

Ballarat West PSP, Non-DCP Road and Intersection Upgrades

The PSP is our primary reference document to inform what upgrades are required and how they are implemented. The PSP provides the justification for existing roads to be upgraded, with many upgrades funded through the DCP. However, the DCP does not consider local streets, collector streets, and associated traffic management measures to be higher order items for inclusion and states that these are to be provided by developers.

As a Responsible Road Authority, the City of Ballarat's Asset Plan and management of the transport infrastructure portfolio is a key consideration to establish the prioritisation of resources towards recurrent and renewal demands. The Plan recognises the challenges of increased demand on local roads and their connections with larger roads due to population growth and increased dwelling density.

The balance between maintaining and renewing assets and accommodating funding for improvement and growth is a constant challenge. Underfunding renewal of an asset can lead to lower levels of service and deferring an important asset upgrade can mean that the asset is no longer fit-for-purpose. The City of Ballarat's asset investment strategies relies on the requirements from PSP, DCP and permit conditions to ensure these upgrades are implemented by development to manage impacts of growth.

We acknowledge that there may be previous examples where requirements for road and intersection upgrades have not been required, in particular treatment of existing road pavements. This approach was a relaxation on the requirements and is an unsustainable precedent for the City of Ballarat. This has led to the re-establishment of the position that all road and intersection upgrades as identified in the PSP, which are not funded by the DCP, are to be implemented by adjoining developments.

This is a position already being applied with developments in the Ballarat West precinct, ensuring the ultimate upgrades are delivered by adjoining developments. This is achieved with development on one side delivering a suitable interim solution with the opposing development side completing all remaining upgrade works.

The apportionment of road upgrade works can be considered across the entire cross section or in respective halves, with the implementation strategy and fair apportionment of cost between developments assessed on a case-by-case basis. In the end, developments are still delivering on the upgrades.