

Council Plan 2021-2023, Aligns to the Strategic Focus Area 2: Live. Access. Connect.
Strategic Focus Area 3: Protect. Enhance. Adopt. Strategic Focus Area 6:
Accountable. Transparent. Responsible.

Roads and bridges





The opportunity: A safer, more resilient, road network

In October 2022 Strathbogie Shire was impacted by flooding which, in some areas, peaked above major flood levels.

More than 40 homes were inundated, the agricultural sector lost crops, feed and stock, and businesses across the region were shut down, some for the unforeseeable future.

Strathbogie Shire Council's road network was also significantly damaged.

Across our Shire we have 2210km of roads - 1465km unsealed and 748km sealed. On top of this there are 521 bridges and culverts to maintain.

Maintenance of this extensive road network is a significant ask, even when conditions are good.

With about 7500 ratepayers our ability to generate enough revenue to cover the actual costs to construct, maintain and upgrade roads and other assets is impossible without assistance from State and Federal governments.

We are a small rural shire and an asset-heavy level of government.

We manage our road maintenance responsibility prudently, considering the combined impacts of climatic conditions, rate capping and reduced government grants.

However, the continued lack of government investment in roads, maintenance, and infrastructure renewal, will have long-term impacts on the quality and safety of local roads across Strathbogie Shire

Recent flooding and ongoing wet weather have deteriorated road surfaces to a point where some sections are difficult to navigate without significant reductions in speed.



This is not just frustrating for our community; it is a safety concern.

There has been a large increase in pavement failures due to the rain penetrating the sealed surface.

The current cost of sealed road major patching works in our area can be between \$85 - \$125 per square meter depending on depth of pavement.

The unsealed road infrastructure consists of roads which have a 150mm layer of manufactured material, typically a class 3 crush rock, and some instances Non-Descript Crushed Rock (NDCR) which is widely used for sheeting.

Heavy rain and flooding have deteriorated these roads, and, in some instances, the whole road base has been washed away.

The current cost to lay and compact the material to the original condition is about \$65 per lineal meter laid at a 4.5m pavement width.

Before the floods we had 227.68km of road that had been affected by ongoing wet weather requiring a re-sheet, equating to \$14,799,070 to restore it back to the condition it was three years ago.

Post flooding, we estimate the damage bill could be three times this amount - reaching as high as \$50 million.

Council officers are working around the clock, yet we are not keeping up.

We've been forced to enact the force majeure clauses in our Road Management and Tree Management plans.

We simply cannot provide the service levels outlined in these plans.

Cover image.

From left to right:

Sam Birrell MP, the

Honourable Catherine

King MP, Minister

for Infrastructure,

Transport, Regional

Development and

Local Government,

and Strathbogie Shire

Mayor Laura Binks

1. Chapmans Road,

Boho South.

2. Kelvin View Road,

Kelvin View

3. Mt Bernard Lane,

Avenel

4. Mitchellstown Road,

Mitchellstown

5. Pontings Lane,

Bailieston

6. Senior Engineer Jeeva

Ali inspecting the road

flood damage

The opportunity: A future solution for Kirwans Bridge

The flood event also forced the closure of the historic Kirwans Bridge.

An engineers' report completed post flood has found the bridge is structurally compromised and not safe for use by vehicles.

The news has been devastating for the Kirwans Bridge community and users of the bridge. We know how important access across the bridge is to residents and visitors.

We're grateful that we've been working with a passionate group of residents, the Kirwans Bridge Community Panel, to identify the best long term solution for the bridge.

Through this work, two options had been identified for the future of the bridge and work is progressing to design and cost these options. The two options have been identified for the future of the bridge, are:

- A new replica bridge (with pedestrian and cycling access), or
- Extensive structural repairs and strengthening works to the current bridge.

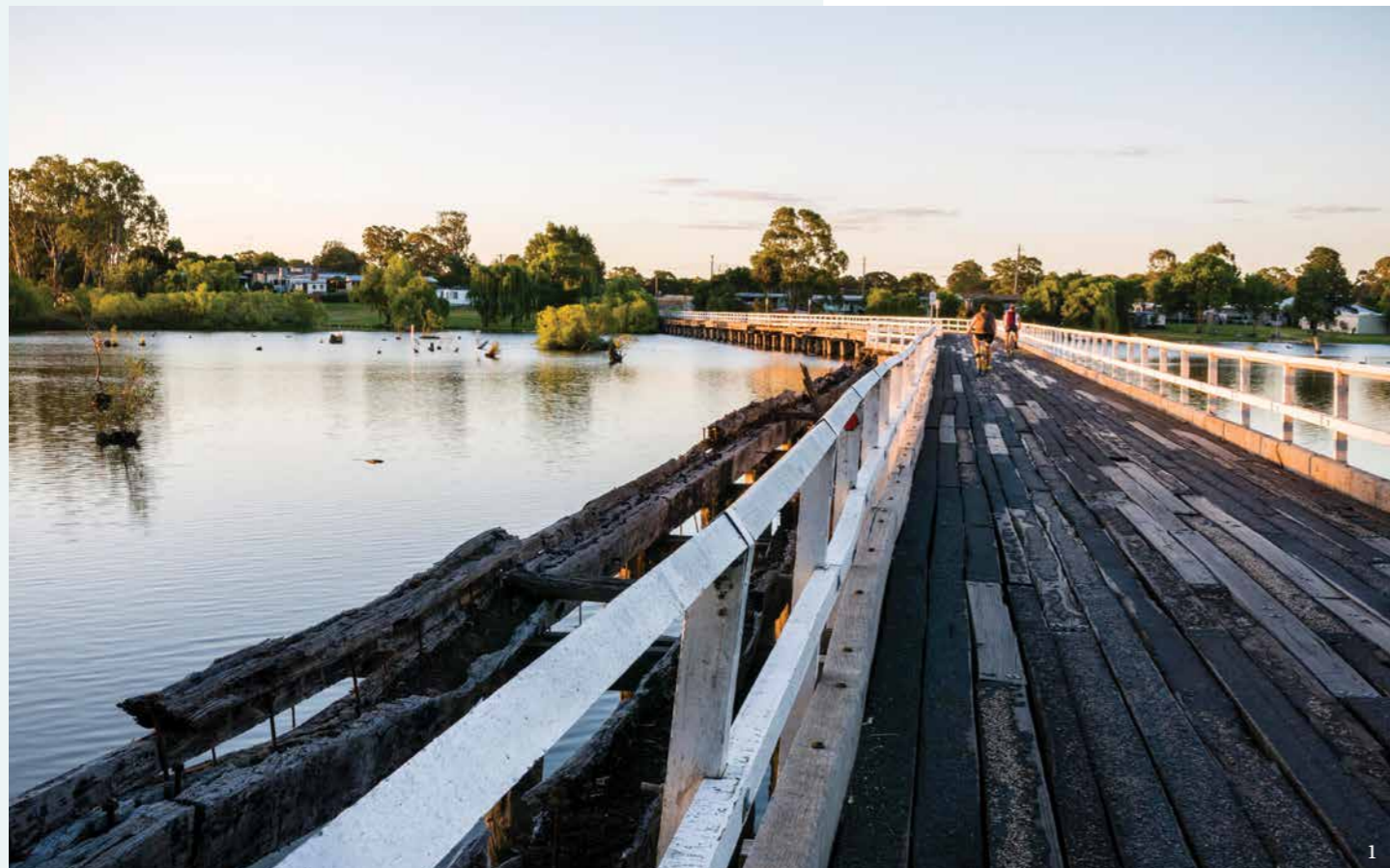
This work is well underway, and we will have cost and detailed designs in coming months. However, we cannot put forward this advocacy ask without putting government on notice - Kirwans Bridge needs your help!



2



3



1

The benefits:

Small rural Councils like ours cannot afford to upkeep the road network, which has been destroyed by rain and flood.

By providing funding opportunities for small rural shires to maintain and improve our road network we are making our roads safer for all users.

We are keen to implement constructive solutions that enhance the resilience of our road network and local bridges, but we need to ensure we have the funding to do this.

We want a safe, climate resilient road network for road users in our municipality.

We need a sustainable long term future for Kirwans Bridge.

1.&3. Kirwans Bridge

2. Road in Euroa

The ask:

One.

A review into ongoing funding for small rural shires to maintain and improve road networks

Two.

A commitment to improving funding for small rural shires to maintain their roads and bridges

Three.

Funding to implement solutions to enhance the resilience of the road network.

Four.

A funding commitment to deliver a solution for Kirwans Bridge that extends the bridge life by more than 50 years.