

Key Freight Routes

Road Expenditure and Investment Plans

2015–16 to 2018–19

Australian Capital Territory



Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, transport Ministers agreed to a series of heavy vehicle investment and charging initial measures. These measures focus on improvements that would allow the heavy vehicle industry to better understand and participate in new investment decision making and charge setting processes. These are, therefore, important steps towards reforming heavy vehicle charging arrangements in Australia.

Transparency around future road expenditure is a key precursor to implementing direct charging. One of the initial measures agreed by transport Ministers was to publish expenditure plans, specifically:

Publishing annual heavy vehicle road expenditure plans, based on efficient costs and prepared on a consistent basis.

The *Road Expenditure and Investment Plans 2015-16 to 2018-19* have been prepared as a first step towards the delivery of this measure and will see a new level of transparency around road funding. The plans cover the Key Freight Routes, which are the roads connecting nationally significant places for freight in Australia.

The delivery of the expenditure plans represent a substantial milestone achievement in implementing heavy vehicle road reform and are the culmination of a concerted and coordinated effort between state, territory and the Commonwealth Governments.

The plans will be updated on an annual basis, with improvements and refinements being made as this work progresses. This will include extending the plans next year beyond the Key Freight Routes network to include the state and territory road network and identifying road expenditure and investments that are intended to meet heavy vehicle service outcomes.

In the longer term, the expenditure plans will support the next phase of heavy vehicle road reform, moving to a forward looking cost base, that will allow heavy vehicle charges to be set based on the future needs of users, rather than the past spending decisions of governments as is currently the case.

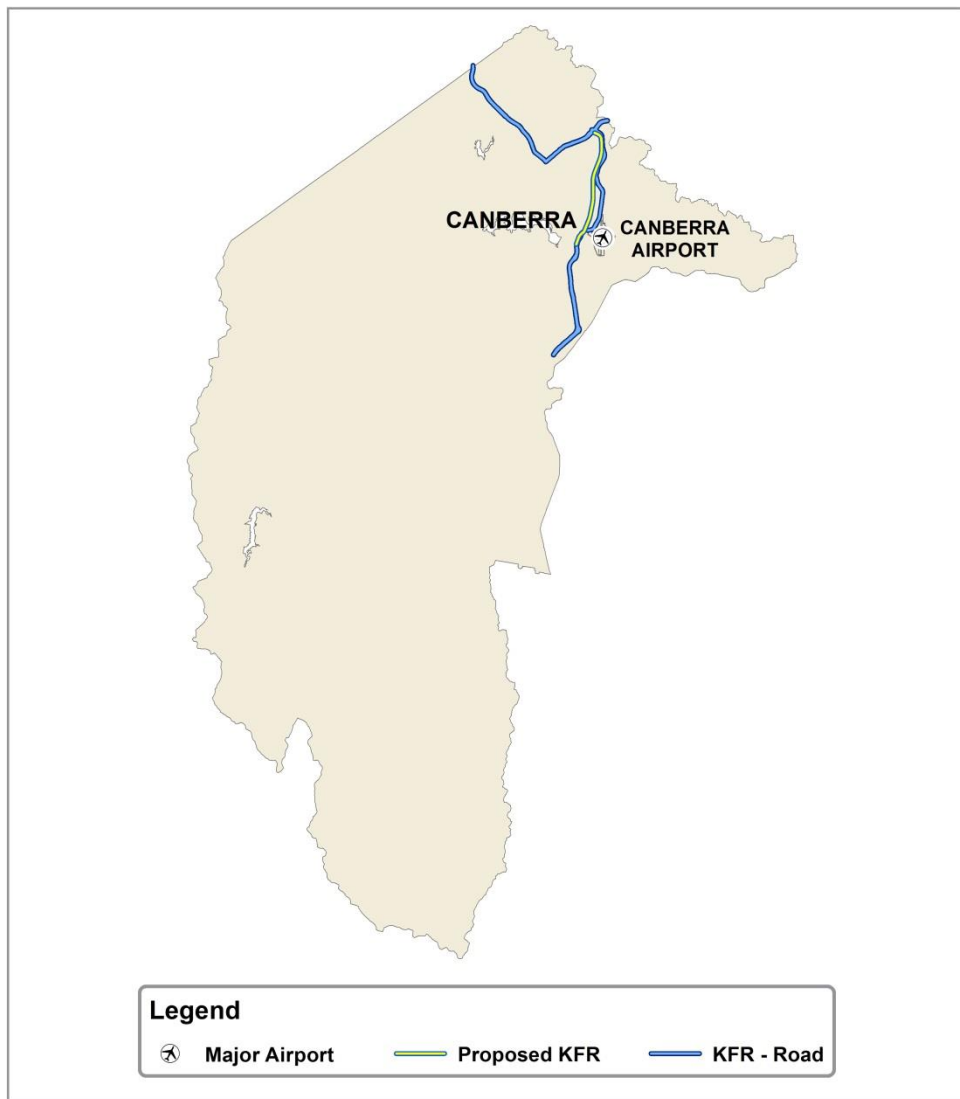
Disclaimer

Please note that while every attempt has been made to provide up to date and accurate data, any information should be considered indicative and subject to change.

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Australian Capital Territory: Key Freight Route Roads



Key Statistics

- Total interstate freight from NSW to the ACT was 720 million tonne kilometres in 2007. This is forecast to grow to 1,014 million tonne kilometres in 2017.
- In 2011-2012, over 12 million tonnes of commodities were carried by all freight vehicles operating in the ACT.
- Key commodities include crude materials (32 per cent), manufactured goods (18 per cent) and tools of trade (15 per cent).

Overview of Expenditure and Investment

2015–16 approved	(\$m)	48.58
2016–17 indicative	(\$m)	5.17
2017–18 indicative	(\$m)	3.57
2018–19 indicative	(\$m)	2.77
Total	(\$m)	60.09

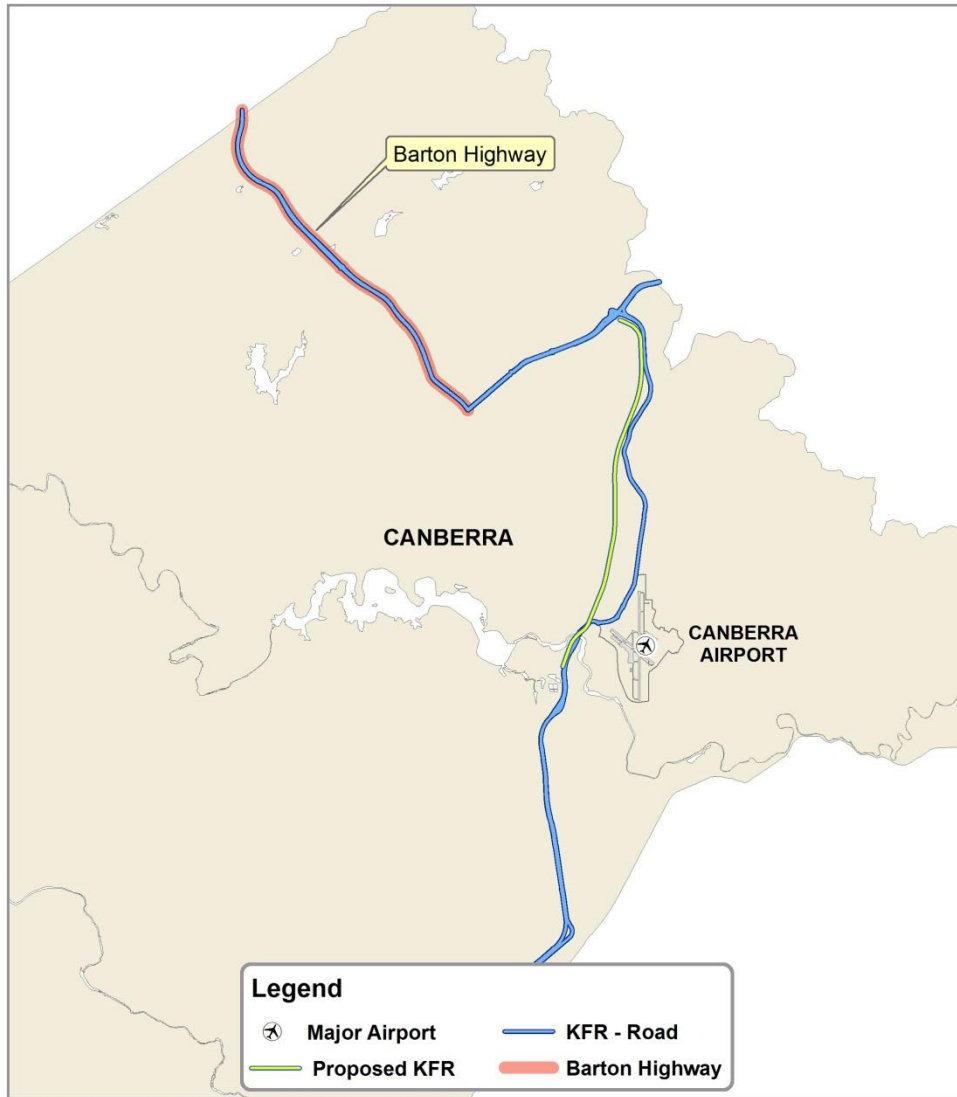
Planned Expenditure and Investment

Route	2015–16 approved (\$m)	2016–17 indicative (\$m)	2017–18 indicative (\$m)	2018–19 indicative (\$m)	Total 2015–16 to 2018–19 indicative (\$m)
Barton Highway	8.01	2.00	-	-	10.01
Federal Highway	0.80	-	-	-	0.80
Majura Road and Parkway	37.63	-	-	-	37.63
Monaro Highway	1.80	2.60	3.00	2.20	9.60
<i>Subtotal project expenditure</i>	<i>48.24</i>	<i>4.60</i>	<i>3.00</i>	<i>2.20</i>	<i>58.04</i>
Maintenance ¹	0.34	0.57 ²	0.57 ²	0.57 ²	2.05 ²
<i>Subtotal other expenditure</i>	<i>0.34</i>	<i>0.57</i>	<i>0.57</i>	<i>0.57</i>	<i>2.05</i>
Total	48.58	5.17	3.57	2.77	60.09

¹ Commonwealth National Land Transport Network maintenance funding not yet attributed to a particular road or project.

² Based on maintenance formula allocations under the National Partnership Agreement, subject to annual revision in light of revised data, including adjustments to the National Land Transport Network.

Barton Highway



Key Statistics

- Heavy vehicles account for 11.9 per cent of traffic on the Barton Highway (based on an actual traffic count over a one week period).
- The Gundaroo Roundabout project will increase roundabout entry/exits and circulatory lanes from two to three lanes.
- The addition of part-time signalisation will improve capacity at peak times by creating equal gaps in the traffic on all arms.

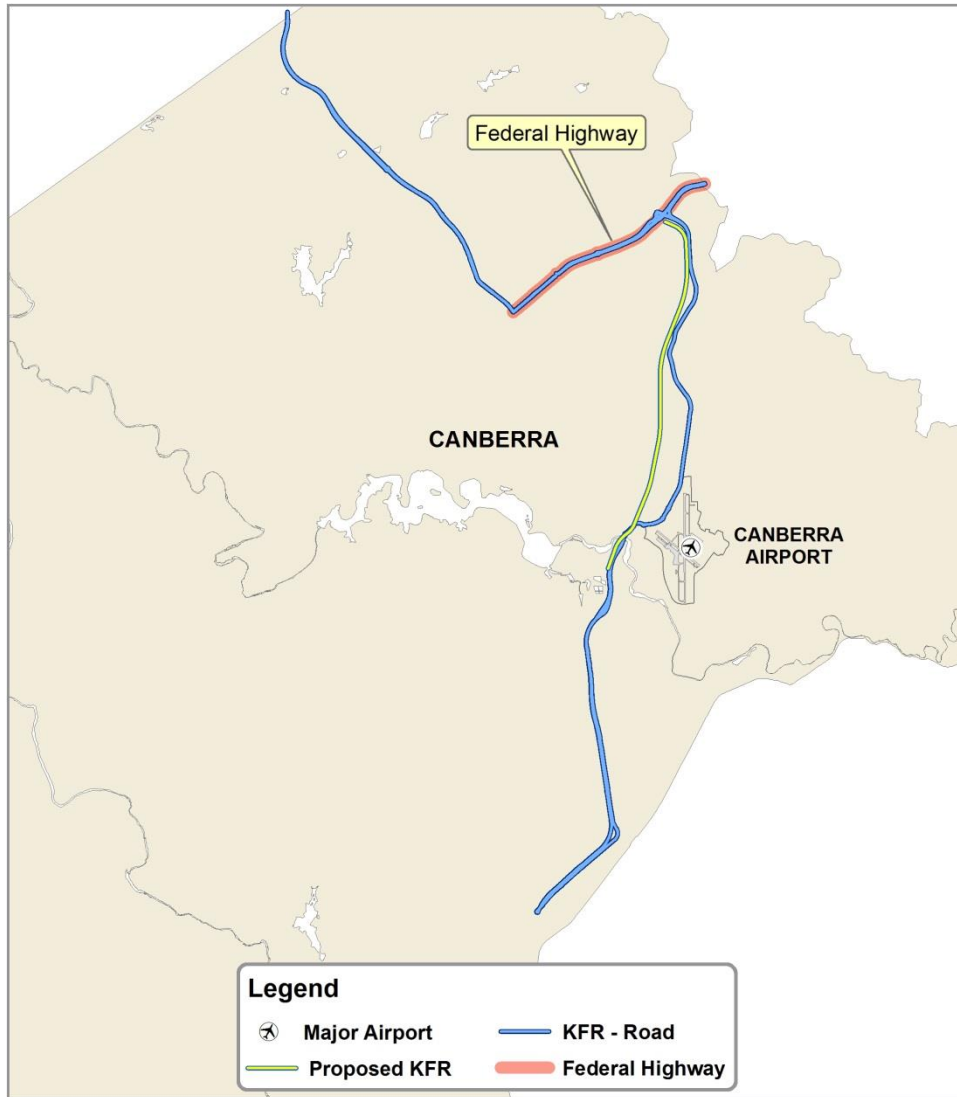
Overview of Expenditure and Investment

2015–16 approved	(\$m)	8.01
2016–17 indicative	(\$m)	2.00
2017–18 indicative	(\$m)	-
2018–19 indicative	(\$m)	-
Total	(\$m)	10.01

Barton Highway Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	ACT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Barton Highway	Gundaroo Drive Roundabout	Increased capacity and part-time signalisation	10.00	0.00	10.00	7.75	2.00	-	-
Barton Highway – maintenance	Between Curran Drive and Gundaroo Drive (city bound)	Resurfacing work	0.26	0.13	0.13	0.26	-	-	-
Total			10.26	0.13	10.13	8.01	2.00	-	-

Federal Highway



Key Statistics

- Heavy vehicles account for 12.2 per cent of traffic along the Federal Highway (based on an actual traffic count over a one week period).
- The provision of a layover is to allow de-coupling of B-doubles and B-triples, where access is approved for these vehicles.

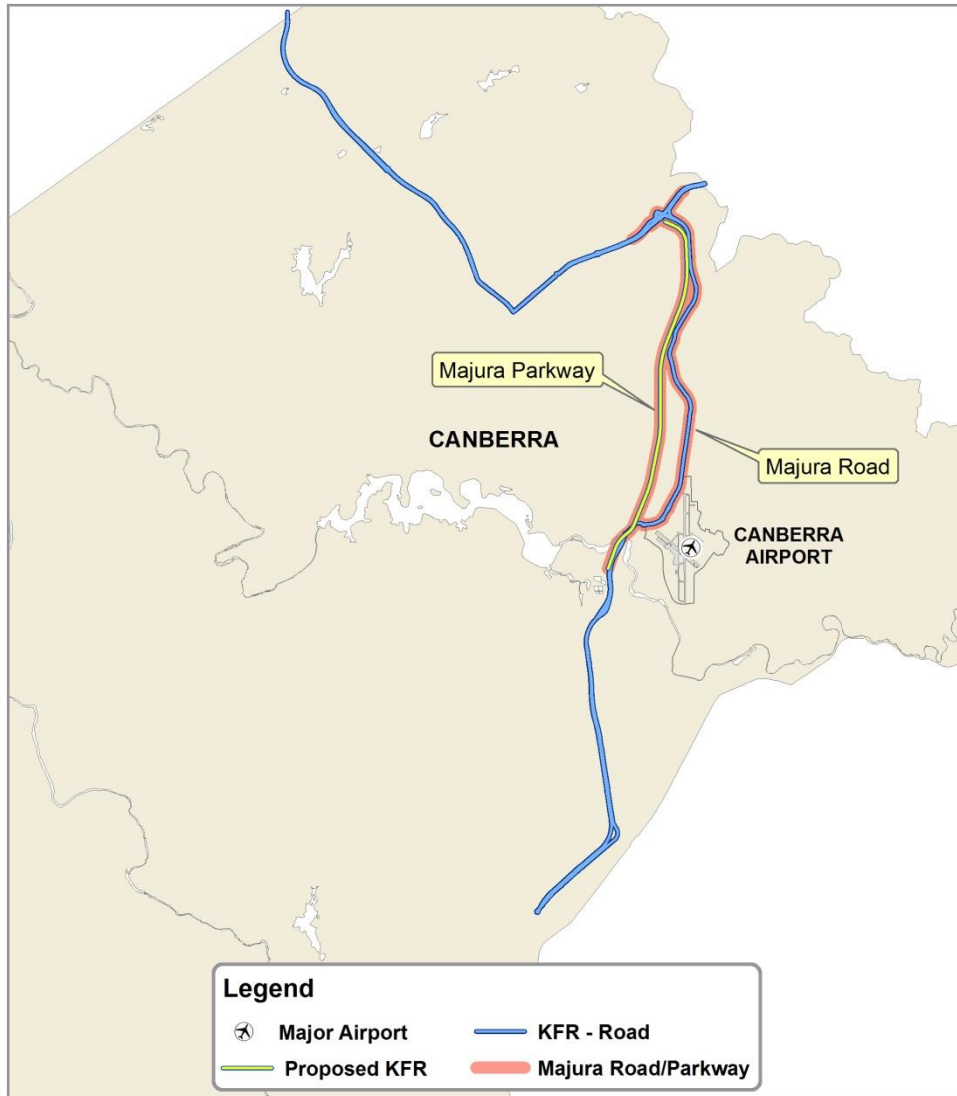
Overview of Expenditure and Investment

2015–16 approved	(\$m)	0.80
2016–17 indicative	(\$m)	-
2017–18 indicative	(\$m)	-
2018–19 indicative	(\$m)	-
Total	(\$m)	0.80

Federal Highway Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	ACT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Federal Highway Freight Layovers	Between Majura Park and the ACT border	Installation of layover facilities	4.00	0.80	3.20	0.80	-	-	-
Total			4.00	0.80	3.20	0.80	-	-	-

Majura Road and Majura Parkway



Key Statistics

- The Majura Parkway is a new road that will connect the Federal Highway to the Monaro Highway.
- It has been partly opened, from the Federal Highway to Fairbairn Avenue.
- Construction, including new bridges across the Molonglo River, is due for completion in mid-2016.

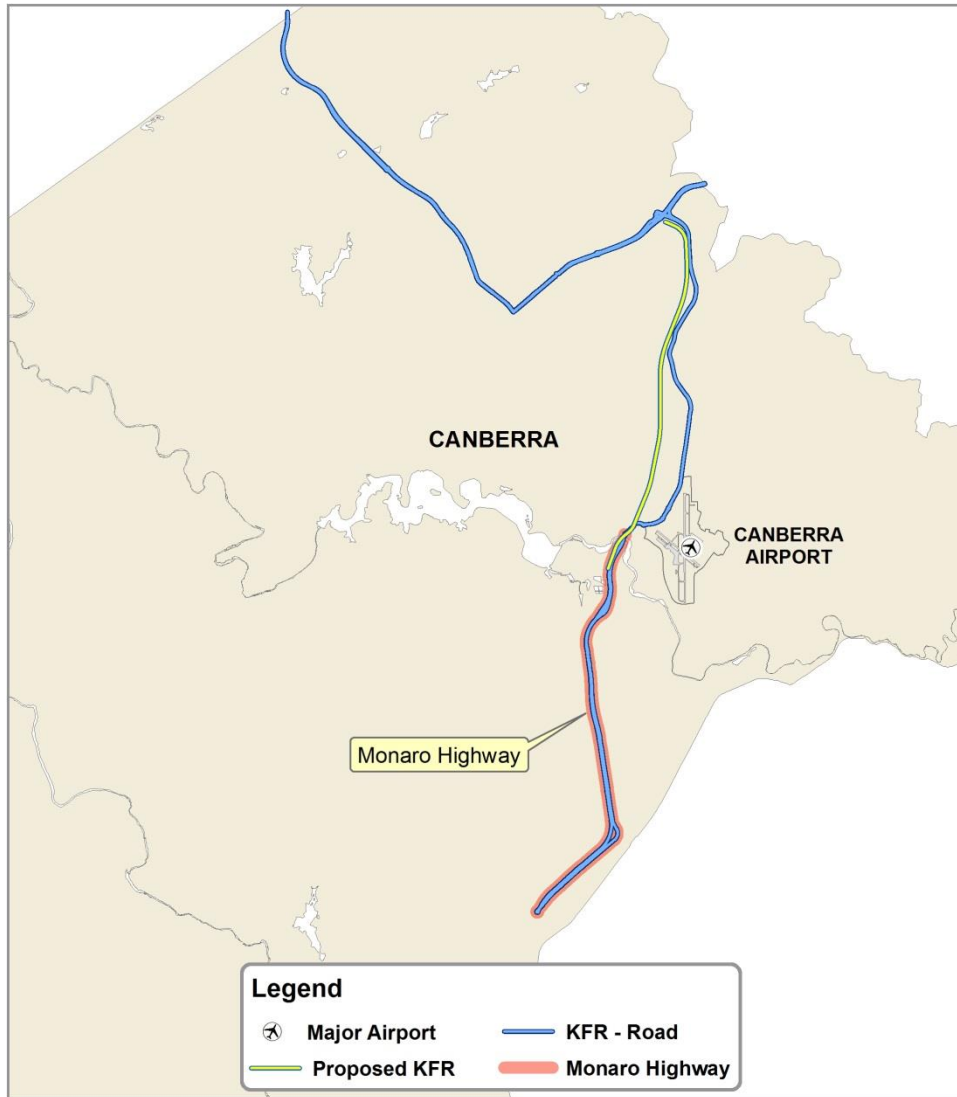
Overview of Expenditure and Investment

2015–16 approved	(\$m)	37.63
2016–17 indicative	(\$m)	-
2017–18 indicative	(\$m)	-
2018–19 indicative	(\$m)	-
Total	(\$m)	37.63

Majura Road and Majura Parkway Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	ACT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Majura Parkway	From Federal Highway to Monaro Highway	New arterial road, including bridges and associated facilities	288.00	144.00	144.00	32.13	-	-	-
Majura Parkway off-ramp	From Majura Parkway to Spitfire Avenue	New road (off-ramp), linking Majura Parkway to Majura Avenue	5.50	5.50	0.00	5.50	-	-	-
Total			293.50	149.50	144.00	37.63	-	-	-

Monaro Highway



Key Statistics

- The bridge strengthening project will include assessment and either re-rating or strengthening works (as appropriate).
- Bridges will be upgraded to meet SM1600, in order to cater for future access for higher productivity vehicles.

Overview of Expenditure and Investment

2015–16 approved	(\$m)	1.80
2016–17 indicative	(\$m)	2.60
2017–18 indicative	(\$m)	3.00
2018–19 indicative	(\$m)	2.20
Total	(\$m)	9.60

Monaro Highway Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	ACT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015-16 approved all funding sources (\$m)	2016-17 indicative all funding sources (\$m)	2017-18 indicative all funding sources (\$m)	2018-19 indicative all funding sources (\$m)
Bridge strengthening	Various locations between Pialligo Ave and Isabella Dr	Bridge strengthening to meet SM1600	9.40	4.80	4.60	1.60	2.60	3.00	2.20
Monaro Highway – maintenance	From Mugga Lane to Sheppard Street	Resurfacing works	0.10	0.05	0.05	0.10	-	-	-
Monaro Highway – maintenance	Between Ipswich Street to Hindmarsh Drive	Resurfacing works	0.10	0.05	0.05	0.10	-	-	-
Total			9.60	4.90	4.70	1.80	2.60	3.00	2.20