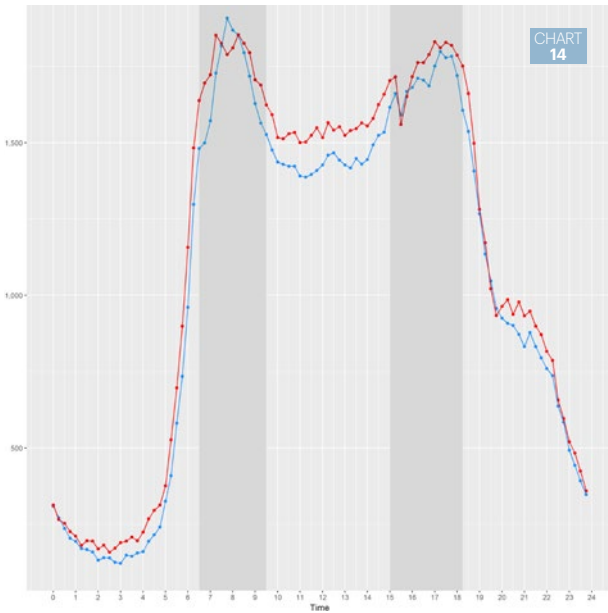
The volume of traffic was also higher on weekends during October, compared to three years ago, see Chart 15.

Throughout October 2017, the median daily volume of traffic passing through this intersection was approximately 5.3% greater than it was three years ago (Chart 16).

Lower Heidelberg Road/Banksia Street, Heidelberg
Number of crashes by year



13 people have been seriously injured at this intersection and 42 people have received other injuries.

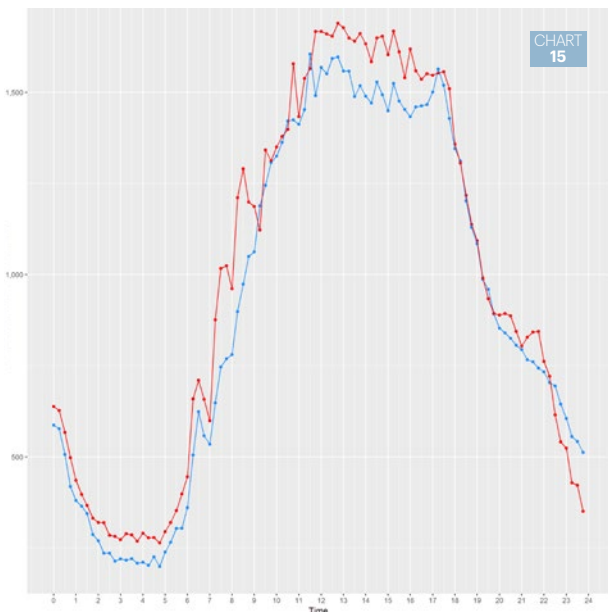


Lower Heidelberg Road/Banksia Street, Heidelberg

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekdays)

● 2014 ● 2017

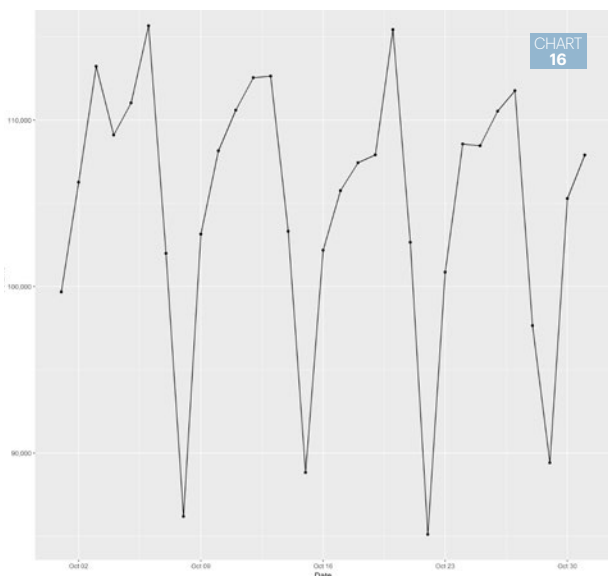


Lower Heidelberg Road/Banksia Street, Heidelberg

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekends)

● 2014 ● 2017



Lower Heidelberg Road/Banksia Street, Heidelberg

Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



Case Study 4
The intersection of Settlement & Barwon Heads Roads

CASE STUDY 4

The intersection of Settlement and Barwon Heads Roads is located in Geelong.

Dangerous

Between January 2006 and October 2017, there have been 49 crashes at the Settlement & Barwon Heads Roads intersection.

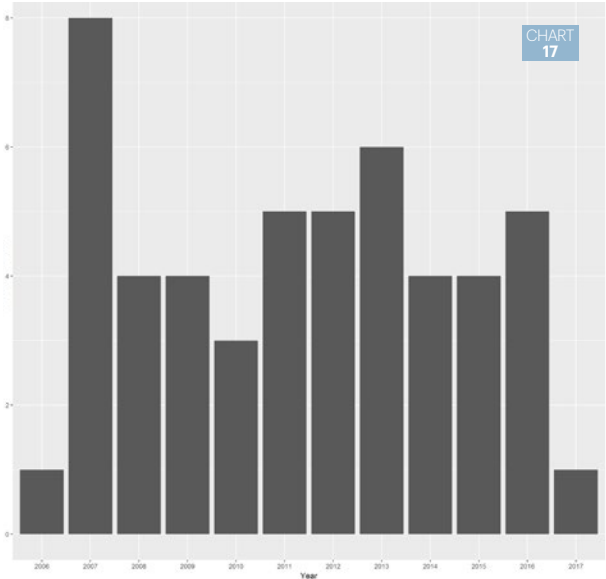
16 people have been seriously injured in crashes at this intersection in this period and 50 people have received other injuries.

Congested

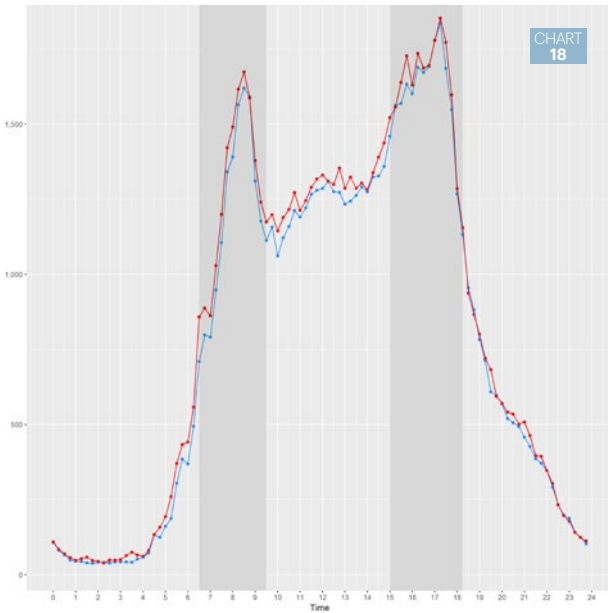
As demonstrated in Chart 18, the traffic volumes at this intersection have increased slightly during morning peak and afternoon peak, and are higher throughout the day. The plot compares the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

Throughout October 2017, the median daily volume of traffic passing through this intersection was approximately 4% greater than it was three years ago.

Settlement Road/Barwon Heads Road, Belmont
Number of crashes by year



16 people have been seriously injured at this intersection and 50 people have received other injuries.

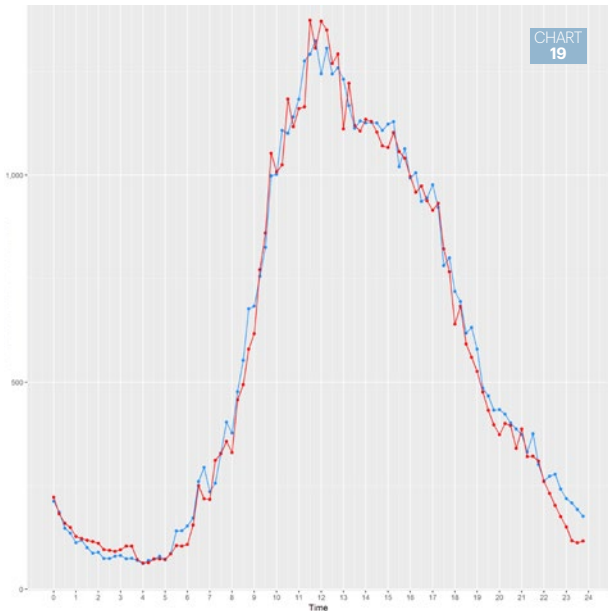


Settlement Road/Barwon Heads Road, Belmont

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekdays)

● 2014 ● 2017

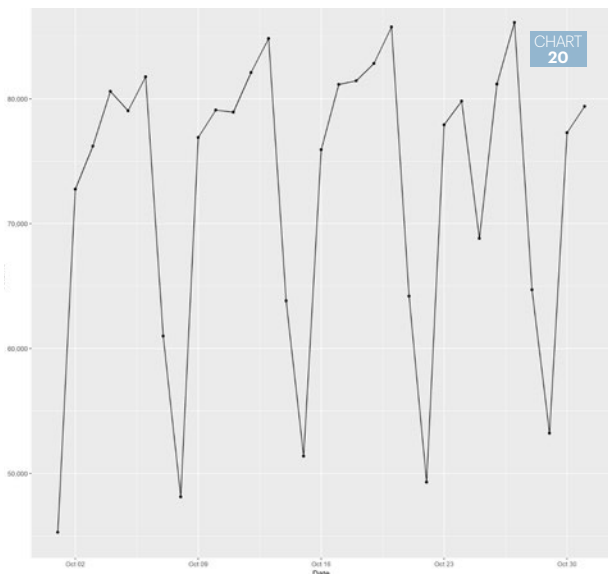


Settlement Road/Barwon Heads Road, Belmont

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekends)

● 2014 ● 2017



Settlement Road/Barwon Heads Road, Belmont

Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



GET VICTORIA MOVING

Traffic light removal project



A COMPREHENSIVE PLAN TO CUT CONGESTION

- ✓ **Removing traffic lights or roundabouts with grade-separations at busy and congested intersections**
- ✓ **Better and more reliable public transport**
- ✓ **New freeway infrastructure like East West Link**
- ✓ **Level crossing removals**
- ✓ **Traffic signal systems will be modernised to ensure traffic flow is optimised on corridors where intersections are removed**

People often comment that Melbourne is a city with 1980's infrastructure but with a 2017 population. My vision is to make a city with 2050 infrastructure and a 2020 population.

Better public transport is important, but as the most recent census data shows, 74% of Melburnians take a car to work every day – that's 1.3 million people on the roads travelling to and from work every single day.

That number is only going to continue to grow as our population grows.

And whilst the bipartisan level crossing removal program is an important tool in the toolbox for decongesting Melbourne traffic, it is only relevant to those roads along the rail corridors. There are many congested suburbs throughout Melbourne and Geelong that will not benefit from level crossing removals.

That's why we need a plan that goes much further and builds on the level crossing removals done by the former and current governments.

To get Melbourne and Geelong traffic flowing again we have a comprehensive plan that includes better and more reliable public transport, new freeway infrastructure like the East West Link, level crossing removals and grade-separations at our busiest and most congested intersections.

Preference for grade-separations will be an underpass construction with consultation with the community, local government and engineering experts, determining the final design.

The grade-separation configurations will be a closed diamond model of intersection removal. These will not be freeway style, clover interchanges.

The Liberal Nationals are committed to a comprehensive plan to tackle Melbourne and Geelong's crippling congestion problem. This plan will include finishing the level crossing program that started under the former Liberal Nationals Government and is continuing under the current Government. This multifaceted strategy to cut congestion also includes improving public transport and building new freeways like East West Link.

TRAFFIC LIGHT REMOVAL PROJECT

The Liberal Nationals team has identified 35 of Victoria's worst and most congested intersections for grade-separation, which will remove traffic lights and allow arterial roads traffic to flow.

Over the next 12 months our team will continue to study the comprehensive VicRoads data as well as working with local communities to identify the remaining 20 of 55 traffic light intersections to be removed.

Our consultation process will include listening to local people about their concerns about traffic congestion in their area. We will also be listening to community leaders, stakeholders and third-parties for their insights and ideas.

Preference for grade-separations will be an underpass construction with consultation with the community, local government and engineering experts, determining the final design.

Following consultations, we will continue to announce the details of the remaining 20 locations in addition to the 35 already nominated.

As part of this project, traffic signal systems will be modernised to ensure traffic flow is optimised on corridors where intersections are removed.

BENEFITS OF TRAFFIC LIGHT REMOVALS

- ✓ **Less congestion**
- ✓ **Safer local roads**
- ✓ **More jobs**
- ✓ **Productivity and economic growth**
- ✓ **Building for the future**

Less congestion

Removing Victoria's 55 worst intersections by building grade-separation that removes traffic lights will keep traffic flowing and reduce frustrating bottlenecks on arterial roads.

Removing traffic lights at these busy intersections through grade-separations will significantly cut peak hour travel times for the 74% of Melburnians who take a car to and from work and parents who do the daily school run.

Removing our 55 worst intersections will complement the level crossing removals program by significantly reducing traffic bottlenecks across Melbourne. The effect will be faster moving traffic that helps motorists move around the city more efficiently.

Safer local roads

Removing traffic lights at congested intersections will mean safer roads and reduce the number of accidents and injuries on these busy roads.

Congested traffic intersections, particularly where motorists are making left or right turns, are dangerous and sometimes fatal. Many accidents are the result of errors in judging oncoming traffic, or driver frustration caused by congestion.

Sadly, in recent years in Victoria there hasn't been the sort of continuing decline in road fatalities that we have seen in recent decades. Whilst there are many reasons for this tragic trend, there is no doubt that congestion and errors caused by driver frustration are a contributing factor.

Building more freeways and removing traffic lights at intersections will make our roads safer.

More jobs

In 2017, Victoria has recorded some of the worst unemployment figures of any state.

At the time of this policy launch, Victoria's unemployment rate is 1.1% greater than NSW's.

This major infrastructure project is estimated to create around 5,000 new jobs in addition to indirect jobs.

Lower emissions

There is a direct correlation between heavy traffic congestion, high fuel consumption and emissions.

The start and stop nature of heavy traffic congestion on our suburban roads means higher fuel consumption and that means higher emissions.

A road network that cuts congestion and ensures more free-flowing traffic, reduces fuel consumption and pollution from emissions.

Productivity and economic growth

A report by BITRE shows that the cost of congestion in Victoria will be \$5.54 billion in 2018.

By the end of the next term of government (2018-2022), that annual cost will be a staggering \$7.28 billion a year.

That's why we have no time to lose and take decisive action.

There are hundreds of thousands of jobs that are affected by congested roads impacting on productivity.

Tradies, couriers, salespeople and others that require travel on our roads need to get between jobs efficiently. Time stuck in traffic congestion means they aren't earning money. Inevitably, that cost is passed onto consumers or these small businesses are required to cut jobs to keep costs down.

Traffic congestion also results in lost opportunities. Reduced productivity due to traffic congestion prevents small and medium sized businesses from expanding and employing more staff.

For Victorian retailers, transport and courier costs are a significant proportion of their business costs. When increasing traffic congestion results in higher transport costs, retailers are likely to pass on the cost to customers or reduce staff costs.

Cutting traffic congestion will result in more efficient transport of goods and services throughout Melbourne and regional cities which

will boost productivity, keep business costs more competitive, and allow businesses to grow and employ more staff.

Building cities for the future

The Liberal Nationals plan to ease the squeeze on Melbourne's population growth will improve quality of life for Victorians and promote economic productivity and growth.

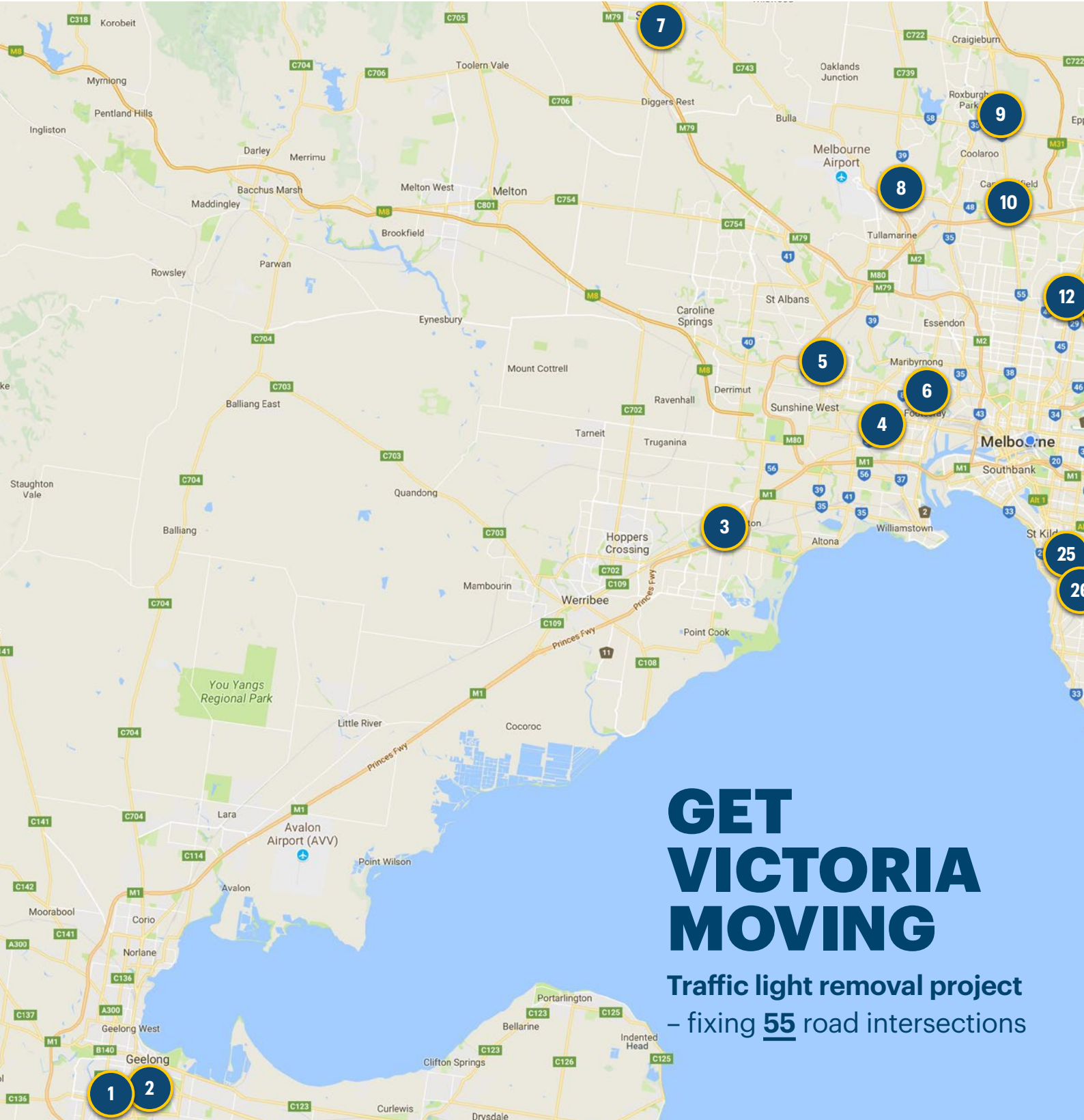
Today, Melbourne's ageing road infrastructure is struggling under the weight of our growing population. We need an ambitious program of road infrastructure construction that will service Melbourne's growing population for tomorrow.

This \$4.1 billion to \$5.3 billion construction and jobs program will remove 55 of our most dangerous and congested suburban intersections.



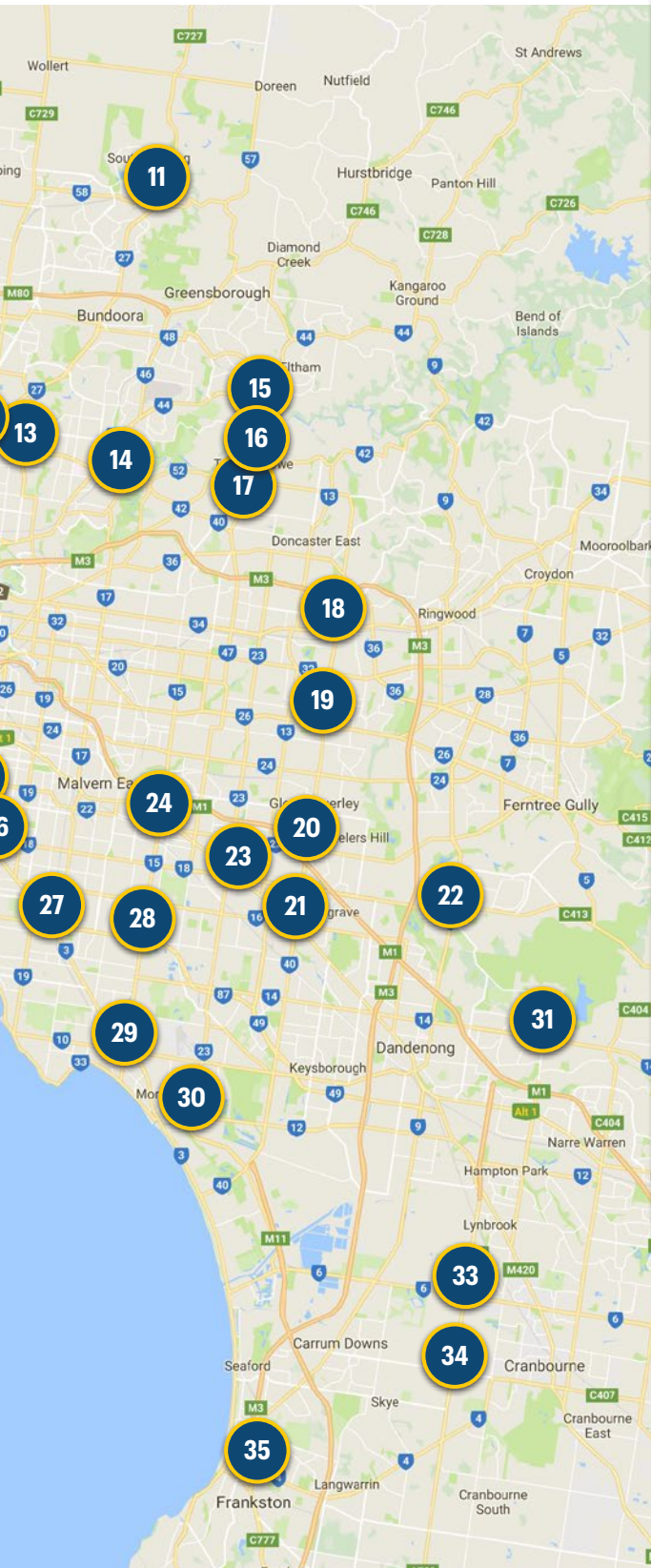
Giving you...
**More time
to spend
with family
and friends.**

MAP OF TRAFFIC LIGHT REMOVALS



GET VICTORIA MOVING

Traffic light removal project – fixing 55 road intersections



Traffic Light Removal Program	
1	Torquay Road and Settlement Road, Belmont
2	Barwon Heads Road and Settlement Road, Belmont
3	Point Cook Road and Princes Hwy, Point Cook
4	Geelong Road and Somerville Road, West Footscray
5	Ballarat Road and McIntyre Road, Sunshine
6	Ballarat Road and Geelong Road, Footscray
7	Gap Road and Horne Street, Sunbury
8	Mickleham Road and Broadmeadows Road, Gladstone Park
9	Sydney Road and Cooper Street, Somerton
10	Sydney Road and Mahoneys Road, Campbellfield
11	Plenty Road and McDonalds Road, South Morang
12	St Georges Road and Bell Street, Preston
13	Albert Street and Bell St, Preston
14	Banksia Street and Lower Heidelberg Road, Heidelberg
15	Fitzsimons Lane and Main Road, Eltham
16	Fitzsimons Lane and Porter Street, Templestowe
17	Williamsons Road and Foote Street, Templestowe
18	Whitehorse Road and Springvale Road, Nunawading
19	Springvale Road and Burwood Hwy, Vermont South
20	Springvale Road and Ferntree Gully Road, Glen Waverley
21	Princes Hwy, Springvale Road and Police Road, Mulgrave
22	Stud Road and Wellington Road, Rowville
23	Princes Hwy and North Road, Clayton
24	Dandenong Road and Warrigal Road, Oakleigh
25	Nepean Hwy and Glenhuntly Road, Elsternwick
26	Nepean Hwy and North Road, Brighton East
27	Nepean Hwy and South Road, Bentleigh
28	Warrigal Road and South Road, Moorabbin
29	Nepean Hwy, Warrigal Road, Lower Dandenong Road, Mentone
30	Boundary Road and Governor Road, Mordialloc
31	Heatherton Road and Hallam Road, Endeavour Hills
32	Racecourse Road and Bald Hill Road, Pakenham
33	Thompsons Road and Western Port Hwy, Lyndhurst
34	Hall Road and Western Port Hwy, Cranbourne West
35	Moorooduc Hwy and Cranbourne Road, Frankston

Another 20 intersections will be identified following community consultation and feedback. You can have your say on which intersection you think needs to be fixed at:

GetVictoriaMoving.com.au



Giving you...
**More time for
the next job.**

COSTINGS

Removing 55 of Victoria's most dangerous and congested intersections will cost between \$4.1 billion to \$5.3 billion and be undertaken over two terms of government.

Funding for this Project will be come from three sources: the Victorian Government, the Federal Government and the proceeds of the sale of the Victorian share of the Snowy Hydro Scheme.

Funding Source	Lower Estimate (\$m)	Upper Estimate (\$m)
State Government Capital Program	1,350	1,750
Federal Government	1,350	1,750
Proceeds of the sale of the Snowy Mountain Hydro Scheme	1,400	1,800
Total	\$4,100	\$5,300

MatthewGuy.com.au





For more information go to GetVictoriaMoving.com.au

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