

## **5 ROAD DEVELOPMENT PROGRAM**

FILE REFERENCE INT1940703

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### **RECOMMENDATION**

That Council endorses the below roads to be included in the first package of tender documentation to seek prices for delivery;

- Huxtable Road
- Hobsons, Soldiers and McGregor Road
- Bessie Creek Road
- Armytage, LL and Thewlis Road
- Boundary, Denhams and Main Drain Road
- Dore Road
- Evans Road
- Mount Lyall Road

### **Attachments**

1 Map of Proposed Road Development - First Package 1 Page

### **EXECUTIVE SUMMARY**

Cardinia has 863km of unsealed roads which are under increasing pressure due to population growth and a higher percentage of commercial vehicles using the network. The increasing demand on the rural road network reduces service levels, increases maintenance costs and has a detrimental impact on the environment not to mention adverse feedback from the community on the state of the network.

Council has considered the significant long term advantages of implementing another road development program and has made funding available within the 2018-19 and the next three financial years capital works budgets.

In addition to this, recent funding announcements by the Federal Government to make available \$300m over 10 years split with Yarra Ranges, expands the opportunity for road sealing significantly for the parts of the Shire covered by this Federal program.

The roads considered suitable for inclusion in the first tranche for delivery under these programs are detailed in the Table 1 and the attached plan. These roads considered input from Council following an initial briefing in 2017, and are based on an assessment of key criteria (strategic importance, safety, usage and maintenance cost) to prioritise the need for upgrade to a sealed road and to provide key strategic connections across the network.

Subsequent packages of roads will be presented progressively particularly based on the future years of the Federal funding program but also any remaining funds available from Council's allocation.

Roads included in Development Contribution Plans (DCP's) or potential Special Charge Schemes within townships are considered to be outside the scope of this tranche of the road development program.

The candidate roads have gone through a number of reviews and comprise approximately 40km of the network with an estimated construction cost of \$26m. These roads have now been further investigated with function design plans and cost estimates prepared, and contract documentation being finalised.

It is proposed that the detailed design and construction of these roads will be tendered in the coming months with the majority of packages to be funded by Council and some to be funded via the Federal Government's scheme.

## BACKGROUND

In 2004 Council initiated the innovative Connecting Cardinia Road development program, a first for Local Government, which involved a longer term partnership with the private sector to construct and seal over 50km of gravel roads and maintain 80km of road network over the next 15 years.

In 2017 a proposal to undertake a similar program was presented to Council outlining the challenges and benefits around a new program of works addressing the issues associated with the unsealed road network.

With Council support, the Capital Works budget included funds required for a program of road sealing works. Options to include maintenance of the newly constructed roads was ultimately removed, and initial contracts will be for detailed design and construction only.

In establishing a prioritised program of roads to be considered as part of the program, 126 unsealed roads across the shire that provided strategic connectivity to the network were identified.

Roads included in Development Contribution Plans (DCP's) or had the potential to be Special Charge Schemes within townships have been excluded from this first program.

Each of these roads were assessed against an established criteria:

- Strategic – if the road was to be sealed would it improve connectedness of the sealed road network and it's likely hood of increased usage
- Safety crash history –based on information obtained from reported crashes on these roads from 2012 to 2016
- Safety physical assessment –based on on-site safety observation assessments on physical aspects of each road
- Usage –the number of vehicles that use each road, based on the most recent traffic count
- Maintenance –based on the ongoing level of maintenance that is required by Council for each road

Concept designs have been finalised along with an assessment of safety implications, formation of the specifications of road configuration (which are different for each candidate road), with the tender documents nearing completion.

Connecting roads were also linked together to form a coherent package of works, as outlined in Table 1. This investigation also included a detailed cost breakdown for the works based on the conceptual designs.

**Table 1. Proposed package of works**

Priority	Package	Locality	Overall length (m)	Sections
1.	Huxtable Road	Pakenham	3,318	Whole length
2.	Hobsons, Soldiers and McGregor Road	Rythdale	6,593	McGregor Road: whole length Soldiers Road: from McGregor Road to Hobson Road Hobson Road: Ballarto Road To Soldiers Road
3.	Bessie Creek Road	Nar Nar Goon	5,325	Whole length
4.	Armytage, LL and Thewlis Road	Pakenham	2,340	Armytage Road: Brown Road to LL Road LL Road: whole length Thewlis Road: Peck Road To Brown Road
5.	Boundary, Denhams And Main Drain Road	Koo Wee Rup	6,625	Boundary Road: Station Street to Denhams Road Denhams Road: Main Drain Road to start of seal (14m N/W of No.20) Main Drain Road: Denhams Road to Ballarto Road
6.	Dore Road	Pakenham	5,995	Whole length
7.	Evans Road	Bunyip	3,560	Whole length
8.	Mount Lyall Road	Lang Lang East	6,090	Westernport Road to Municipal Boundary

#### POLICY IMPLICATIONS

The works have been developed in accordance with Council's Asset Management Plans.

#### RELEVANCE TO COUNCIL PLAN

Nil.

#### CONSULTATION/COMMUNICATION

In establishing a prioritised program of roads to be considered as part of the program, Council's customer relationship management system was used to determine which road generated complaints and requests for maintenance.

Following approval of the proposed package of works, a comprehensive communications plan will be developed to inform the community of the works, key milestones and timelines. This will ensure that the community will have realistic expectations about the works packages and their delivery.

#### FINANCIAL AND RESOURCE IMPLICATIONS

A total of \$25m has been included in the capital works budget within the 2018–19 and the next three financial years capital works budgets for road sealing. In addition the Federal Government have made a commitment of \$150m over ten years for road sealing in Cardinia Shire within the La Trobe electorate. Sufficient funding is available between these sources to deliver the proposed packages in this tranche of works.

It is anticipated that once tendered the works will be phased over a number of years with detailed design works to be followed by two to three years of construction. The delivery of the individual packages will be negotiated with successful contractors.

Expenditure to date associated with the investigation and design undertaken on the eight different packages is approximately \$300,000.

Based on the conceptual designs, the latest estimates for the eight packages is within the allocated capital works budgets for this program and it is hoped that the competitive tender process will produce greater economies of scale.

## **CONCLUSION**

Extensive work has been undertaken in the development of the proposed eight packages that takes into account strategic connectivity, crash history, safety, usage and maintenance.

Conceptual designs and cost estimates have been undertaken to ensure that the eight packages are within the available budget and tender documentation is being finalised.



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