

ATTACHMENT

6.2.26

Roads to Recovery
Program Support

The logo for the Mid-Western Regional Council features three overlapping, hand-drawn style lines in green, orange, and yellow. Below these lines, the text "Mid-Western" is written in a large, bold, black sans-serif font, and "REGIONAL COUNCIL" is written in a smaller, black sans-serif font below it. A blue brushstroke underline is positioned at the bottom of the logo.

Mid-Western
REGIONAL COUNCIL

R2R ROADS TO RECOVERY

Funding the Future



AUSTRALIAN LOCAL
GOVERNMENT ASSOCIATION

NOVEMBER 2011



ROADS TO RECOVERY

Funding the Future

Local roads are the capillaries of our communities linking our homes, schools, farms and business. They are the building blocks of our nation's transport network providing access to and from our front gates to local, regional, state, national and international services and markets. Without local roads there would be no access to schools, health facilities, social amenities and markets.

The local road system has developed and expanded to 650,000 kilometres which is over 80 per cent by length of all roads in Australia. This is a significant component of the national transport system. The National Transport Commission has estimated that 36 per cent of all kilometres travelled in Australia are on local roads. The economic importance of these is demonstrated by 30 per cent of medium vehicles and 16 per cent of heavy vehicles kilometers being on local roads.

The maintenance of the local road system is one of local government's major tasks and in most councils it is the single largest item of expenditure. Total expenditure on local roads by councils was estimated by the Bureau of Infrastructure, Transport and Regional Economics to be \$3127 million in 2007–08 (the latest year for which data is available).

Councils have an obligation to manage their local roads effectively and to continue to improve their asset management. However, improved asset management alone cannot meet the backlog in funding to address the issue. The Australian Local Government Association study released in 2010 into local road funding found expenditure on local roads has been less than the life cycle cost for the past five years and that the shortfall in funding to simply maintain, rather than improve Australia's local roads in the period from 2010 to 2025, is estimated to be around \$1.2 billion annually.

The study quantified what councils knew—the local road system, the capillaries of our communities, is breaking down. This is an untenable position for Australia.

Since 2000, the Federal Government has recognised that the needs of local roads are beyond the financial capacity of local government and has provided supplementary funding under the Roads to Recovery Program. Local government acknowledges and is grateful for the significant contribution that the Roads to Recovery

funding has made to improving local roads and the economic, social and community benefits the program has achieved to date. It is difficult to imagine what the state of local roads would now be without the \$3.5 billion provided so far.

The Roads to Recovery Program is a true partnership between federal and local government. Under the terms of the Roads to Recovery Program, local government has complete management responsibility for the delivery of the Program without federal intervention. This booklet highlights a few examples of the more than 34,000 projects funded under the Roads to Recovery Program and showcases what local government can do with Federal support. Audits by the Australian National Audit Office have consistently shown how well local government uses this funding for the benefit of its communities.

There is more, much more, to do on our local roads. The continued under-investment in local roads hinders local and regional social and economic development and ultimately affects the development of the nation as a whole.

The Roads to Recovery Program provides a successful and proven mechanism and local government calls on the Federal Government to:

- recognise the successful delivery of the Roads to Recovery Program by local government since 2000;
- continue the Roads to Recovery Program on a permanent basis to assist local government meet its responsibilities to provide access for its communities;
- continue the Roads to Recovery Program with the current administrative arrangements; and
- provide an increased level of funding under a future Roads to Recovery Program that recognises the shortfall of funding on local roads of \$1.2 billion annually.

Roads to Recovery—*Funding the Future*.

Mayor Genia McCaffery
PRESIDENT, ALGA

Local Road Funding

While Federal Government funding for local roads is welcome and crucial in addressing the backlog of needs on local roads, the role of local government should not be forgotten. Not only does local government manage the maintenance and upgrading of local roads, it also provides the largest share of the funding.

Of the \$4.3 billion spent on local roads in 2007–08, \$3.1 billion came from local government's own sourced funding. This means almost 73 per cent of the funding for local roads, in aggregate, came from rates (Table 1). There are of course very significant variations from these figures between councils.

The Federal contribution of \$902 million (Roads to Recovery, Financial Assistance Grants identified for roads and Black Spots) came from the federal government and even less is contributed by state governments.

There is no doubt, based on these figures, that local government is doing the 'heavy lifting' on local roads, but needs the support of the Federal Government to address the \$1.2 billion annual backlog.

The Roads to Recovery Program Outcomes

The Department of Infrastructure and Transport records how Roads to Recovery funding is used by councils and also assesses key outcomes of councils' expenditure. Details are shown in:

- Table 2—Roads to Recovery by category of work (funding);
- Table 3—Roads to Recovery by category of work (numbers); and
- Table 4—Roads to Recovery Outcomes.

By far the largest category of works to which funding is directed is Reconstruction, Rehabilitation and Widening. Almost 50 per cent of Roads to Recovery funding is directed to this category and it totals more than \$1.9 billion since the inception of the Program.

The next largest categories of works are:

- Resealing (\$416 million);
- Sealing (\$409 million);
- Gravel Sheeting/Resheeting (\$319 million); and
- Bridges and Culverts (\$305 million).

The major outcomes achieved by the Roads to Recovery expenditure, according to the Department of Infrastructure and Transport figures, are Road Safety and

achievement of asset maintenance strategies. Each of these two categories of outcome represent about 25 per cent of all the outcomes achieved and a combined total of over 50 per cent. All other outcome categories amount to less than 10 per cent.

These outcomes are consistent with the only comprehensive evaluation analysis of the Roads to Recovery Program undertaken jointly by ALGA and the Commonwealth in 2003. That analysis concluded that council expenditure had a strong safety focus and that asset management was considered a key priority.

The Departmental outcome figures and earlier analysis, clearly indicates the strong emphasis councils put on safety and access. These are core objectives of the local road system.

Parade of Projects

Since its inception in 2000, the Roads to Recovery Program has provided more than \$3.5 billion and will have provided over \$4.0 billion by the time the current program ends in 2014. This is a very large amount of money and tax payers rightly expect to see something in return.

Unlike other transport infrastructure programs Roads to Recovery is unable to point to a magnificent mega project that has won engineering awards, a major new bridge, town bypass, or new rail line. Instead it can point to over 34,000 projects on local roads across Australia. It is a Program that has delivered benefits to all Australians in urban, regional and rural areas. It is unlikely that there is an Australian who has not travelled at some stage on infrastructure built, enhanced or maintained with Roads to Recovery funds.

The program has touched all Australians.

The projects showcased here are, in a sense, unremarkable. They have neither won engineering awards nor had major ribbon cutting ceremonies. They are a demonstration of local government rolling up its sleeves and getting on with the job of providing the basic transport infrastructure that our communities expect and deserve. There are thousands, in fact more than 34,000 projects, just like these, that equally demonstrate the benefits of the Roads to Recovery Program.

Local government is proud of its achievements through the use of Roads to Recovery Program funding.



CITY OF BALLARAT • VIC

Learmonth Sulky Road (Bald Hills)

PROBLEM ADDRESSED After a period of prolonged rain, the condition of the road deteriorated rapidly. There were numerous pavement failures and widespread surface deterioration.

WORK COMPLETED Rehabilitation of pavement and line marking.

TOTAL PROJECT COST \$400,000

ROADS TO RECOVERY CONTRIBUTION \$400,000

PROJECT MANAGED BY LOCAL GOVERNMENT ASSOCIATION OF THE NORTHERN TERRITORY



Gan Gan/Dhurruputjpi Access Road 120 km from Gove (Nhulunbuy) in East Arnhem Region

PROBLEM ADDRESSED The Durabudoi River runs all year and during the wet seasons can run at 6–7 metres in height. The height of the Wayawu Crossing prevented access for up to four months of the year.

WORK COMPLETED A new causeway and road alignment.

TOTAL PROJECT COST \$480,000

ROADS TO RECOVERY CONTRIBUTION \$480,000

PROJECTS MANAGED BY LOCAL GOVERNMENT ASSOCIATION OF THE NORTHERN TERRITORY



Greenwood Road 120 km south of Tennant Creek

PROBLEM ADDRESSED The crossing of Dixon Creek, 11 km west off the Stuart Highway, overtops and scours during the wet preventing access to the indigenous community of Greenwood and cattle holding yards.

WORK COMPLETED Construction of a concrete causeway to allow all weather access.

TOTAL PROJECT COST \$95,600

ROADS TO RECOVERY CONTRIBUTION \$95,600

LAUNCESTON CITY COUNCIL • TAS

Punchbowl Road

PROBLEM ADDRESSED Deteriorated pavement and poor cross falls and surfaces creating safety problems.

WORK COMPLETED Resealing, edge improvements, line marking.

TOTAL PROJECT COST \$345,000

ROADS TO RECOVERY CONTRIBUTION \$345,000



R2R

MANNINGHAM CITY COUNCIL • VIC

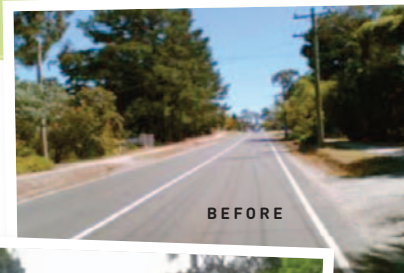
Park Road linking the suburbs of Park Orchards, Donvale, Wonga Park, Warrandyte and Warrandyte South

PROBLEM ADDRESSED Semi-urban roads designed for much lower traffic volumes having to cope with traffic volumes of 10,000 to 20,000 vehicles per day as urban development expands.

WORK COMPLETED Upgrade the roads to an urban type cross section including kerb and channel and underground drainage and bicycle lanes.

TOTAL PROJECT COST \$6,800,000

ROADS TO RECOVERY CONTRIBUTION \$2,300,000



MID-WESTERN REGIONAL COUNCIL • NSW

Church Street, Mudgee

PROBLEM ADDRESSED Poor road pavement and seal. The pavement shape meant there was no barrier between the road and the footpath, a hazard for reverse parking.

WORK COMPLETED The road profile was reshaped and the road pavement rehabilitated and overlaid with asphalt. The eastern footpath was replaced and tactile hazard pavers placed at the intersections. Road marking completed the project. Six Manchurian Pear trees were planted to extend the avenue of roadside trees, a Mudgee icon.

TOTAL PROJECT COST \$215,000

ROADS TO RECOVERY CONTRIBUTION \$215,000





SOUTH BURNETT REGIONAL COUNCIL • QLD

Ellesmere North Road, Nanango

PROBLEM ADDRESSED The alignment was unsealed and not meeting the current standards (cross section; horizontal and vertical alignment; and sight distances). There were also drainage issues.

WORK COMPLETED Road realigned, drainage upgraded and bitumen sealed.

TOTAL PROJECT COST \$115,000

ROADS TO RECOVERY CONTRIBUTION \$115,000



WESTERN DOWNS REGIONAL COUNCIL • QLD

Old Cameby Road

PROBLEM ADDRESSED Narrow bitumen seal of 4 m was not coping with the increased traffic flow and size of heavy vehicles from the growing resource sector and use as a bus route.

WORK COMPLETED Narrow bitumen road increased from 4 m to 6 m, improving the safety along the route, as well as improving the capacity of the road to cope with the increased traffic volume.

TOTAL PROJECT COST \$106,500

ROADS TO RECOVERY CONTRIBUTION \$95,000



CAIRNS REGIONAL COUNCIL • QLD

Alice River Bridge

PROBLEM ADDRESSED An old narrow timber bridge subject to flooding was the only access road to the township of Bramston Beach.

WORK COMPLETED New high level two lane concrete bridge.

TOTAL PROJECT COST \$2,040,000

ROADS TO RECOVERY CONTRIBUTION \$2,040,000

CAIRNS REGIONAL COUNCIL • QLD

Scott / Brown Streets, Cairns

PROBLEM ADDRESSED Intersection unable to cope with the increasing traffic volumes.

WORK COMPLETED Upgrade of the intersection by building a new roundabout.

TOTAL PROJECT COST \$1,400,000

ROADS TO RECOVERY CONTRIBUTION \$1,400,000



TABLELANDS REGIONAL COUNCIL • QLD

James Road

PROBLEM ADDRESSED Narrow single lane bitumen road with poor visibility.

WORK COMPLETED Upgraded to two lane seal, and improved road geometry to improve safety.

TOTAL PROJECT COST \$132,000

ROADS TO RECOVERY CONTRIBUTION \$132,000



R2R

TOWNSVILLE CITY COUNCIL • QLD

Gulliver Street, Townsville

PROBLEM ADDRESSED Gulliver Street is a sub-arterial road that had deteriorated due to increased traffic volumes and substandard road pavement with poor surface drainage.

WORK COMPLETED Road pavement was reconstructed and resurfaced with new asphalt. The associated road drainage was also upgraded.

TOTAL PROJECT COST \$800,000

ROADS TO RECOVERY CONTRIBUTION \$800,000





CASSOWARY COAST REGIONAL COUNCIL • QLD

Alexander Drive, Mission Beach

PROBLEM ADDRESSED A badly deteriorating intersection posed a safety risk. An amenities block and beach access located near the intersection meant high levels of pedestrian activity.

WORK COMPLETED Traffic Islands were installed at intersections to improve safety and allow for better traffic movements.

TOTAL PROJECT COST \$354,125

ROADS TO RECOVERY CONTRIBUTION \$54,130



MORNINGTON PENINSULA SHIRE • VIC

Browns Road and Truemans Road Intersection

PROBLEM ADDRESSED Browns Road provides an alternative access to the southern end of the Mornington Peninsula south of Melbourne (i.e. Rye, Blairgowrie, Sorrento and Portsea). Truemans Road and Browns Road in Finjal were heavily congested in the busier tourist periods.

WORK COMPLETED Two roundabouts built to control these intersections have provided relief from traffic congestion.

TOTAL PROJECT COST \$780,000

ROADS TO RECOVERY CONTRIBUTION \$780,000



CITY OF BELMONT • WA

Fisher Street, Belmont

PROBLEM ADDRESSED A commercial road that showed signs of block cracking, poor grades at low points and damaged sections of kerbing.

WORK COMPLETED New asphalt surface was relayed at new grades and thicknesses to assist with surface water runoff. New kerbing replaced the damaged sections prior to the overlay and new footpaths were installed at the intersection of Fairbrother Street.

TOTAL PROJECT COST \$49,800

ROADS TO RECOVERY CONTRIBUTION \$49,800

MOUNT ALEXANDER SHIRE COUNCIL • VIC
Fishermans Road, Welshmans Reef

PROBLEM ADDRESSED Fishermans Road Bridge is the main access route to Welshman’s Reef and Cairn Curran Reservoir. The bridge was ageing and was load limited. Heavy and emergency vehicles were required to use alternative routes which were indirect and time consuming.

WORK COMPLETED New box culvert.

TOTAL PROJECT COST \$221,460

ROADS TO RECOVERY CONTRIBUTION \$185,000

**ORIGINAL
TIMBER
BRIDGE**



**NEW BOX
CULVERT
BRIDGE**



MOORABOOL SHIRE COUNCIL • VIC
Spencer Road

PROBLEM ADDRESSED Dangerous single lane bridge.

WORK COMPLETED The new bridge, which crosses the Werribee River, incorporates a two-way vehicle bridge, as well as a pedestrian footpath on the northern side. This project provides a significant improvement in both road and pedestrian safety.

TOTAL PROJECT COST \$410,000

ROADS TO RECOVERY CONTRIBUTION \$300,000



WYNDHAM CITY COUNCIL • VIC
McGrath Road

PROBLEM ADDRESSED McGrath Road is an alternate route to relieve congestion at the Ballan/Cottrell Streets/Princes Hwy/Werribee Street intersection.

WORK COMPLETED A 7m lane carriageway road built to urban standard design with a granular pavement. A portion of the road is over a flood way needing large culverts.

TOTAL PROJECT COST \$5,400,000

ROADS TO RECOVERY CONTRIBUTION \$1,428,000





SERPENTINE JARRAHDAL SHIRE • WA

Jarrahdale Road (link road between South West Highway and Albany Highway)

PROBLEM ADDRESSED Aged road surface and poor road geometry was causing safety concerns.

WORK COMPLETED Road reshaped to improve the road camber and resealed.

TOTAL PROJECT COST \$180,000

ROADS TO RECOVERY CONTRIBUTION \$180,000



SHIRE OF PLANTAGENET • WA

Barrow Road

PROBLEM ADDRESSED A narrow section of Barrow Road which was not wide enough to allow heavy vehicles to pass safely.

WORK COMPLETED Formation widened and re-sheeted with gravel.

TOTAL PROJECT COST \$60,900

ROADS TO RECOVERY CONTRIBUTION \$60,900

CITY OF WHITEHORSE • VIC

Albion Road, Box Hill

PROBLEM ADDRESSED Failed pavement and damaged kerb and guttering and drainage.

WORK COMPLETED Pavement reconstructed and failed/damaged kerbs and drainage replaced and upgraded.

TOTAL PROJECT COST \$496,000

ROADS TO RECOVERY CONTRIBUTION \$496,000



MOUNT ISA CITY COUNCIL • QLD

Ryan Road

PROBLEM ADDRESSED This road is the main access to the airport, cattle station, Lake Moondarra Dam, and to the Mount Isa City industrial area. Dangerous conditions due to road not being centered on the road reserve, unkerbed edges and flooding of the adjacent property due to uncontrolled stormwater run-off.

WORK COMPLETED Carriageway widened to accommodate road trains and heavy traffic; kerb and channeling constructed, road pavement stabilised, bitumen seal applied.

TOTAL PROJECT COST \$136,000

ROADS TO RECOVERY CONTRIBUTION \$136,000



SCENIC RIM REGIONAL COUNCIL • QLD

Kooralbyn Road

PROBLEM ADDRESSED Narrow pavement making the road dangerous and difficult to maintain.

WORK COMPLETED Widen the existing road to a 9 m bitumen sealed formation which included drainage extensions and service relocations.

TOTAL PROJECT COST \$636,000

ROADS TO RECOVERY CONTRIBUTION \$417,000



SUNSHINE COAST REGIONAL COUNCIL • QLD

Regent Street

PROBLEM ADDRESSED Poor surface condition.

WORK COMPLETED Asphalt overlay.

TOTAL PROJECT COST \$42,000

ROADS TO RECOVERY CONTRIBUTION \$42,000





R2R

CITY OF WANNEROO • WA
Pinjar Road

PROBLEM ADDRESSED A rural standard road having to cater for traffic from fast developing urban area.

WORK COMPLETED Construction of the future western carriageway (ultimately development will require upgrade to a dual carriageway road).

TOTAL PROJECT COST \$10,500,000

ROADS TO RECOVERY CONTRIBUTION \$1,000,000



BEFORE



SHIRE OF DARDANUP • WA
Henty Road, Burekup

PROBLEM ADDRESSED Gravel road inadequate for traffic volume.

WORK COMPLETED Spray seal gravel road constructed in 2008-09.

TOTAL PROJECT COST \$150,000

ROADS TO RECOVERY CONTRIBUTION \$51,000

THE SHIRE OF COCOS (KEELING) ISLANDS • WA
Paved roads

PROBLEM ADDRESSED Poor condition of pavement on numerous local roads.

WORK COMPLETED Replace existing pavement with concrete block pavement. The continuation of the Roads to Recovery Program allowed the Shire to invest municipal funds and upgrade the Brick Batching plant.

ROADS TO RECOVERY ALLOCATION \$270,000 (2009-10 to 2013-14)



PAVER
 BATCHING
 PLANT



PAVED
 ROAD

DISTRICT COUNCIL OF FRANKLIN HARBOUR AND THE DISTRICT COUNCIL OF KIMBA • SA

Cowell to Kimba Road

PROBLEM ADDRESSED An 86 km unsealed road connected the two towns and districts located on the Eyre Peninsula. The two communities have regular interaction for business, sport and recreation, so the road has long been a top priority of the two councils.

WORK COMPLETED The reconstruction and sealing of the Cowell to Kimba road has been a major project undertaken by the two councils over a period of 10 years. The benefits include safer and more efficient road transport for rural produce, increased tourism opportunities, easier interaction between the communities. There is also a proposal to truck up to 1 million tonnes of iron ore to a port near Cowell along this road.

TOTAL PROJECT COST \$13,164,000

ROADS TO RECOVERY CONTRIBUTION \$13,164,000



LAUNCESTON CITY COUNCIL • TAS

Bathurst Street

PROBLEM ADDRESSED Pavement and guttering deterioration.

WORK COMPLETED Replace kerb and channel and upgrade footpaths both sides. Reseal the pavement with asphalt and replace the line marking.

TOTAL PROJECT COST \$218,000

ROADS TO RECOVERY CONTRIBUTION \$218,000



MID-WESTERN REGIONAL COUNCIL • NSW

Lue Road

PROBLEM ADDRESSED Lue Road connecting Mudgee to Rylstone had a narrow winding section that had been the scene of several accidents. The existing road was narrow with only a 7 m seal on a tight left bend followed by a blind crest on a right bend. The road pavement and seal was also starting to fail.

WORK COMPLETED The road was realigned and rehabilitated. Both curves were realigned and the crest was reduced for better sighting distance. The road was widened to a 10 m pavement formation, allowing for a 8 m seal.

TOTAL PROJECT COST \$359,000

ROADS TO RECOVERY CONTRIBUTION \$300,000





BEFORE



MOUNT ALEXANDER SHIRE COUNCIL • VIC

Wallace Street and Duke Street (Pyrenees Highway) Intersection

PROBLEM ADDRESSED Poor access to the Wesley Hill Industrial Estate. The existing access has safety issues including inadequate sight distances.

WORK COMPLETED Constructing Wallace Street as the new upgraded access route to the industrial estate includes widening and sealing of Wallace Street and the provision for retaining walls along the highway to facilitate the construction of turning lanes. This provides safe turning vehicle movements for heavy vehicles and direct access to the industrial estate.

TOTAL PROJECT COST \$400,000

ROADS TO RECOVERY CONTRIBUTION \$400,000



CASSOWARY COAST REGIONAL COUNCIL • QLD

East Feluga Road

PROBLEM ADDRESSED This road is an alternative route to the Mission Beach area during flooding. It is narrow with badly deteriorated edges and pavement.

WORK COMPLETED The carriageway was widened, rehabilitation of road pavement and application of 2-coat bitumen seal.

TOTAL PROJECT COST \$124,000

ROADS TO RECOVERY CONTRIBUTION \$124,000



SHIRE OF PLANTAGENET • WA

Eulup-Manurup Road

PROBLEM ADDRESSED Deteriorated pavement.

WORK COMPLETED This project improved the pavement of the sealed section of Eulup-Manurup Road. Minor road realignment, pavement repairs and a re-seal were carried out on the 5.3 km section.

TOTAL PROJECT COST \$185,000

ROADS TO RECOVERY CONTRIBUTION \$185,000

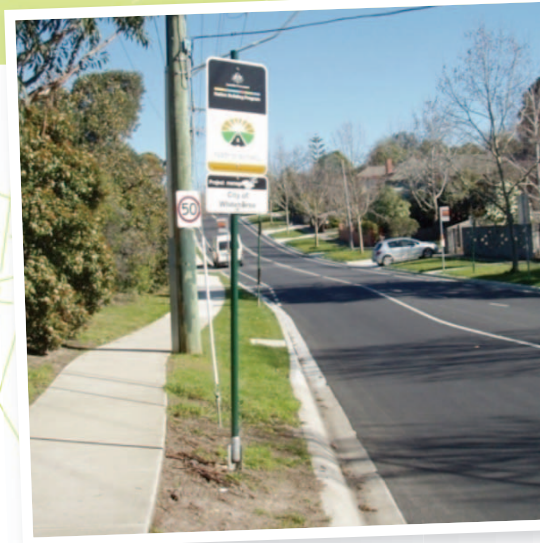
CITY OF WHITEHORSE • VIC
Queen Street, Blackburn

PROBLEM ADDRESSED Failed pavement.

WORK COMPLETED Pavement reconstruction and replacement of failed/damaged kerbs and drainage upgrades.

TOTAL PROJECT COST \$343,000

ROADS TO RECOVERY CONTRIBUTION \$150,000



MOUNT ISA CITY COUNCIL • QLD
Fourth Avenue

PROBLEM ADDRESSED Major access road. Due to excessive traffic the pavement was failing.

WORK COMPLETED Re-profile carriageway and improve crossfall, road pavement stabilized and bitumen sealed. The stormwater kerb inlets were also improved.

TOTAL PROJECT COST \$424,000

ROADS TO RECOVERY CONTRIBUTION \$424,000



LAUNCESTON CITY COUNCIL • WA
Hoblers Bridge Road

PROBLEM ADDRESSED Deteriorating road and kerb and channel.

WORK COMPLETED New kerb and channel north side, road reconstruction, road resurfacing, bike lanes.

TOTAL PROJECT COST \$500,000

ROADS TO RECOVERY CONTRIBUTION \$322,000





SCENIC RIM REGIONAL COUNCIL • QLD

Kerry Road

PROBLEM ADDRESSED Seal too narrow for traffic volume.

WORK COMPLETED Widen seal of the existing road to 8 m. New drainage installations and existing drainage extended.

TOTAL PROJECT COST \$1,250,000

ROADS TO RECOVERY CONTRIBUTION \$750,000



CITY OF BELMONT • WA

Intersection of Belgravia Street and Gabriel Street

PROBLEM ADDRESSED A busy 4-way intersection with two legs of the roundabout containing local strip-shopping facilities on wide roads with on-street parking. Deteriorating pavement.

WORK COMPLETED Replaced existing surface with an intersection grade asphalt, making the location safer for all users, especially motorcyclists, and arresting the deterioration of the base course materials.

TOTAL PROJECT COST \$27,000

ROADS TO RECOVERY CONTRIBUTION \$27,000

SUNSHINE COAST REGIONAL COUNCIL • QLD

Stewart Way

PROBLEM ADDRESSED Poor surface condition.

WORK COMPLETED Asphalt overlay.

TOTAL PROJECT COST \$ 26,000

ROADS TO RECOVERY CONTRIBUTION \$26,000



CAIRNS REGIONAL COUNCIL • QLD

Aumuller Street

PROBLEM ADDRESSED The section of Aumuller Street linking the Bruce Highway (Mulgrave Road) with Portsmith and Bungalow industrial areas was two lanes and inadequate for the traffic volumes.

WORK COMPLETED Upgrade of a major arterial road to four lanes with a median.

TOTAL PROJECT COST \$3,500,000

ROADS TO RECOVERY CONTRIBUTION \$2,535,000



R2R

SUNSHINE COAST REGIONAL COUNCIL • QLD

Doondoon Street

PROBLEM ADDRESSED Pavement failure due to cracking, resulting in uneven road surface. Kerb and channel had sunk allowing water into road pavement.

WORK COMPLETED Replace kerb and channel, install pavement drainage, replace existing pavement material with granular pavement and asphalt wearing course.

TOTAL PROJECT COST \$350,000

ROADS TO RECOVERY CONTRIBUTION \$289,000



WHITEHORSE CITY COUNCIL • VIC

Bentley Street

PROBLEM ADDRESSED The road pavement had reached the end of its useful life and required reconstruction. Crossfalls of the road also needed to be rectified as part of the works. It required pavement excavation and reconstruction.

WORK COMPLETED The pavement was excavated and reconstructed to correct the crossfall. New kerb and channel and vehicle crossings constructed and drainage improvement.

TOTAL PROJECT COST \$436,000

ROADS TO RECOVERY CONTRIBUTION \$269,000



Table 1 Local Road Expenditure by Funding Source 1990-00 to 2007-08 (current prices)

Source: Geoff Roorda and Associates

| | Australian Government | | State/Territory Government | | Local Government | | Total | |
|---------|-----------------------|------|----------------------------|------|------------------|------|---------|-----|
| | \$m | % | \$m | % | \$m | % | \$m | % |
| 1999-00 | 420.0 | 13.8 | NA | NA | 2,631.8 | 86.2 | 3,051.8 | 100 |
| 2000-01 | 590.4 | 17.8 | NA | NA | 2,731.8 | 82.2 | 3,322.2 | 100 |
| 2001-02 | 762.2 | 21.8 | NA | NA | 2,730.1 | 78.2 | 3,492.3 | 100 |
| 2002-03 | 690.5 | 17.5 | 521.0 | 13.2 | 2,730.4 | 69.3 | 3,941.9 | 100 |
| 2003-04 | 804.6 | 20.1 | 390.0 | 9.7 | 2,799.9 | 70.1 | 3,994.5 | 100 |
| 2004-05 | 763.4 | 21.4 | 181.0 | 5.1 | 2,619.3 | 73.5 | 3,563.7 | 100 |
| 2005-06 | 1,170.1 | 34.8 | 172.0 | 5.1 | 2,019.6 | 60.1 | 3,361.7 | 100 |
| 2006-07 | 1,072.2 | 27.4 | 332.0 | 8.5 | 2,508.0 | 64.1 | 3,912.2 | 100 |
| 2007-08 | 902.5 | 21.0 | 271.0 | 6.3 | 3,127.3 | 72.7 | 4,300.8 | 100 |

Table 2 Roads to Recovery Project Analysis (funding)

Source: Department of Infrastructure and Transport

| | 2001-05 | | 2005-09 | | Supplementary | | 2009-14 | |
|--|----------------|------------|--------------|------------|---------------|------------|----------------|------------|
| | \$m | % | \$m | % | \$m | % | \$m | % |
| General Maintenance | 13.7 | 1 | 9.4 | 0.8 | 1.8 | 0.6 | 7.4 | 0.7 |
| Constructing a new road | 68.4 | 5.2 | 81.4 | 6.7 | 19.5 | 6.5 | 39.3 | 3.9 |
| Reconstruction, rehabilitation, widening | 610 | 45.9 | 586.7 | 48.1 | 148.4 | 49.5 | 573.7 | 56.3 |
| Gravel Sheetting / Resheetting | 105.3 | 7.9 | 110.2 | 9 | 21.3 | 7.1 | 81.8 | 8 |
| Sealing | 165.9 | 12.5 | 129.3 | 10.6 | 36 | 12 | 77.5 | 7.6 |
| Resealing | 154.4 | 11.6 | 132 | 10.8 | 31.5 | 10.5 | 98.1 | 9.6 |
| Bridges & Culverts | 97.8 | 7.4 | 95.5 | 7.8 | 21 | 7 | 91.1 | 8.9 |
| Drainage | 51.5 | 3.9 | 19 | 1.6 | 6 | 2 | 10.9 | 1.1 |
| Traffic Improvement | 33.2 | 2.5 | 46.9 | 3.8 | 13.8 | 4.6 | 27.4 | 2.7 |
| Bicycle paths / Footpaths | 21.7 | 1.6 | 1.9 | 0.2 | 0.2 | 0.1 | 0.8 | 0.1 |
| Studies (strategic plans, EIS) | 2.5 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aboriginal Access Road | NA | NA | 7 | 0.6 | 0 | 0 | 9 | 0.9 |
| Emergency | NA | NA | 0.3 | 0 | 0.1 | 0 | 0.2 | 0 |
| Other | 3.6 | 0.03 | 1.4 | 0.1 | 0.4 | 0.1 | 2 | 0.2 |
| Total | 1,327.9 | 100 | 1,221 | 100 | 300 | 100 | 1,019.2 | 100 |

Table 3 Roads to Recovery Project Analysis (Number)

Source: Department of Infrastructure and Transport

| | 2001-05 | | 2005-09 | | Supplementary | | 2009-14 | |
|--|---------------|------------|---------------|------------|---------------|------------|--------------|------------|
| | No. | % | No. | % | No. | % | No. | % |
| General Maintenance | 295 | 2 | 268 | 2 | 100 | 2.9 | 101 | 1.4 |
| Constructing a new road | 264 | 1.8 | 198 | 1.5 | 80 | 2.3 | 76 | 1.1 |
| Reconstruction, rehabilitation, widening | 4,589 | 30.6 | 4,200 | 31.6 | 1,133 | 32.3 | 2,590 | 36 |
| Gravel Sheetting / Resheetting | 2,147 | 14.3 | 2,705 | 20.4 | 474 | 13.5 | 1,475 | 20.5 |
| Sealing | 1,745 | 11.6 | 1,225 | 9.2 | 388 | 11.1 | 550 | 7.6 |
| Resealing | 3,359 | 22.4 | 3,372 | 25.4 | 925 | 26.4 | 1,800 | 25 |
| Bridges & Culverts | 700 | 4.7 | 552 | 4.2 | 136 | 3.9 | 315 | 4.4 |
| Drainage | 815 | 5.4 | 372 | 2.8 | 117 | 3.3 | 135 | 1.9 |
| Traffic Improvement | 483 | 3.2 | 298 | 2.2 | 122 | 3.5 | 113 | 1.6 |
| Bicycle paths / Footpaths | 486 | 3.2 | 31 | 0.2 | 15 | 0.4 | 7 | 0.1 |
| Studies (strategic plans, EIS) | 45 | 0.3 | 2 | 0 | 0 | 0 | 0 | 0 |
| Aboriginal Access Road | na | na | 21 | 0.2 | 0 | 0 | 19 | 0.3 |
| Emergency | na | na | 2 | 0 | 1 | 0 | 2 | 0 |
| Other | 52 | 0.3 | 28 | 0.2 | 12 | 0.3 | 9 | 0.1 |
| Total | 14,980 | 100 | 13,274 | 100 | 3,503 | 100 | 7,192 | 100 |

Table 4 Roads to Recovery – Key Outcomes

Source: Department of Infrastructure and Transport

| Outcome | 2001-05 | 2005-09 | Supplementary | 2009-14 |
|---|-----------|------------|---------------|------------|
| | % | % | % | % |
| Road Safety | NA | 24 | 23 | 27 |
| Regional economic development | NA | 6 | 4 | 5 |
| Achievement of asset maintenance strategy | NA | 27 | 23 | 29 |
| Improved access for heavy vehicles | NA | 9 | 7 | 8 |
| Promotion of tourism | NA | 2 | 2 | 2 |
| Improvements of school bus routes | NA | 5 | 4 | 5 |
| Access to remote communities | NA | 3 | 3 | 3 |
| Access to intermodal facilities | NA | 1 | 1 | 1 |
| Traffic management | NA | 5 | 5 | 6 |
| Improved recreational opportunities | NA | 1 | 1 | 1 |
| Amenity of nearby residents | NA | 6 | 6 | 7 |
| Equity of access (remote areas) | NA | 2 | 2 | 2 |
| Other | NA | 10 | 20 | 4 |
| Total | NA | 100 | 100 | 100 |



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