

Key Freight Routes

Road Expenditure and Investment Plans
2017-18 to 2020-21

Australian Capital Territory



Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, state, territory and Commonwealth transport Ministers agreed to implement a series of measures to improve the heavy vehicle investment and charging framework. One of the initial measures agreed by transport Ministers was to publish road expenditure plans. The measure would allow the heavy vehicle industry to better understand and participate in new investment decisions and price setting processes.

Publishing road expenditure plans represents a critical step towards reform of heavy vehicle charging arrangements in Australia. This is because transparency around future road expenditure is a key precursor to implementing direct charging.

The Road Expenditure and Investment Plans 2017-18 to 2020-21 is the third time that the plans have been produced, following the publication of the first versions in early 2016. 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 is the culmination of a concerted and coordinated effort between state, territory and the Commonwealth Governments.

The plans are updated on an annual basis, with improvements and refinements being made as this work progresses. 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.

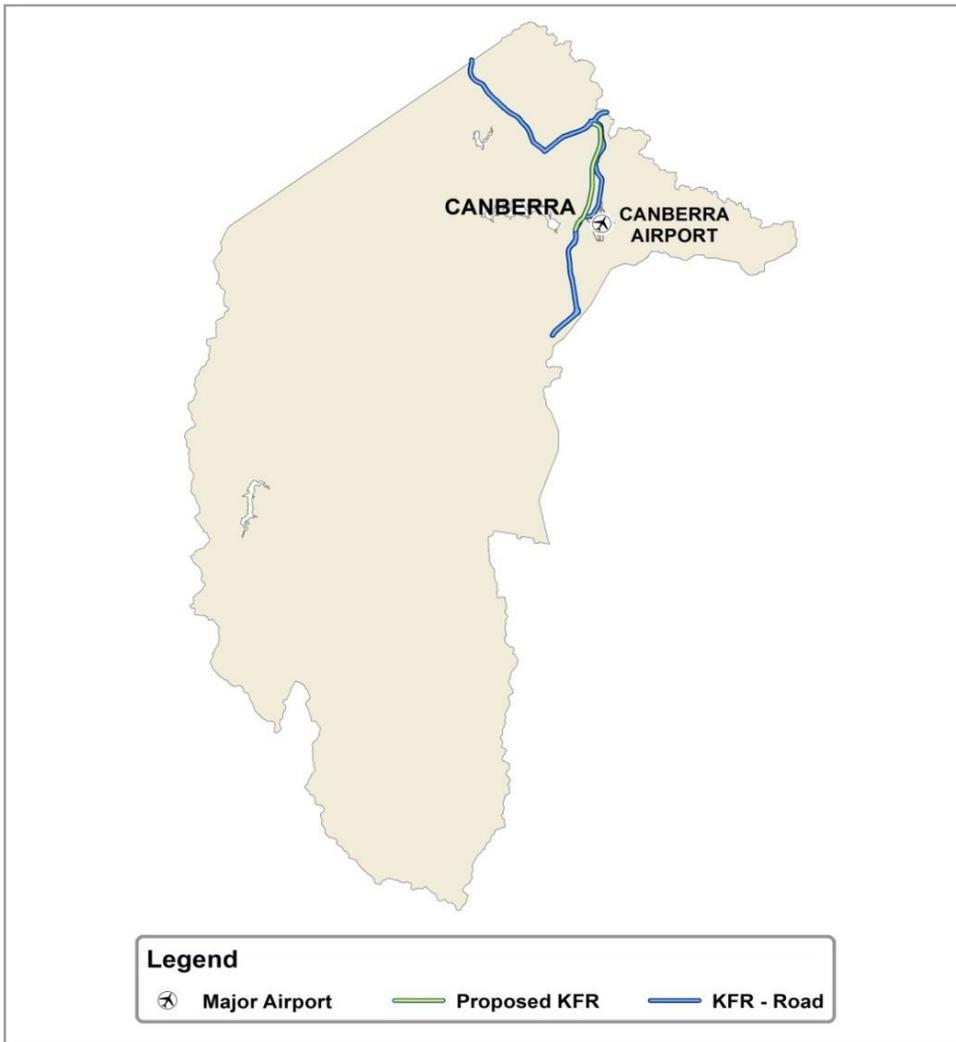
Disclaimer

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.

Contents

Australian Capital Territory: Key Freight Route Roads	3
Barton Highway	5
Federal Highway	7
Majura Road and Majura Parkway	9
Monaro Highway	11

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

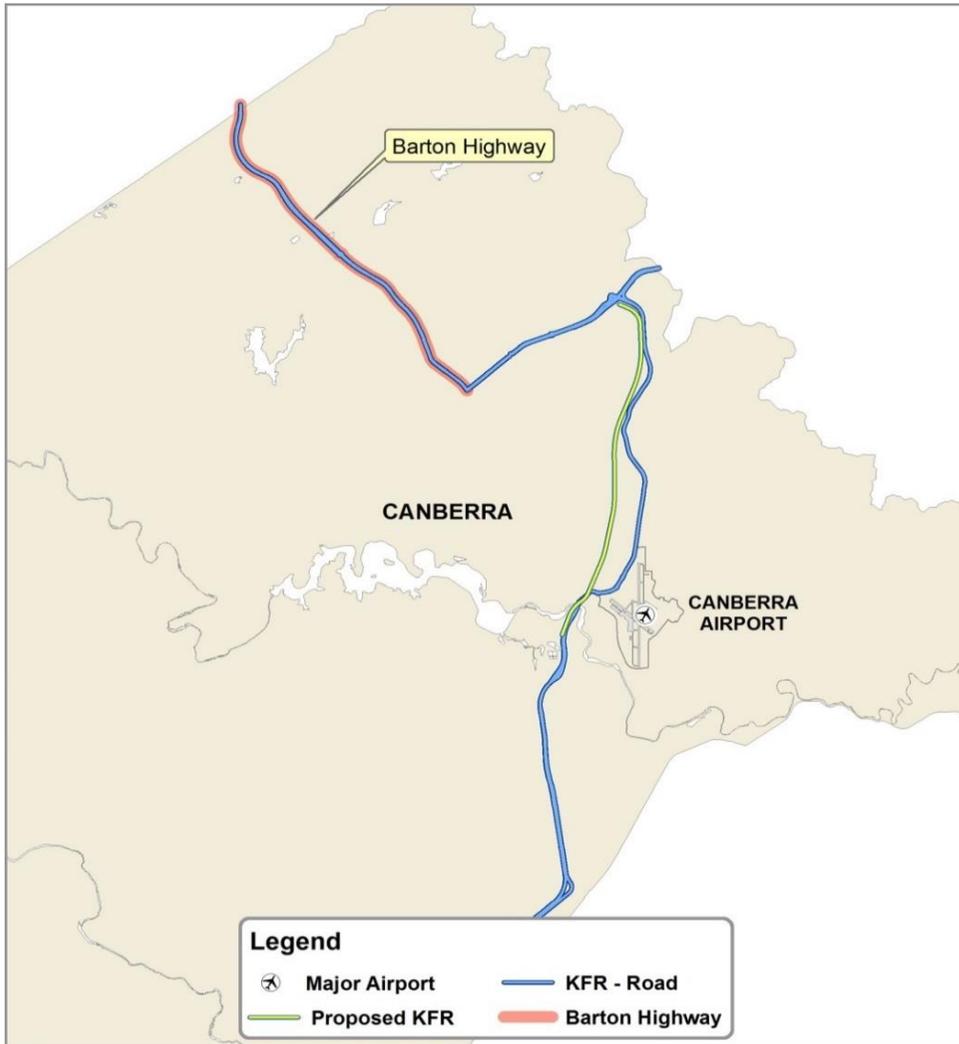
2017-18 approved	(\$m)	8.32
2018-19 indicative	(\$m)	6.70
2019-20 indicative	(\$m)	6.50
2020-21 indicative	(\$m)	3.40
Total	(\$m)	24.92

Planned Expenditure and Investment

Route	2017-18 approved (\$m)	2018-19 indicative (\$m)	2019-20 indicative (\$m)	2020-21 indicative (\$m)	Total 2017-18 to 2020-21 indicative (\$m)
Barton Highway	0.50	2.50	2.45	0.50	5.95
Federal Highway	1.26	-	0.50	0.50	2.26
Majura Road and Parkway	-	0.20	-	-	0.20
Monaro Highway	4.40	2.80	1.80	0.70	9.70
<i>Subtotal project expenditure</i>	<i>6.16</i>	<i>5.50</i>	<i>4.75</i>	<i>1.70</i>	<i>18.11</i>
Other expenditure					
Maintenance ¹	2.16	1.20	1.75	1.70	6.81
<i>Subtotal other expenditure</i>	<i>2.16</i>	<i>1.20</i>	<i>1.75</i>	<i>1.70</i>	<i>6.81</i>
Total	8.32	6.70	6.50	3.40	24.92

¹ 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.

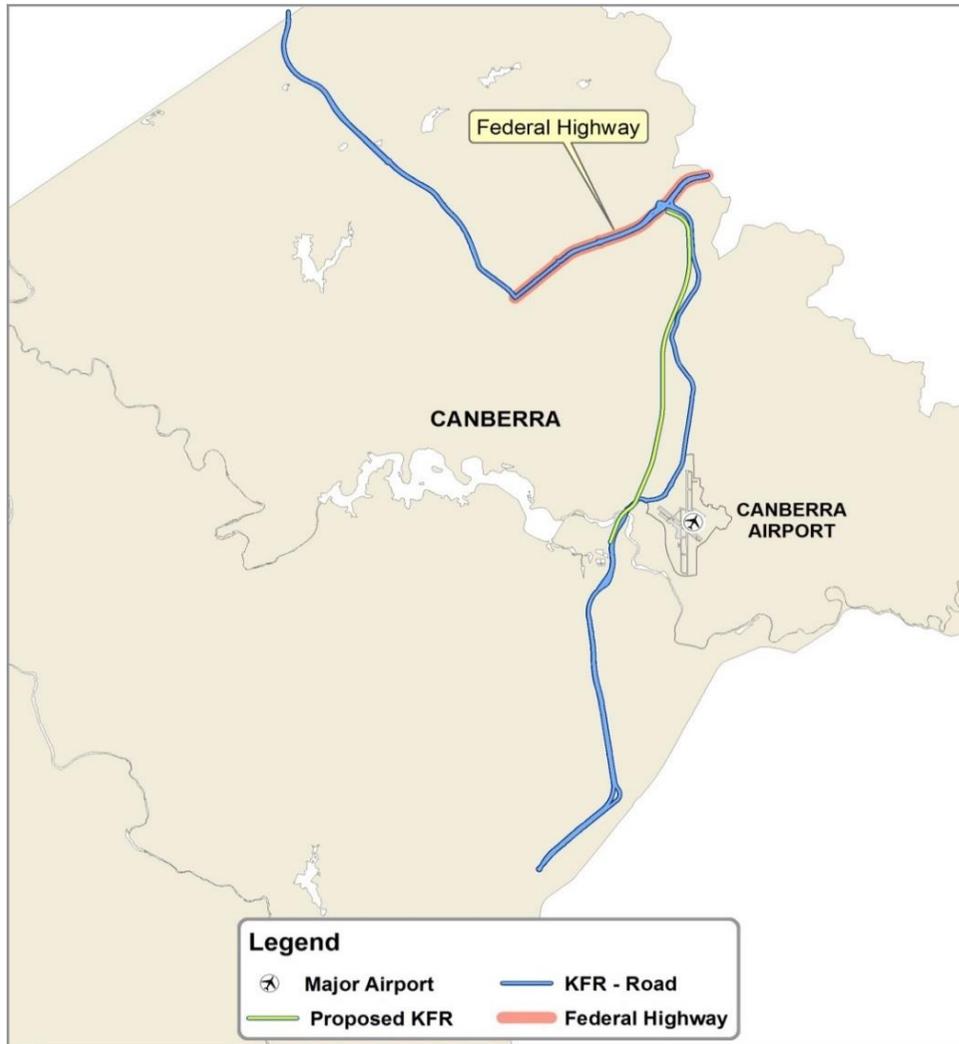
Overview of Expenditure and Investment

2017-18 approved	(\$m)	0.50
2018-19 indicative	(\$m)	2.50
2019-20 indicative	(\$m)	2.45
2020-21 indicative	(\$m)	0.50
Total	(\$m)	5.95

Barton Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	ACT Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Approved all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Barton Highway	Early Planning	Covering the east-west route through the ACT (Barton Highway to Pialligo Avenue)	4.00	2.00	2.00	0.50	1.50	2.00	-
Barton Highway – tentative maintenance programme	2018-19 Between Victoria Street (N) and Gladstone Street 2019-20 Between William Slim Drive and Kuringa Drive 2020-21 Between Gladstone Street and Victoria Street (S)	Routine Maintenance	1.95	1.95	-	-	1.00	0.45	0.50
Total			5.95	3.95	2.00	0.50	2.50	2.45	0.50

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.

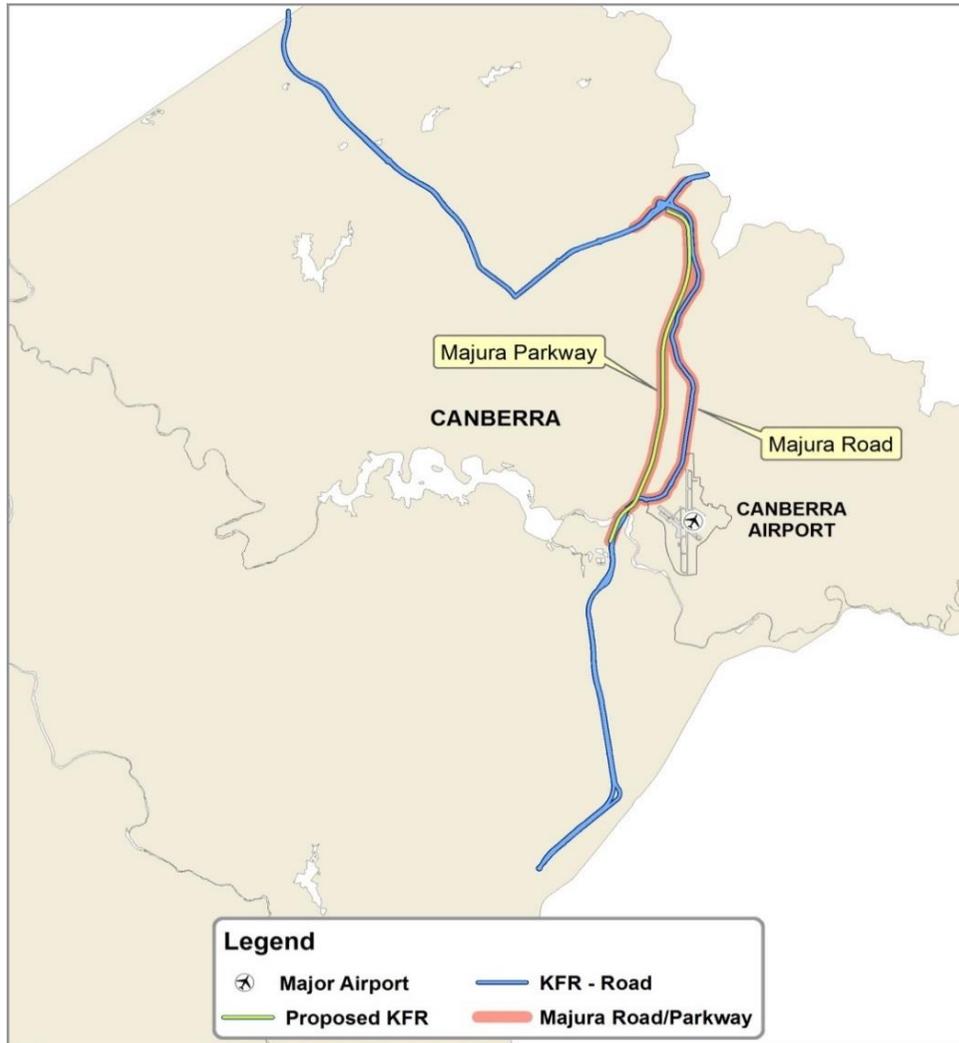
Overview of Expenditure and Investment

2017-18 approved	(\$m)	1.26
2018-19 indicative	(\$m)	-
2019-20 indicative	(\$m)	0.50
2020-21 indicative	(\$m)	0.50
Total	(\$m)	2.26

Federal Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	ACT Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Approved all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Federal Highway	Intersection Upgrade	Intersection of Old Wells Station Road / Federal Highway	1.20	1.20	-	1.20	-	-	-
Federal Highway - tentative maintenance programme	2017-18 Offramp to Horse Park Drive 2018-19 N/A 2019-20 Between Antill Street and ACT/NSW Border 2020-21 Between Antill Street and Barton Highway	Routine Maintenance	1.06	1.06	-	0.06	-	0.50	0.50
Total			2.26	2.26	-	1.26	-	0.50	0.50

Majura Road and Majura Parkway



Key statistics

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

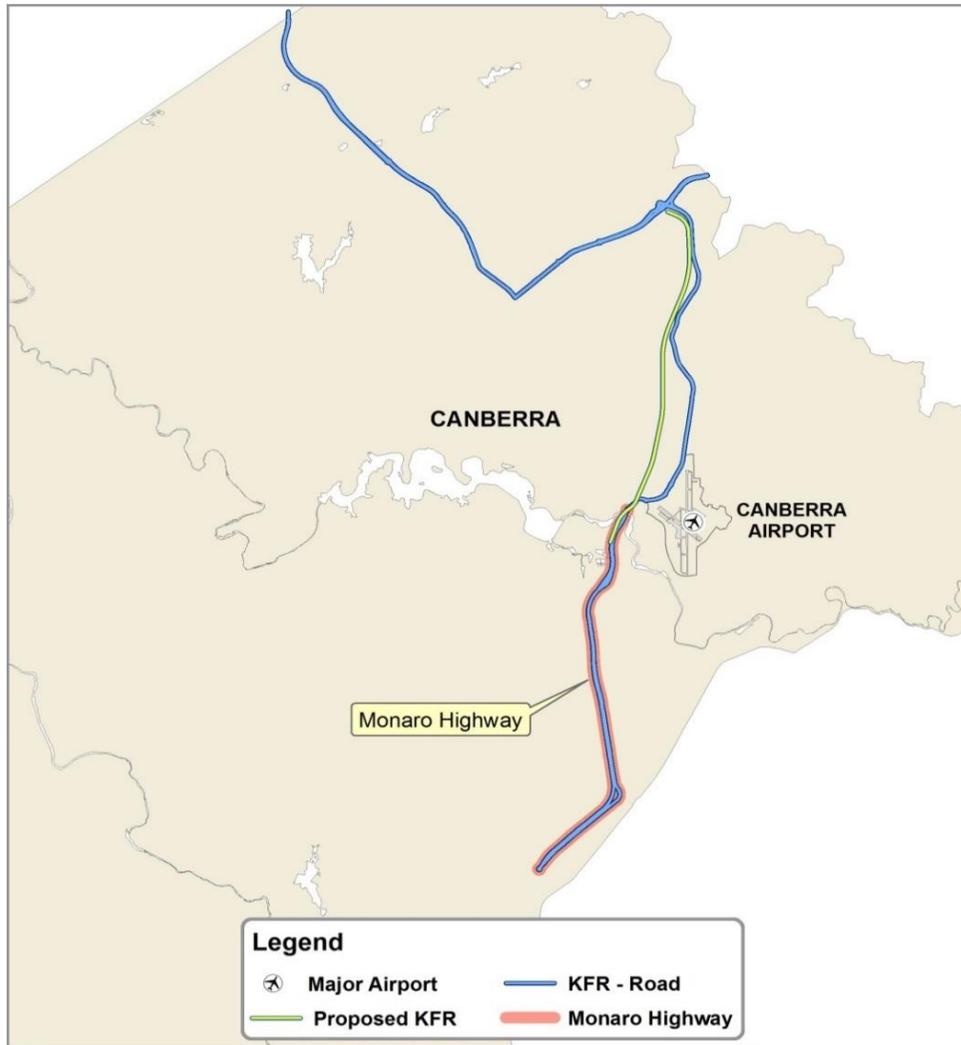
Overview of Expenditure and Investment

2017-18 approved	(\$m)	-
2018-19 indicative	(\$m)	0.20
2019-20 indicative	(\$m)	-
2020-21 indicative	(\$m)	-
Total	(\$m)	0.20

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)	2017-18 Approved all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Majura Road and Parkway - tentative maintenance programme	2018-19 Near Lime Kiln Road	Routine Maintenance	0.20	0.20	-	-	0.20	-	-
Total			0.20	0.20	-	-	0.20	-	-

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

2017-18 approved	(\$m)	4.40
2018-19 indicative	(\$m)	2.80
2019-20 indicative	(\$m)	1.80
2020-21 indicative	(\$m)	0.70
Total	(\$m)	9.70

Monaro Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	ACT Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Approved all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Bridge Strengthening	2019-20 Between Antill Street and ACT/NSW Border	Bridge strengthening to meet SM1600	4.10	2.05	2.05	2.30	1.80	-	-
Monaro Highway	Early Planning	Production of a long-term Corridor Strategy	2.00	1.00	1.00	-	1.00	1.00	-
Monaro Highway - tentative maintenance programme	2017-18 Various Sections 2018-19 N/A 2019-20 Between Hindmarsh Drive and Lanyon Drive 2020-21 Various Sections	Routine Maintenance	3.60	3.60	-	2.10	-	0.80	0.70
Total			9.70	6.65	3.05	4.40	2.80	1.80	0.70