

# Key Freight Routes

2018-19 to 2021-22 Expenditure Plan

*Australian Capital Territory*



## Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, Ministers agreed to implement a series of measures to improve the heavy vehicle investment and charging framework.

The ultimate goal of the heavy vehicle road reforms is to turn the provision of heavy vehicle road infrastructure into an economic service where feasible. This would see a market established that links heavy vehicle user needs with the level of service they receive, the charges they pay and the investment of those charges back into heavy vehicle road services.

Fundamentally, properly functioning markets require informed users and road providers, and the publication of forward looking Expenditure Plans is part of a set of initial measures focused on increasing transparency and accountability around road spending, and road assets.

The ongoing delivery of the Expenditure Plans represents a substantial milestone achievement in implementing heavy vehicle road reform and is the culmination of a concerted and coordinated effort between State, Territory and Commonwealth Governments.

The Expenditure Plans are updated annually, with improvements and refinements planned as the work progresses, including extending the Expenditure Plans to cover more of the road network, and more accessible data formats including interactive mapping.

As future phases of reform are introduced, the annually updated 'open data' Expenditure Plans, (as well as the parallel process for Asset Registers and Infrastructure Ratings) will play a growing role in providing the levels of openness, transparency and accountability required for a credible and effective system.

Expenditure Plans also support reform goals of moving towards 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.

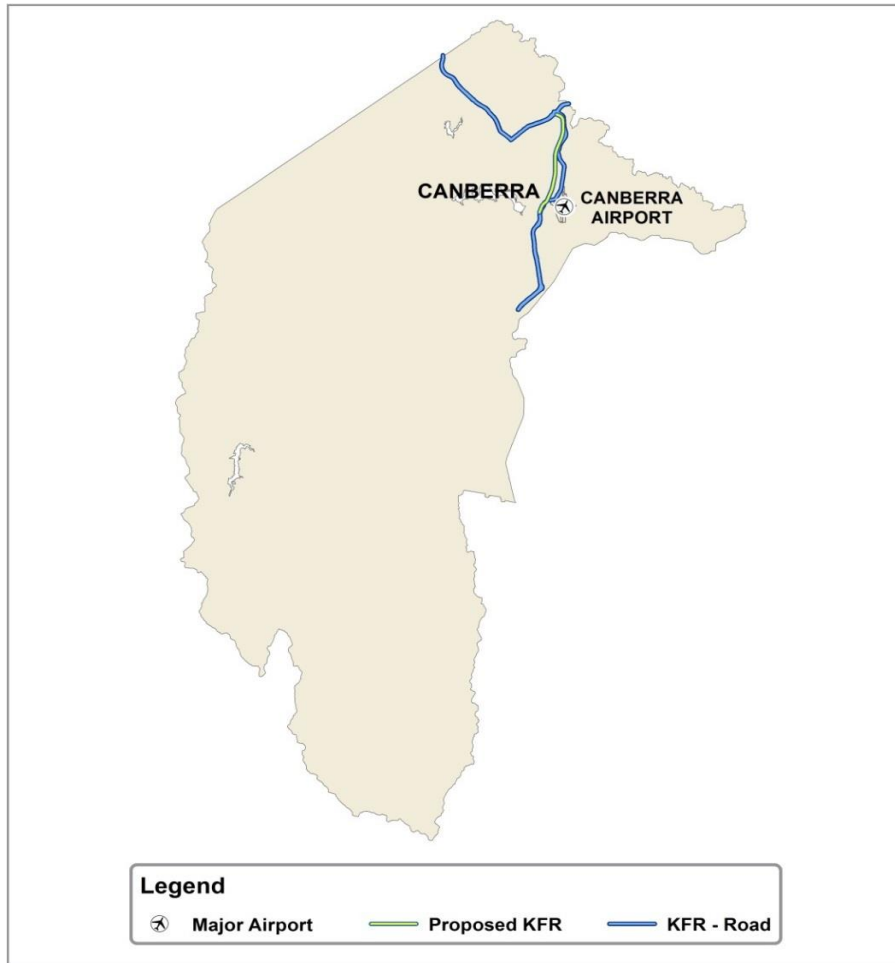
### Disclaimer

Please note that while every attempt has been made to provide up to date and accurate data, the information presented in the Expenditure Plans is a snapshot in time. It should be considered indicative and subject to change.

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## Australian Capital Territory: Key Freight Routes



### Key Statistics

- The ABS Road Freight Movements Survey indicated that in the twelve months ending 31 October 2014, 10.8 million freight trucks of commodities originated from the ACT and another 13.7 million of freight trucks entered into the ACT. Of the incoming commodities, majority were crude materials (37%), followed by commodities and transactions (22%), manufactured goods (14%) and machinery and transport equipment (11%). The trend of outgoing commodities was similar.

### Overview of Expenditure and Investment

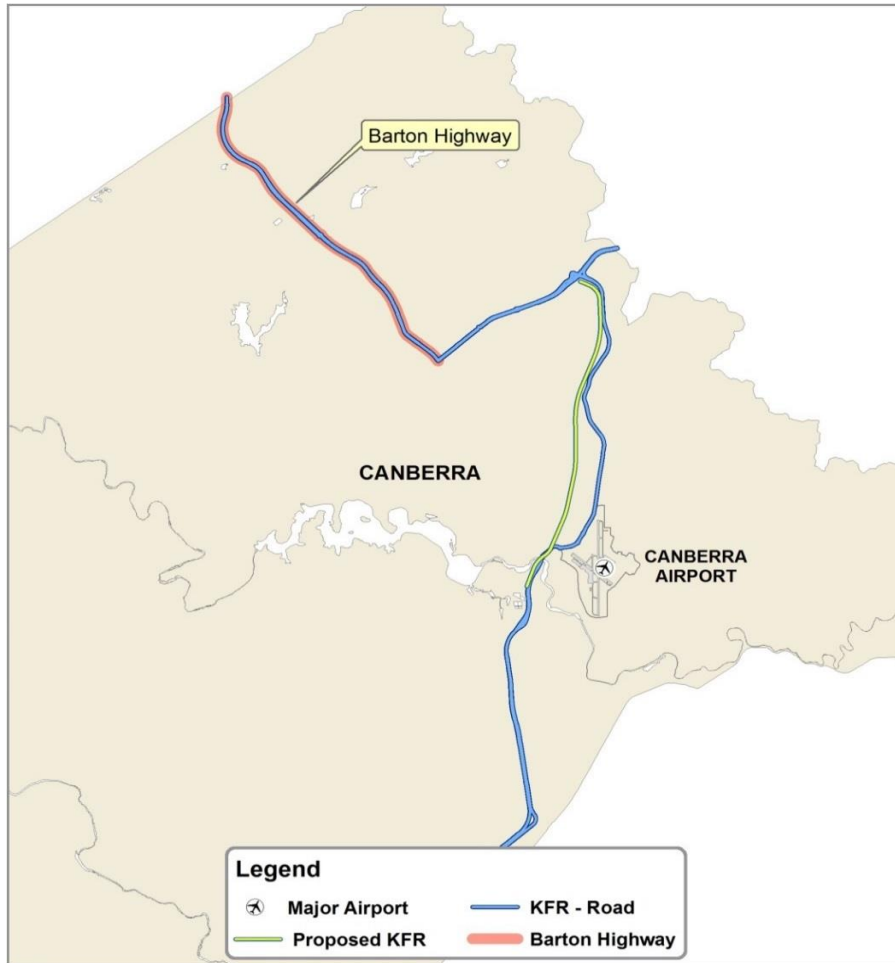
2018–19 budgeted	(\$m)	3.74
2019–20 indicative	(\$m)	9.04
2020–21 indicative	(\$m)	4.00
2021–22 indicative	(\$m)	-
<b>Total</b>	<b>(\$m)</b>	<b>16.78</b>

## Planned Expenditure and Investment

Route	2018-19 budgeted (\$m)	2019-20 indicative (\$m)	2020-21 indicative (\$m)	2021-22 indicative (\$m)	Total 2018-19 to 2021-22 indicative (\$m)
Barton Highway	0.71	3.50	-	-	4.21
Federal Highway	0.43	-	-	-	0.43
Majura Road and Parkway	-	0.64	-	-	0.64
Monaro Highway	2.60	4.90	4.00	-	11.50
<i>Subtotal project expenditure</i>	<i>3.74</i>	<i>9.04</i>	<i>4.00</i>	<i>-</i>	<i>16.78</i>
<b>Other expenditure</b>					
Maintenance <sup>1</sup>				-	-
<i>Subtotal other expenditure</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Total</b>	<b>3.74</b>	<b>9.04</b>	<b>4.00</b>	<b>-</b>	<b>16.78</b>

<sup>1</sup> Commonwealth National Land Transport Network maintenance funding not yet attributed to a particular road or project

# 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 Barton Highway / Gundaroo Drive roundabout project has increased roundabout entry/exits and circulatory lanes from two to three lanes.
- The addition of part-time signalisation has improved capacity at peak times by creating equal gaps in the traffic on all arms.

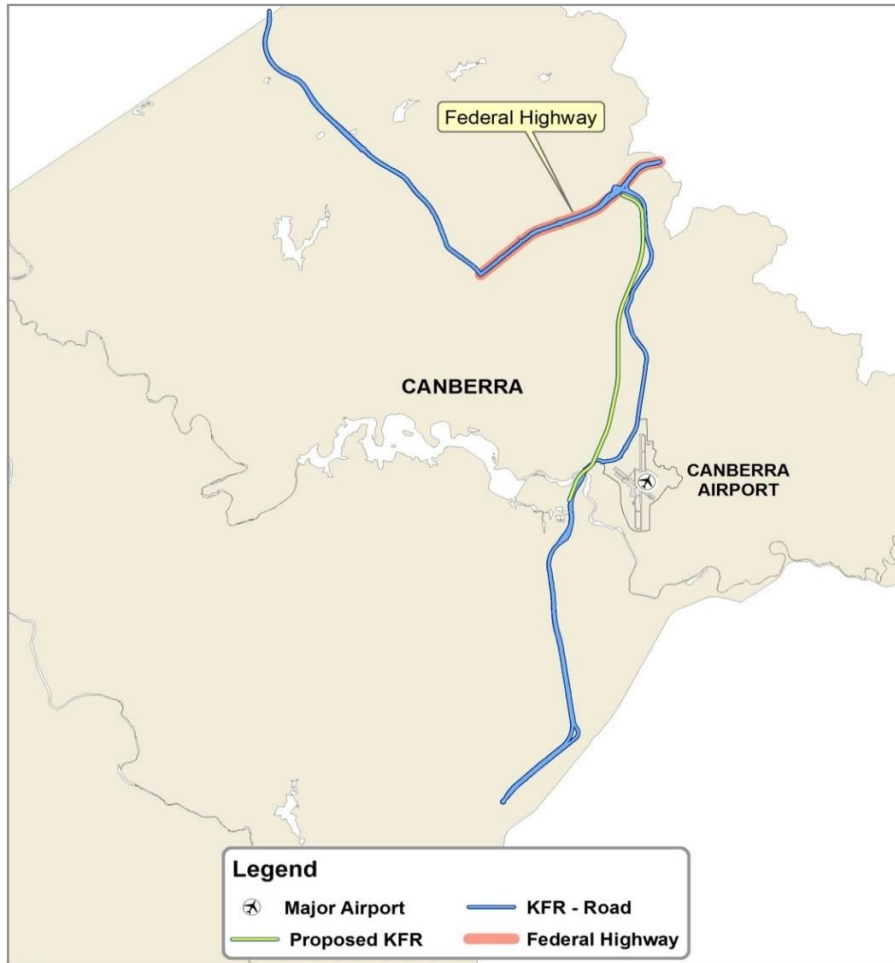
## Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	0.71
2019–20 indicative	(\$m)	3.50
2020–21 indicative	(\$m)	-
2021–22 indicative	(\$m)	-
<b>Total</b>	<b>(\$m)</b>	<b>4.21</b>

## Barton Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	ACT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Approved all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Barton Highway	Early Planning (East/West Corridor) (originally Pialligo Duplication-Planning)	From the ACT Border to the ACT Border	4.00	2.00	2.00	0.50	3.50	-	-
Barton Highway	Road Safety Improvements	From Gungahlin Drive to Gundaroo Drive	0.11	0.11	-	0.11	-	-	-
Barton Highway	Tentative Maintenance Programme	Localised intersection treatments at Barton Highway / Gold Creek, Barton Highway / Curran Drive and Barton Highway / Gundaroo Drive junctions	0.10	0.10	-	0.10	-	-	-
<b>Total</b>			<b>4.21</b>	<b>2.21</b>	<b>2.00</b>	<b>0.71</b>	<b>3.50</b>	<b>-</b>	<b>-</b>

## 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

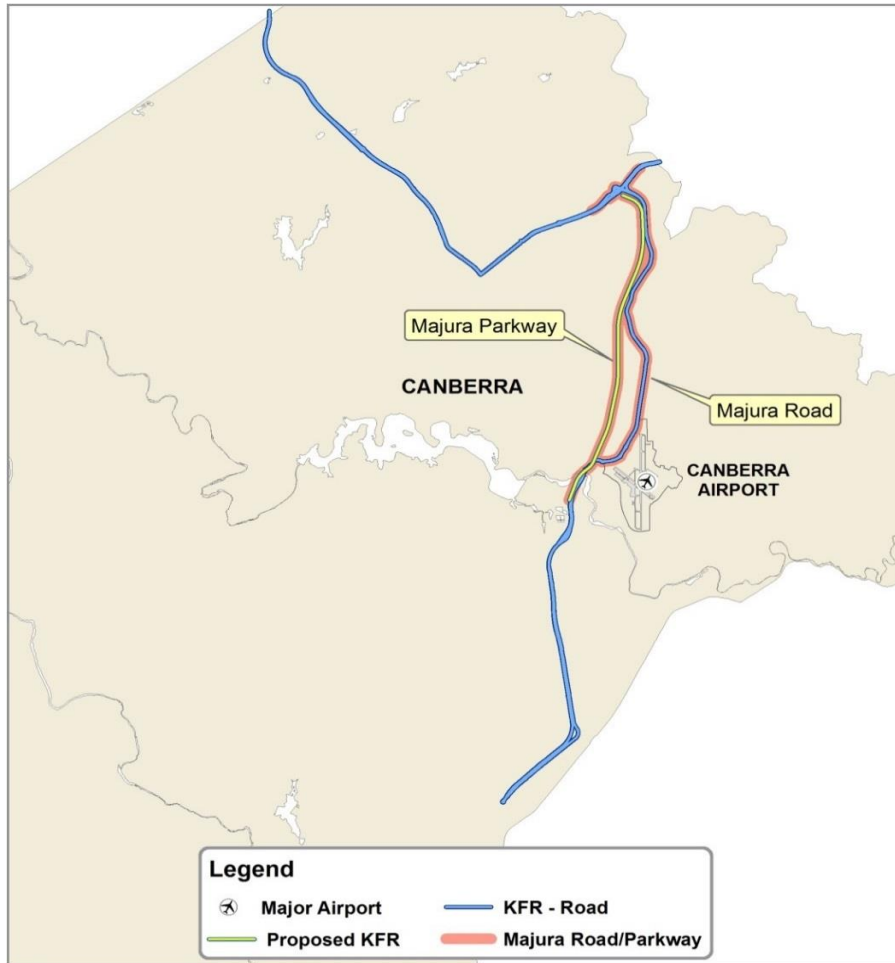
2018–19 budgeted	(\$m)	0.43
2019–20 indicative	(\$m)	-
2020–21 indicative	(\$m)	-
2021–22 indicative	(\$m)	-
<b>Total</b>	<b>(\$m)</b>	<b>0.43</b>

## Federal Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	ACT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Approved all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Federal Highway	Tentative Maintenance Programme	From the ACT Border to the Majura Parkway	0.13	0.13	-	0.13	-	-	-
Federal Highway	Fatigue Cameras	Just inside the ACT Border	0.30	0.30	-	0.30	-	-	-
<b>Total</b>			<b>0.43</b>	<b>0.43</b>	<b>-</b>	<b>0.43</b>	<b>-</b>	<b>-</b>	<b>-</b>



## Majura Road and Majura Parkway



### Key statistics

- The Majura Parkway has been recently constructed and connects the Federal Highway to the Monaro Highway.

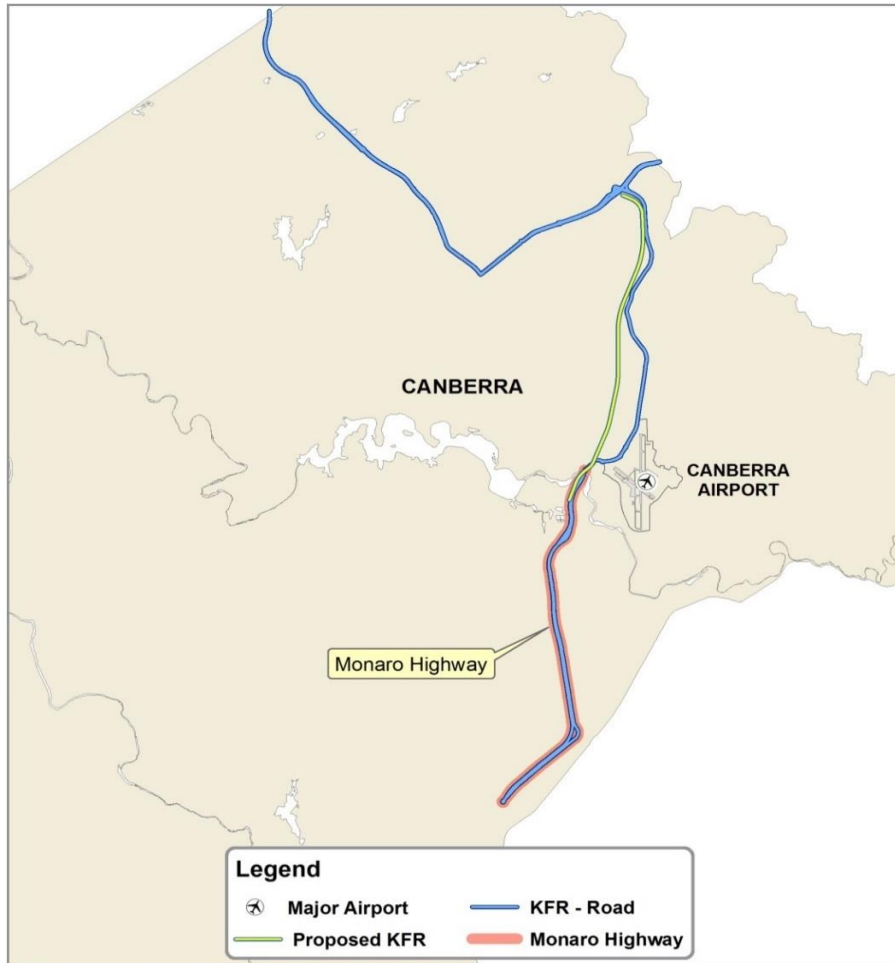
### Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	-
2019–20 indicative	(\$m)	0.64
2020–21 indicative	(\$m)	-
2021–22 indicative	(\$m)	-
<b>Total</b>	<b>(\$m)</b>	<b>0.64</b>

## Majura Road and Majura Parkway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	ACT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Approved all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Tentative Maintenance Programme	From Mustang Avenue to Majura House Chook Farm	Routine Maintenance (Resurfacing)	0.64	0.64	0.64	-	0.64	-	-
<b>Total</b>			<b>0.64</b>	<b>0.64</b>	<b>0.64</b>	<b>-</b>	<b>0.64</b>	<b>-</b>	<b>-</b>

## 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

2018–19 budgeted	(\$m)	2.60
2019–20 indicative	(\$m)	4.90
2020–21 indicative	(\$m)	4.00
2021–22 indicative	(\$m)	-
<b>Total</b>	<b>(\$m)</b>	<b>11.50</b>

## Monaro Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	ACT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Approved all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Early Planning (North/South Corridor)	From the ACT Border to the ACT Border	Production of a Corridor Strategy	2.00	1.00	1.00	0.50	1.50	-	-
Overtaking Lanes on the Monaro Highway	From Royalla Drive to Williamsdale Road	Detailed Design	0.40	0.20	0.20	0.40	-	-	-
Overtaking Lanes on the Monaro Highway	From Royalla Drive to Williamsdale Road	Construction	5.60	2.80	2.80	-	1.60	4.00	-
Various Improvements (To be confirmed)	Along the Monaro Highway	Feasibility / Detailed Design of Projects (arising from the Corridor Strategy)	2.00	1.00	1.00	0.20	1.80	-	-
Tentative Maintenance Programme	From a point 4.1km south of Johnson Drive to a point 800m south of Old Cooma Road	Routine Maintenance (Resurfacing)	1.50	1.50	-	1.50	-	-	-
<b>Total</b>			<b>11.50</b>	<b>6.50</b>	<b>5.00</b>	<b>2.60</b>	<b>4.90</b>	<b>4.00</b>	<b>-</b>