



DIRECTOR SHIRE SERVICES REPORT

12th July 2005

DSS8 ROADS TO RECOVERY
FILE: * NJT

SUMMARY:

Reporting on the 2005 - 2009 Federal Government Roads to Recovery Program.



Council received a total grant of \$2,880,313 under the 2001 - 2005 Federal Government Roads to Recovery Program (R2R).

Advice has been received that Council will receive a grant of \$712 907 per year over the four years of the extended Roads to Recovery program (R2R2) between 2005 - 2009. The total funding of \$2 851 628 over the four years is slightly less than the previous program. Under the program, the same amount of funding (\$340 million) is provided to NSW. This amount is then divided between Council's in the State on the basis of the 2004 / 05 recommendations of the roads component of the Financial Assistance Grant (FAG). No advice has yet been received on guidelines for funding projects of regional significance.

Traditionally Council has allocated funds from the R2R to Local Roads. It would be prudent to continue this trend as our Regional Roads are funded by the NSW State Government through the Roads and Traffic Authority, by the Regional Road Block Grant, ex 3x3 Funding, Repair Funds and other special funding from time to time.

The funds that are being made available through the Federal Governments Roads to Recovery Program continue to provide Council with a unique opportunity to repair aging infrastructure.

The following resolutions resulted from the Roads Workshop held 14th February 2005:

- 1. That a long- term strategic Asset Management Plan be developed for Council's entire infrastructure.*

2. *That the Strategic Emphasis for Roads be adopted.*

Strategic Emphasis for Roads

- Council should continue to pursue Federal Government for additional funding for Local Roads.
- As previously detailed, Council's funding is limited. Priority therefore needs to be given to funding Specific Road Maintenance so that the Road Network is maintained at sustainable levels ahead of new capital projects. All new capital projects should be considered in accordance with the Road Asset Acquisition Policy.
- Sealed Road Specific Maintenance should receive priority over Unsealed Roads Specific Maintenance.
- Resealing should in turn receive priority over Rehabilitation.
- Council should be diligent in preparing Section 94 Plans for Roads in order to secure maximum funding.
- For Regional Roads, consideration needs to be given as to whether Council Funds should be expended in addition to Block Grant Funding. In addition Council should lobby State Government for additional funding contribution towards Regional Roads.
- Specific maintenance projects should receive priority funding under the Roads to Recovery Program.

As has been reported to Council on a number of occasions, it is becoming increasingly difficult to manage the transport network with the lack of resources, increasing community expectations, and the increasing age of the infrastructure.

Although it would be ideal and politically expedient to extend the sealed road network, as responsible managers of the road network Council needs to realise that our liabilities are presently far outweighing the benefits that any improvements by extending the seal might have. If allocated to specific maintenance such funds would provide a much needed boost to our road network.

Council is continually seeking ways to improve the image of the shire for tourism, business potential and promote a sense of pride in the community. The rehabilitation of our road network is extremely effective in improving the initial image people have of our shire. If the infrastructure especially the roads we drive on are aging and falling apart then the image falters.

The 2005 – 2010 Transport Infrastructure Strategic Plan, points out that one of the objectives of Council is to ensure that future generations should not be financially responsible for the benefits received by today's residents. It would therefore be prudent for Council to utilise this unique opportunity of increased funding to rehabilitate or reconstruct our existing aging road infrastructure, instead of leaving this ever-increasing future financial liability for

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our children to fund. It would also be prudent for Council to reinstate funds previously allocated for the extension of the sealed road network to specific maintenance. The lack of funding of local road maintenance is becoming an increasingly serious situation and financial burden for Council. Council or the community cannot afford to let this situation continue.

A purpose program of works has been developed for the first two years (2005 / 06 & 2006 / 07) of the program along with a list of projects that can be considered in the future for inclusion in the program in 2007 / 08 and 2008 / 09. By only adopting the first two years of the program, Council will be able to be flexible to changing needs or priorities during the period of the program and it will also allow the development of the concept designs for some of the projects listed for future consideration.

The proposed program of works for 2005 / 06 and 2006 / 07 has been developed from the objectives of Council's previous mix of projects allocated under the 2001 - 05 Roads to Recovery Program, together with Council's resolution on 14th February 2005, that specific maintenance projects should receive priority funding under the Roads to Recovery Program. The proposed program of works for 2005 / 06 and 2006 / 07 is listed below.

	2005/06	2006/07	2007/08	2008/09
Frederickton Town Improvement - Creek St from Great North Rd to Edgar St - k&g, drainage and road construction	\$40,000			
Kundabung Town Improvement - Kundabung Rd - road rehabilitation	\$30,000			
Gladstone Town Improvement - Barnard St drainage	\$40,000			
Willawarrin Town Improvement – Footpath construction	\$30,000			
Paragon Ave, Memorial Ave to Gregory St, South West Rocks - Pavement Rehabilitation	\$100,000			
Settlers Way – gravelling and sealing of 0.78km section between sealed sections	\$40,000			
Queen St, Kempsey - Nicholson St to Middleton St - Pavement Rehabilitation	\$80,000			
Vernon St, Middleton St to Nicholson St, Kempsey - Pavement Rehabilitation	\$75,000			
Mighell Rd - Gravel resheet - Pavement Rehabilitation	\$50,000			
Sherwood Rd - 1.99km to 2.56km - Pavement Rehabilitation	\$92,907			
Sherwood Rd, western side, adjacent to Aldavilla Public School, Aldavilla – Shoulder construction	\$20,000			
Sherwood Rd, eastern side, north of Ronella Dr - Concrete lined drain	\$35,000			
Gordon Young Drive / Gregory St, South West Rocks - Intersection Improvement	\$80,000			

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West Rocks - Intersection Improvement				
Trial Bay Creek Bridge approaches - road construction		\$100,000		
Tozer St, Elbow St to Marsh St, Kempsey - shoulder reconstruction and drainage		\$140,907		
Hill St, Sturt St to Mitchell St, South West Rocks – pavement rehabilitation		\$55,000		
Nicholson St, Lachlan St to Macquarie St, Kempsey – pavement rehabilitation		\$107,000		
Belmore St, Crescent Head - Road reconstruction – pavement rehabilitation		\$100,000		
Elbow St / Tozer St, Kempsey - Intersection Improvement		\$100,000		
Stuarts Point Town Improvement - Ocean Ave - k&g, drainage and road construction		\$40,000		
Bellbrook Town Improvement - Nulla Nulla St - Initial seal road		\$30,000		
Crescent Head Town Improvement - Skyline Crescent - road reconstruction		\$40,000		
South West Rocks Town Improvement - Phillip Drive - k&g, drainage and road construction			\$40,000	
Hat Head Town Improvement - cycleway / footpath construction			\$40,000	
Willi Willi Rd - Gravel resheet			\$50,000	
Kempsey Town Improvement - To be determined				\$40,000
Smithtown Town Improvement - Belmore St southerly from Verge St - k&g, drainage and road construction				\$40,000
To be determined			\$582,907	\$632,907
TOTAL	\$712,907	\$712,907	\$712,907	\$712,907

The proposed projects listed above include funds allocated to:

- Town Improvement projects - due to a shortfall of budgeted funding.
- Specific Maintenance - Road rehabilitation projects
- Improvement Works – Drainage, intersection improvements and approaches to proposed Trial Bay Creek Bridge construction.

A number of other projects have been listed but not prioritised to maintain and improve the existing road network, as listed in the table below.

FUTURE PROJECTS - NOT PRIORITISED	
Arakoon Rd - 0.00km to 0.56km - Road rehabilitation	\$98,000
Great North Rd - K&G and Road rehabilitation	\$110,000
Union Lane, Kempsey - Road rehabilitation	\$12,000
Laurels Ave, Kempsey - Road rehabilitation	\$35,000

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Landsborough St, Gregory St to Memorial St - Road rehabilitation	\$150,000
Cardwell St, Martin St to end, Arakoon - Road rehabilitation	\$80,000
Bloomfield St, Albert St to Railway St, Kempsey - Road rehabilitation	\$125,000
Bloomfield St, Vernon St to Albert St, Kempsey - Road rehabilitation	\$65,000
Sullivan St, Rudder St to Washington St, Kempsey - Road rehabilitation	\$190,000
Angus McNeil Cres, Lachlan St east, Kempsey - Road rehabilitation	\$35,000
John St, Belgrave St to Eden St, Kempsey - Road rehabilitation	\$90,000
Carraí St, Goonbi St to Lachlan St, Kempsey - Road rehabilitation	\$48,000
Dangar St, River St to Tozer St, Kempsey - Road rehabilitation	\$100,000
Fraser Lane, Bloomfield St to Nicholson St, Kempsey - Road rehabilitation	\$40,000
Geoffrey O'Hea St, Kempsey - Road rehabilitation	\$90,000
Park Ave, River St to Tozer St, South West Rocks - Road rehabilitation	\$65,000
Short St, Tozer St to Sea St Kempsey - Road rehabilitation	\$65,000
Dungay Creek Rd - 0.00km to 0.77km Road rehabilitation	\$130,000
Marys Bay Rd - 1.97km to 2.25km - Road rehabilitation	\$42,000
Sherwood Rd - 2.56km to 3.20km Road rehabilitation	\$200,000
New Entrance Rd – Bridge widening	\$190,000
New Entrance Rd / Entrance St / Quarry St, South West Rocks - Intersection Improvement	\$60,000
Rudder St / Entrance St, South West Rocks - Intersection Improvement	\$30,000
Marlin Drive / Ocean St, South West Rocks - Intersection Improvement	\$100,000
Frank Cooper St / Lional Hogan CI - Intersection Improvement	\$100,000
Queen St (causeway), Kempsey – Upgrading of causeway	\$150,000
Queen St (causeway), Kempsey – Upgrading causeway approaches	\$130,000
Queen St, Kempsey - South St to Nance Rd - Road rehabilitation -	\$80,000
Queen St, Kempsey - Nance Rd to Harry Boyes Ave - Road rehabilitation -	\$70,000
Humpty Back Bridge widening - Plummers Lane	\$90,000
McIntyre St, Gregory St to Memorial Ave, SWR – pavement rehabilitation	\$60,000
TOTAL	\$2,622,000

Council has also listed a number of projects to be considered under this program. These projects are listed in the table below.

Road	Comment
Belmore River Right Bank Rd - (dust suppression)	Not in line with Council resolution on priority for specific maintenance projects, low traffic volumes
Swan Lane	Crown Road – will require gazetted as dedicated road.
Suez and Rainbow Reach Rds	Stuarts Point/ South West Rocks roadlink deferred, low traffic volumes
Inches Rd	Low traffic volumes, dead end road
Old Station Rd loop	\$40,000 allocated under Gravel Resheet vote, low traffic volumes
Quarry Rd	Will be sealed from contributions from quarry operations
North St, Gladstone	Minor roads vote, with landholders contribution
Barbers Lane (dust suppression)	Already sealed in front of houses, Not in line with Council resolution on priority for specific maintenance projects, low traffic volumes
Bus routes off Stuarts Point Rd	\$50,000 allocated to gravel resheet Mighell Rd
Willi Willi Rd	\$50,000 allocated to gravel resheet
Goulds Lane	Seal extended by developer in 2003 / 04
Pipers Creek Rd	\$60,000 allocated under Gravel Resheet vote, low traffic volumes
Bus routes in Upper Macleay	Priority given in Gravel resheeting vote
Collombatti area	\$44,000 Collombatti Rd, and \$60,000 Chain O Ponds Rds allocated under Gravel Resheet vote
Saleyards Rd	Land issues not finalised, sealed already adjacent to most dwellings
Aldavilla Rd/Old Aerodrome Rd	Low traffic volumes. Priority given to specific maintenance projects.
Hickeys Creek Rd	Ongoing gravel resheeting program
Maria River Rd	\$50,000 allocated under gravel resheet vote

Council resolved to develop an asset management plan. It is anticipated that a Road Asset Plan will be developed in 2005 / 06. This plan will provide a guide for the type and list of projects yet to be determined in the last two years of the Roads to Recovery Program.

REPORT IMPLICATIONS:

- ***Environmental Implications***

There are no environmental implications from the following recommendation.

- ***Social Implications***

The social implications from this report would be improvements to the local road network and an increase in user safety and comfort.

- *Economic (Financial) Implications*

There are no economic implications from this report as all funds are provided by the Federal Government.

- *Policy or Statutory Implications*

There are no policy or statutory implications.

- *Director's Review*

Council is asked to support the recommendation.

RECOMMENDATION:

That the Roads to Recovery Program for 2005 / 2006 and 2006 / 2007 be approved.

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K J Finnie
DIRECTOR SHIRE SERVICES