Managing the Local Government Transport Infrastructure Gap

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Rural Land Strategy Committee - May, 2014
Managing the Local Government Transport Infrastructure Gap

Overview

• The State & National context

• Eurobodalla – focus on transport assets
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The State & National context

• Over 80% of road managed by LG

• Infrastructure renewal gap on LG roads
  • NSW $667M pa (2010) => double current funding levels
  • Australia $1.2-2.6B pa (2011)

• Figures don’t include infrastructure upgrades to cater for growth or other LG infrastructure
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The State & National context

• Freight predicted to double in next 20 years

• Increased demand managed in part by higher productivity vehicles

• Poor links between productivity gains to industry ($30B pa) and road funding
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- Transport assets – replacement value (depreciable amount) of $440M
  - Regional roads – 57.9km
  - Urban roads – 312km
  - Rural sealed roads – 214km
  - Unsealed roads – 433km
  - Concrete/composite bridges – 23
  - Timber bridges – 38
  - Footbridges - 27
  - Footpaths – 61km
  - Shared pathways – 35km
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- Sealed road pavement age profile
Eurobodalla

- Rainfall impacts – average 970mm pa
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- Transport assets – key issues
  - Return to average wet seasons
  - Cost increases, including contracted work, outstripping rate pegging
  - Bridges – some in poor condition – limited assessment of ability to take higher loads
  - Urban roads built in 60s, 70s 80s without adequate drainage, kerb or good pavements
  - Legal commitment to reconstruct and seal another 12km of S94 rural unsealed roads
  - Pressure to seal other key rural roads
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- Transport assets – key issues
  - Significant network deficiencies (e.g., lack of protective fencing, roadside hazards, inadequate road width) – Civil Liability Act 2002
  - Only 17% of urban roads have a footpath on one side – ageing population
  - Limited public transport facilities
  - Increasing costs of work (e.g., environmental approval processes, WHS systems, stakeholder engagement)
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• Transport assets – key issues
  • Significant backlog of renewal work > $20M
  • Significant and growing annual infrastructure renewal gap > $3M pa
  • Growth in assets base due to development
  • Capacity issues on Beach Road and at junctions due to growth in traffic from new subdivisions, increased visitation, economic growth
  • Need to provide South Batemans Bay Link Road to better service future urban development and employment lands
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- Bitumen seal - condition 5 – beyond useful life
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- Urban pavements not built for modern garbage trucks
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- Timber bridge - condition 4 elements
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- Transport assets – existing management strategies
  - Councillor workshops to determine what roads will be maintained by Council
  - Defined LOS for maintenance & policies to manage risk
- Creation of Infrastructure Fund – ring fenced funding through SRV to aid renewal work – best decision!
- Allocation of substantial component of R2R to road renewal instead of capital works
- Focus on resurfacing of sealed roads to protect road pavements
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**Eurobodalla**

- Transport assets – existing management strategies
  - Strong policy support for asset standards before Council will accept road infrastructure
  - Future reconstruction & sealing of unsealed roads limited to existing Section 94 rural roads plus key other gravel roads (e.g., Congo Road)
  - Gravel resheet program based on hierarchy
  - New specification and standards for gravel resheet material and maintenance grading
  - Provide for urban consolidation in new LEP
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- Transport assets – existing management strategies
  - Loan funded timber bridge replacement (12 structures) and concrete bridge refurbishment (4 structures) program for identified bridges
  - Significantly increased funding for pathway construction (based on Shire wide pathway strategy)
  - Better management of asset data to improve knowledge of infrastructure under our care
  - Higher standards of construction (eg 40 year pavement life, higher quality of materials)
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- Transport assets – existing management strategies

![Local Sealed Road Network - Reseal Outputs](image-url)

- % of network resealed
- Average reseal interval (yrs)

- Yearly data from 2000-01 to 2012-13
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- Transport assets – existing management strategies
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- Road seal profile

road surface area by age - as at 30/06/2013

![Bar chart showing road surface area by age for Eurobodalla Shire Council as of 30/06/2013.](image-url)
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- Transport assets – existing management strategies
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- Transport assets – existing management strategies
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- Customer feedback – 87% rank roads as a high priority
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- On-going annual infrastructure gap - depreciation c.f. projected renewal expenditure for roads
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• Capital works to keep pace with growth
  • About $50M over next 20 years to service mainly Batemans Bay-Moruya and environs – urban growth
• Currently unable to fully fund – part solutions?
  • Loans
  • FAG road component (after Section Rural Roads program is complete)
  • Developer contributions/works
  • Grants – program cannot be achieved without substantial grants (e.g. South Batemans Bay Link Road)
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- Transport assets – future management strategies
  - Continue to refocus maintenance on pro-active measures to protect the pavement/asset
  - From 1 July, 2014, allocate all R2R to road renewal & reduce capital program on sealing roads
  - Focus on sustainable levels of resurfacing and bridge renewal
  - Increase pavement rehabilitation/upgrade funding including upgrading old urban streets on a priority basis
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- Transport assets – future management strategies
  - From 1 July, 2015 increase funding for treatment of network deficiencies (e.g. sealing of shoulders, lack of protective fencing)
  - Continue pathways construction program actively pursuing other funding avenues (e.g. Federal/State grants)
  - Improve and implement on-going condition assessment of sealed roads & culverts - underway
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- Transport assets – future management strategies
  - Gather better data on ancillary assets (e.g., protective fencing, signage) - underway
  - Focus on quality with an eye on ‘whole of life’ and longer term planning to optimise outcomes
  - Implement new developer contributions plans – new plan to be developed in 2014/15
  - Optimise/consolidate other infrastructure and services based on the communities needs and preparedness to pay
  - Consider special rate variations for infrastructure renewal & provision
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• Transport assets – future management strategies
  • Partner with others to pursue
    • constitutional recognition of LG
    • sustainable government funding support to LG
    • reduced levels of cost shifting to LG
    • capacity building of our people
    • more research into sustaining low trafficked roads and cost effective renewal treatments
    • analysis of the impacts of climate change and development effective adaptation strategies
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• Key messages for RLS Committee
  • There is a significant annual funding gap and backlog of existing infrastructure works
  • Optimising lot yields in existing rural 1c zoned areas will bring extra income and support the ‘whole of life costs’ of existing rural roads
  • Future decisions on land use planning need to take account of infrastructure provision and cost, both short and long term
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• Key messages
  • Optimising use of existing infrastructure, particularly appropriate sealed roads, will reduce long term costs to the community and to developers
  
  • The location of future development will influence the capital and on-going costs of infrastructure (eg steep terrain, rock, creek/gully crossings, heavy vegetation, more remote from town – higher costs to the developer and community)
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