

4. ROAD SAFETY

Since approval of Gunlake's initial application MP07/0074 in 2008, the Primary Haulage Route has been upgraded on two occasions, firstly during construction of Ambrose Road in 2011 and more recently in Brayton and Ambrose Roads 2018. The latest upgrade, constructed in accordance with Austroads Guidelines for rural roads, was completed around the end of July 2018 however the roads had required resurfacing/resealing and patching a number of times up until then. Approx 15 months after completion of the upgrade, more resealing works were carried out during October/November 2019, (see Appendix 1).

There are numerous reports and assessments carried out by consultants for Gunlake modifications which repeatedly state that the condition of the Primary Haulage Route is both up to standards and can withstand volumes of traffic between 1,000 and 3,000 vehicles per day. In our opinion, it is obvious that the Primary Haulage Route **cannot** sustain the amount of traffic emanating from Gunlake Quarries at present yet alone any further increases in truck movements.

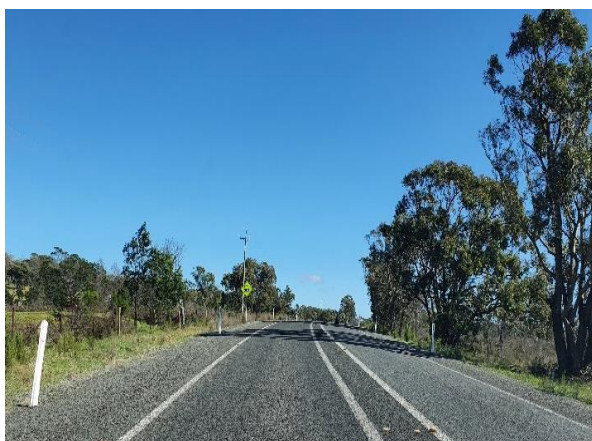
Item 5.4.1. Brayton Road, and item 5.4.2. Ambrose/Red Hills Road, extracted from the *Traffic Impact Statement* (007, App F, page 44) dated 23 September 2020 are false and, in our opinion, a deliberate attempt to mislead.

5.4.1 Brayton Road

Brayton Road (between the Gunlake quarry access and Marulan township) has been upgraded by Gunlake. The road is in excellent condition. No visual defects were identified during the site inspection. A comparison of existing Brayton Road conditions on the north and south of the Gunlake quarry access is provided in Plate 5.2.

Based on the current condition, no upgrades are required to Brayton Road along the Primary Transport Route.

Plate 5.2 Existing condition of Brayton Road (23 September 2020)



Along the transport route (between Gunlake quarry access and Marulan township)



Non-transport route (north of Gunlake quarry access)

The photo above and to the left is an extremely small snapshot of Brayton Road and is not reflective of the actual condition of the road. The photo above and to the right is what Brayton Road was like pre-Gunlake Quarries and has withstood decades of local traffic, farm vehicles, (including road registered tractors and stock carriers), haulage of construction goods for housing developments as well as haulage of heavy equipment for major projects such as the Marulan Gas Fired Power Station on Canyonleigh Road, Brayton, approx. 5 kms

further on from the Gunlake entrance, to name just a few. Since the Primary Haulage Route was upgraded and completed in 2018, there has been a series of minor and major road repairs to both Brayton Road and Ambrose Road, which will be substantiated by documentary and photographic evidence contained within this submission.

According to the *Road Safety Assessment (F.2, Table 2.3)*, a traffic volume survey was undertaken in June 2020.

"Data provided by Gunlake Quarries shows a daily average of 126 heavy vehicles leaving the quarry in the week of the survey. It is estimated on average an equivalent number of heavy vehicles entered the quarry that week."

If you were to compare the Brayton Road photo above labelled [Plate 5.2 Existing condition of Brayton Road \(23 September 2020\)](#) with the following selection of photos provided by ourselves taken in January 2021, after only an estimated daily average of **126 heavy vehicles** from Gunlake Quarry, you will see that EMM's assessment of '**excellent condition**' is far from the truth.



Photo #1 – Brayton Road damage – Jan 2021



Photo #2 – Brayton Road damage – Jan 2021



Photo #3 – Brayton Road damage – Jan 2021



Photo #4 – Brayton Road damage – Jan 2021



Photo #5 – Brayton Road damage – Jan 2021



Photo #6 – Brayton Road damage – Jan 2021



Photo #7 – Brayton Road damage – Jan 2021



Photo #8 – Brayton Road damage – Jan 2021

The difference between these photos and the one and only photo provided by EMM cannot be denied, and shows that the road was in serious need of further repairs. Once again, the following statement by EMM in the *Traffic Impact assessment* is false and again, in our opinion, a deliberate attempt to mislead:

5.4.2 Ambrose and Red Hills Road

'The site inspection indicated that the road is in good condition with no cracks or damage. Based on the current condition, no upgrades are required to Ambrose and Red Hills Road along the Primary Transport Route.'

Plate 2.6 below is an aerial photo and does not show the damage on the road surface as trucks cut the corner when turning left from Brayton Road into Ambrose Road.

Plate 2.6 Brayton Road/Ambrose Road intersection



Plate 2.3 below is a shot discreetly taken in order not to show any damage however it does give an indication of just how steep the road is and why so many loaded trucks have difficulty in climbing the hill, as indicated in Figure 4-7 of the *Road Safety Assessment (App F.2)* below.

Plate 2.3 Ambrose Road (looking west from Red Hills Road)

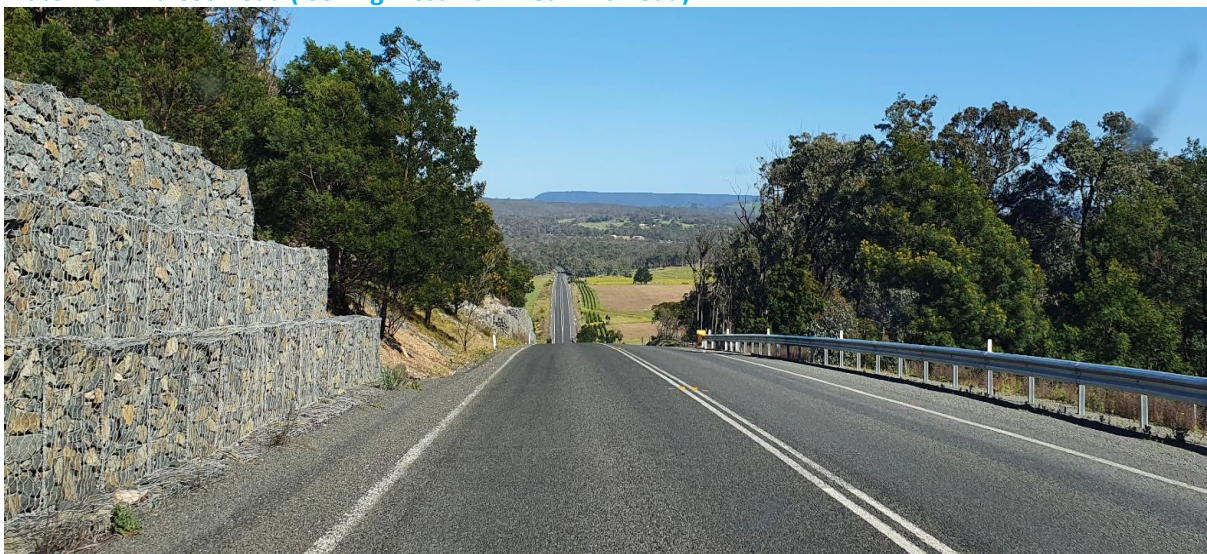
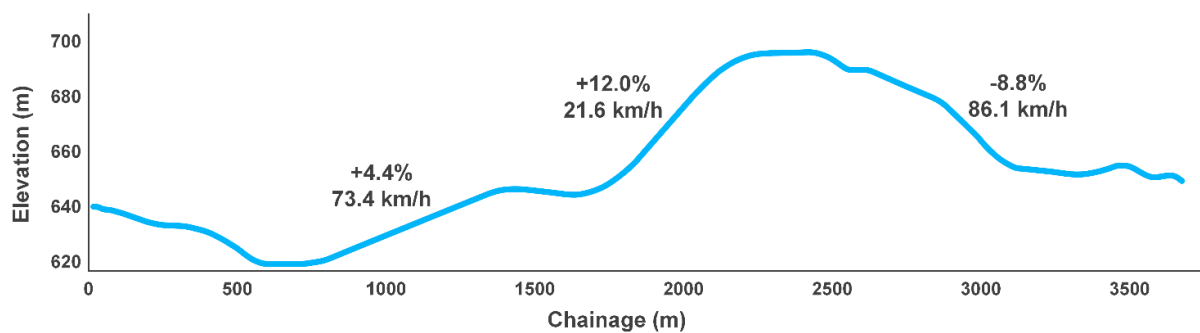


Figure 4-7 Ambrose Road and Red Hills Road gradient and average loaded haul truck speeds



A further selection of photos provided by ourselves taken in January 2021 clearly shows that Ambrose/Red Hill Roads did indeed have many cracks and damage and required further repairs and resealing.

Although photos #9 - #12 were taken in January 2021, the engineer's markings in white on the road, visible in some photos, were taken sometime around October/November 2020, one year on from the resealing programme.



Photo #9 – Ambrose Rd damage – Jan 2021



Photo #10 – Ambrose Rd damage – Jan 2021



Photo #11 – Ambrose Rd damage – Jan 2021



Photo #12 – Ambrose Rd damage – Jan 2021

As mentioned above, the white notations on the roads appear to be engineer's markings and seem to indicate the length and breadth of repairs required at each point. The Primary Haulage Route extends for approx. 8kms, (Brayton Road - 4.4kms plus Ambrose/Red Hills Road – 3.6kms) and we estimated that there were at least **771m x 5m of repairs to be made to the Primary Haulage Route**. This is a conservative estimate as it was not possible to identify all markings due to safety reasons. Even at that estimation, there was approx **3,839m² of necessary repairs**. This equates to around the size of three (3) Olympic swimming pools or about half the size of a rugby league football field.

As stated above, the Brayton Road section of the haulage route extends for 4.4kms and had an estimated **470m (or 2,350m²)** of damage to the road surface. Our road frontage is

approx. 1.3 kms in length, out of which an estimated **206m (or 1,030m²) was damaged and required repairs**, representing approx 44% of damage to the Brayton Road section of the Primary Haulage Route.

Broken road surfaces create an adverse noise impact on our residence due to banging of tailgates, etc from unloaded trucks but laden trucks produce a distinct noise akin to rolling thunder as they travel over each length of damaged surface. These noises are particularly noticeable during the night and so loud that we can be jolted awake multiple times causing severe sleep disturbance.

Yet, the road surface of the primary haulage route continues to deteriorate. Although some minor repairs had been carried out, in as much as some potholes being filled and the fog lines along the shoulders repainted, the majority of the pavement remained in poor condition. Patching may have gone some way to alleviating the road safety issue however it was extremely short-lived. Photos taken on 18 April 2021 clearly show how much deterioration had re-occurred in a matter of weeks. (See before and after photos #13 and #14 below).



Brayton Road_Photo #13_26Jan2021 (Before)

Brayton Road_Photo#14_18Apr2021 (After)

There was also one location along our road frontage where the surface was in such poor condition that when drivers cannot avoid the damage, the trailers of the trucks appear to tilt downwards towards the shoulder of the road due to the depth of the rut. These occurrences were becoming more frequent as the surface worsened and was clearly noticeable, particularly when drivers approached the damaged section at speed. This was also a very dangerous situation due to the narrowness of the lane, the narrow shoulder and close proximity to the guard rail. (See photo #15).



Brayton Road_Photo #15_ deep rut close to guard rail. _18Apr2021

Apart from the increase in cumulative noise impacts from truck tailgates banging and vehicles rumbling over long sections of broken and uneven surfaces, around 300m or more, encompassing both sides of the road, there is an escalating problem with trucks avoiding the damaged sections along the shoulder and riding the centre line instead. This is an extremely dangerous practice particularly during times of adverse weather conditions, i.e fog and mist. (See photos #16 and #17 below).



Brayton Road_Photos #16 and #17_Damaged sections after patching_18Apr21

All of these, and more, sections of damaged road have a substantial noise impact on our residence which is only metres away from the road. (See photo #18 below).



Photo #18_Example of damage close to residence_18Apr21

However, as mentioned earlier, rehabilitation of the Primary Haulage Route is ongoing. On 19 April 2021, roadworks commenced on damaged sections of the Primary Haulage Route outlined in photos provided previously above. Judging by the heavy equipment being used, these works cannot be described as simple patching of potholes but rather large-scale rehabilitation works of the pavement. (Please see photos #19 to #22 below).



Photo#19 – Brayton Road_April 2021



Photo#20 – Brayton Road_April 2021



Photo #21 – Brayton Road_April 2021



Photo #22 – Brayton Road_April 2021

As at 21 April 2021, sections of Brayton Road, commencing at the Gunlake Quarries entrance and continuing on past the southern-most boundary of our road frontage, had been taken up and replaced with new road base. Work spanning two (2) working days had been devoted to our road frontage alone, with only one lane having been completed. (See photos #23-#25 below).



Photo #23_Brayton Road rehabilitation works_as at 21April2021



Photo #24_Brayton Road rehabilitation works_as at 21April2021



Photo #25_Brayton Road rehabilitation works_as at 21April2021

The above photos are further evidence that the primary haulage route is not sustainable for the amount of heavy vehicle traffic currently approved for Gunlake Quarries. The photos are also further evidence that the road was neither in 'excellent' nor 'good' condition as claimed in the EMM Traffic Impact Assessment dated November 2020.

We also feel vindicated that statements we have made within our submissions in relation to this matter have been proven true and accurate, otherwise this scale of rehabilitation works would not have been warranted.

Further to this, at the Goulburn Mulwaree Council meeting held on 2 February 2021 representatives of Gunlake Quarries addressed the Council in relation to the Gunlake Quarries Extension – Trucking Increase (LEC2020/327172). The need for further repairs and upgrades of the haulage route were considered 'onerous' by the Gunlake Quarries Community and Stakeholder Engagement Officer who declared that the roads were among the 'safest and best funded' in the LGA. If this is indeed the case, then why are these repairs repeatedly necessary, particularly considering the roads were only upgraded, resealed and completed in August 2018. Brayton and Ambrose Roads are far from being the safest roads, but not only that, how many roads in the LGA have required this amount of maintenance **in under 3 years**, or even other parts of NSW, for that matter?

The need for ongoing rehabilitation works questions the assessment by David McTiernan of the Australian Roads Research Board (ARRB) that the road is designed to service between 1,000 and 3,000 vehicles/day. We dispute this assessment of the road as clearly it cannot cope with the amount of heavy traffic currently using it. Any further increases to truck movements would only exacerbate the situation and generate damage to a greater extent and with added frequency.

We also believe the financial drain on Goulburn Mulwaree Council ratepayer funds is outrageous. The statements made by the Community and Stakeholder Engagement Officer that the road is the 'best funded' and the amount of s.94 contributions made by Gunlake Quarries means the Council 'won't have to put their hand in their pocket' are undoubtedly exaggerated. The s.94 contributions disclosed in 2019/2020 Gunlake Quarry Annual Review were stated as **\$219,904.33**, as per below. No data for FYs 2018/2019 and 2020/2021 is available to include in this submission.

4.2.2 Council Contributions

*Gunlake paid Goulburn Mulwaree Council a S94 contribution of **\$219,904.33** during the reporting period. This S94 contribution is for maintenance of the Council roads on the Primary and Secondary transport routes.*

(Gunlake Quarry Annual Review 2019/2020, page 9).

According to the Goulburn Mulwaree Council Annual Report 2018/2019, Road Management the cost of repairs and maintenance to Brayton Road and Ambrose Road, totalled **\$344,128.25**. (Appendix 2). Additionally, according to Council's Annual Report 2019/2020, Road Management, the repairs totalled **\$481,400.47**, and the Council's Annual Report 2020/2021, Road Management, the repairs totalled **\$254,306.00**. (Appendix 3),

Overall, the cost of road repairs for the financial years 2018/2019, 2019/2020 and 2020/2021 totalled the staggering amount of **\$1,079,834.72** which, it would seem, far exceeds any contributions made by Gunlake Quarries in s.94 contributions over that period, particularly as the COVID.19 pandemic has had a huge impact on the construction industry the last 2 years.

Whether Gunlake representatives intentionally or unintentionally misinformed the meeting from the Public Forum on 2 February 2021, it was clear from comments made by Councillors, that the revenue derived from Gunlake's s.94 contributions is considered a significant boost to the Council's coffers. Judging by the amount spent on repairs and maintenance of the roads, as stated above, clearly this is not the case. In actual terms, the shortfall in recuperation has cost the GMC LGA ratepayers somewhere in the region of \$500,000, or \$20 per capita, over a period of 3 years alone.

The primary haulage route has remained in an ongoing state of disrepair, no sooner was it upgraded that it required patching, then resealing in October/November 2019, and more patching over and over again. Given the history and number of repairs and maintenance to the primary haulage route, we believed that the rehabilitation works carried out in April 2021 would also be short-lived. We were convinced that additional works would be required, once again, far sooner than expected as has been the case, not just in the past 3 years, but ever since operations at Gunlake Quarries commenced in 2007. As predicted, further roadworks are required to repair even more damage to the pavement, as per photos #26 to # below taken in October 2021.



Photo #26 – Brayton Road_Oct 2021



Photo #27 – Brayton Road_Oct 2021

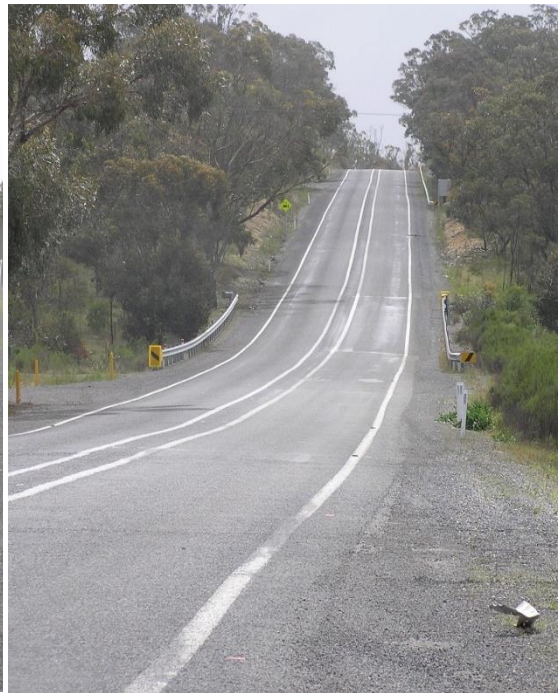


Photo #28 – Brayton Road_Oct 2021



Photo #29 – Brayton Road_Oct 2021



Photo #30 – Brayton Road_Oct 2021

Photo #31 – Brayton Road_Oct 2021



Photo #32 – Brayton Road_Oct 2021



Photo #33 – Corrugation (evident in fog line) along length of Brayton Road producing rolling ‘thunder-like’ noise_Oct 2021



Photo #34 – Approach to Brayton Road/Ambrose Road intersection – opposite residential subdivision_Oct2021



Photo #35 – Brayton Road/Ambrose Road intersection_Oct 2021



Photo #36 – Brayton Road/Ambrose Road intersection_Oct 2021



Photo #37 – Approach to narrow bridge_Ambrose Road (East) and approach to Ambrose Road/Brayton Road intersection _Oct 2021



Photo #37 – Large pothole – Ambrose Road (Red Hills Road) approach to Hume Highway_Oct 2021

This constant damage to the roads' pavement lends further justification to the need for a transport options review which, in our opinion, ought to be carried out prior to any increases in truck movements to what has already been approved. Apart from the ongoing need to repair damage, there are aspects to the Primary Haulage Route that are quite dangerous, such as blind crests, tight bends, floodways and narrowing of the road over culverts. An example of some of the many warning signs appear in photos below:



Photo #38 – Warning sign approaching a bend on Brayton Road



Photo #39 – Flood warning sign and depth indicator on Ambrose Road

Brayton Road is also a dedicated school bus route with several pick-up spots along its length and signs have been installed at appropriate points warning motorists to take care. This is quite normal and common however what could not be considered at all normal is the installation of **'No overtaking on double lines'**. (See photos #40 - #42 below). It appears impatience on the part of some motorists may be the reason for the number of times we observe trucks being overtaken. The need to advise motorists of a fundamental road traffic rule is beyond belief and only accentuates the risks associated with travelling along both Brayton and Ambrose Roads. Reducing the speed limit to 80km/h for all vehicles may go some way to raising the level of safety nevertheless, we fear that reducing the speed limit is unlikely to be heeded by the few reckless drivers that also appear to take no notice of 'no overtaking on double lines'. Should the Continuation Project be approved allowing 750 truck movements per day, with an estimation of 40 trucks being loaded per hour at times, this would mean there could be **one truck every 45 seconds** on the road. The potential for a major traffic incident occurring as a result of quarry trucks in convoy, is quite alarming. As you can see from the photos, there is very little room for error and in some places, absolutely **NOWHERE TO GO** to avoid a collision in the event of an oncoming vehicle being on the wrong side of the road.



Photos #40 and #41 – 'No overtaking on double lines' signs on Brayton Road



Photo #42 – 'No overtaking on double lines' sign on Ambrose Road

Yet, all this is not the only danger associated with Ambrose Road. At a number of vantage points on our property and from our residence we have observed fully laden trucks stall on the steep approach to Red Hills Road. I believe this is due to the driver missing his gear and having to stop, reverse back and restart the climb. This is an incredibly dangerous situation at the best of times when vision for approaching drivers is clear however during times of mist or fog, which occur quite frequently in the Southern Highlands, vision can be reduced considerably.

According to Elton Consulting, who were engaged to develop the Urban & Fringe Housing Strategy for Goulburn Mulwaree Council, the following key issue was presented in the report:

"The Haulage route along Brayton Road – Ambrose Road – Red Hills Road – Hume Highway is heavily used by trucks servicing Gunlake Quarry. Due to the steep slope the trucks generate significant noise and require a 'run up' to reach the top of the hill near the Hume Highway. It is not recommended that local residential traffic use this route. Access to residential lots should be from the south, with no direct access to the Ambrose Road – Red Hills Road – Hume Highway route."

This comment reinforces the fears many locals have regarding Ambrose Road and although a climbing lane might go some way to providing a modicum of assurance for both truck drivers and other vehicles, it is unlikely that a dedicated '**slow vehicles**' lane would ever completely eliminate the potential for a major traffic incident. This potential danger is increased when trucks travel in convoy, as they so often do, and would be more frequent if the application for increased truck movements is approved. An example of a dangerous situation, (or near miss) is recorded below:

Truck Breakdown – Ambrose Road – 11 March 2021

At approximately 12pm, 11 March 2021, it was observed from Brayton Road, that a quarry truck, which was about halfway up Ambrose Road hill, appeared to be stationary. Behind this was another quarry truck, also stationary, with very little distance between the two. Also observed was a ute near the first truck however, shortly afterwards, the truck at the rear had moved on. (Please see photo #1 below). As you will see in photo #2, the broken-down truck appears to have attempted to reverse downhill however the trailer 'jack-knifed' across the centre line resulting in partially blocking the westbound lane.

At the crest of the hill on the side of the lane heading west, ie. downhill, was a person wearing orange fluoro PPE, possibly conducting traffic management and allowing vehicles to continue to use the road both outbound and inbound. We assessed that this course of action was neither adequate, nor indeed, safe, at which point we decided to phone for assistance from Goulburn Police. A further assessment by Hume Command deemed that attendance by the Highway Patrol may be warranted and a car/s dispatched to the scene.

As events unfolded and before police assistance arrived, not only were trucks and other traffic being allowed to continue to use Ambrose Road, but also, at one point, two quarry trucks passed the broken-down truck, in tandem. (Please see photos #3 and #4). We are aware that in the past the dangers of quarry trucks using the primary haulage route, in particular Ambrose Road, have been dismissed by Gunlake representatives as being of little consequence and even non-existent. We can assure you that this is certainly not the case, as the attached photos show. This particular incident cannot be denied by Gunlake as their involvement was clearly obvious, including Gunlake-owned quarry trucks, (see photo #5) and, in our opinion, ought not to have been attended to by Gunlake staff alone. The fact that the call for police assistance was left up

to members of the public such as ourselves, and not Gunlake managers, leaves their traffic management plan sorely lacking and open to question. A safer option would have been to divert traffic temporarily through the village however this would have alerted residents to a situation Gunlake may have wanted to keep in-house.

At around 2:20pm, after some mechanical assistance was rendered to the truck (see photo #6), it was able to be moved uphill towards the highway. The road was then clear and traffic once again flowed freely. A phone call and subsequent report of the above situation was forwarded to Goulburn Mulwaree Council Director of Planning and Environment, in order that Council be kept abreast of such occurrences as they happen. We decided that photographic evidence would also assist in supporting our concerns surrounding the safety issues associated with the primary haulage route.

We are of the opinion that this haulage route can no longer be passed off as being in accordance with Ausroad guidelines and even better than what is required, as some Councillors seem to believe. Our concerns, and those of other residents who echo them, are not alarmist but real. This incident may have been inconvenient for those accessing Ambrose Road but the safety of quarry truck drivers and other road users ought to be paramount in everybody's mind. On a positive note, at least it was daytime and not night, and visibility was clear, not at a time of adverse weather conditions such as fog or mist.



Photo #1 _Truck breakdown_Ambrose Road_11Mar21



Photo #2 _Truck breakdown_Ambrose Road_11Mar21



Photo #3_Truck breakdown_Ambrose Road_11Mar21



Photo #4_Truck breakdown_Ambrose Road_11Mar21



Photo #5_Truck breakdown_Ambrose Road_11Mar21



Photo #6_Truck Breakdown_Ambrose Road_11Mar21

Since this breakdown, another truck and trailer was observed being towed away by a large retriever tow truck at approx. 8am on 13 October 2021. We estimate that the breakdown must have occurred sometime during the early hours of the morning and once again, grateful that it happened on a day of no mist or fog.

In our opinion, the future of the Primary Haulage Route is untenable. Even with another complete overhaul and upgrade of the roads, there is no guarantee that the previously mentioned safety issues would be resolved.

In addition to ongoing repairs to the Primary Haulage Route, repairs to the intersection of Brayton Road/Stoney Creek Road/Maclura Drive, which is located on the Secondary Haulage Route, have been carried out and completed this date, 3 November 2021. This intersection has only recently received new kerb and guttering, so for repairs to be required on this corner so soon afterwards could only be attributed to quarry trucks.

On another note, if a further upgrade to the Primary Haulage Route was to be implemented, there would need to be significant changes to our road frontage, once again. As it is, in order to accommodate upgrades already undertaken, the height of the road has been raised by around 1.2m and has impacted on our property entrance. These alterations have caused us to relocate our roadside mail box so that the Australia Post contractor can deliver our mail more safely. The height of the road has also led to a steeper gradient on our driveway causing considerable erosion whilst the crash barriers, although a necessary safety component of the works, has created a visibility issue.

Apart from the obvious cost to carry out further repairs, maintenance and/or upgrades to the haulage route, the inconvenience caused to residents who live or travel along the route, is exasperating and frustrating. To say that another widening of the road, narrow bridges and culverts will achieve the end result required to make the road safer and give the pavement at least a 10-year life span, is debatable.

Appendix 1 – Road Resealing Works_November 2019



Goulburn Mulwaree Council
Locked Bag 22
Goulburn NSW 2580

Civic Centre
184 - 194 Bourke Street
Goulburn NSW 2580
t (02) 4823 4444
e council@goulburn.nsw.gov.au
www.goulburn.nsw.gov.au

Contact: Martin Wragge-Morley
Reference: JP:CB:FB

15 October 2019

To the Resident
Goulburn NSW 2580

Dear Sir/Madam,

Resealing Works – Brayton Road

Goulburn Mulwaree Council will be carrying out bitumen resealing work on Brayton Road, as part of the Road Resealing Programme for 2019/2020.

This work is intended to extend the life of the road and is scheduled to commence on Wednesday 23 October 2019. Traffic control measurements will be in place, to maintain traffic flow.

Works are expected to be concluded by Friday 8 November 2019, weather permitting. Whilst measures will be taken to minimise any inconvenience, your patience and cooperation will be appreciated during the work.

If you experience any issues during the work please do not hesitate to contact Chris Brassel, Contract Supervisor and Inspection Officer, on 4823 4818.

Please display this letter for all of your household to see.

Yours faithfully,

A blue ink signature of James Phan.

James Phan
Construction Engineer

Appendix 2 – Goulburn Mulwaree Council Road Management reports 2018/2019

Goulburn Mulwaree Council Annual Report 2018-2019

Road Management

Category	Capital Budget Category	Description	Amount
Regional - RURAL	Black Spot Program - Highlands Way	1617 BLACK SPOT PROGRAM - CO - Black Spot Program - Highlands Way	\$120,134.79
Regional - RURAL	Black Spot Program - Highlands Way	18 BLACK SPOT PROGRAM - Black Spot Program - Highlands Way	\$565,806.76
URBAN	Blackspot - Roundabout	Bradley - Cowper Roundabout	\$283,394.84
RURAL	Bridge Replacement	Nadgigomar Bridge	\$1,193,037.67
RURAL	Bridge Replacement	Nadgigomar Bridge Approach Road Realignment	\$467,496.00
URBAN	Bus Shelters Renewal	Clifford St/Auburn St - Bus Shelter	\$11,330.91
URBAN	Drainage	Church St Roundabout near Cathedral Church	\$31,991.65
URBAN	Drainage	Slocombe St - Loder-Stewart Sts	\$228,980.37
RURAL	Fatal Crash Response - Flashing Signs	Oallen Ford Road near Bridge over Shoalhaven River	\$73,709.61
URBAN	Footpath	Addison St (Rhoda St to Duke St) New	\$12,863.32
URBAN	Footpath	Addison St (Deccan-College) Renewal	\$2,713.96
URBAN	Footpath	Auburn St (Citizen - Shepherd) Renewal	\$65,774.89
URBAN	Footpath	Auburn St (Glebe - Walker) Renewal	\$18,904.91
URBAN	Footpath	Auburn St (Mundy- Eldon) Renewal	\$14,004.22
URBAN	Footpath	Auburn St (Walker-Mundy) Renewal	\$12,276.00
URBAN	Footpath	Mundy St (Sloane-Auburn) Renewal	\$13,327.62
RURAL	Gravel Resheeting	Bulls Pit Road	\$116,492.79
RURAL	Gravel Resheeting	Carrick Road	\$135,841.50
RURAL	Gravel Resheeting	Mayfield Road	\$174,022.18
RURAL	Gravel Resheeting	Old Wingello Road	\$16,109.71
URBAN	Guardrails	Bridge St (40 m)	\$1,780.19
URBAN	Guardrails	Old Sydney Rd North (60 m)	\$16,190.00
RURAL	Guardrails	Windellama Road @ 613 (185 m) (Westside)	\$38,909.12
RURAL	Gunlake Sec 94 - Ambrose Rd - Rural Resealing	Ambrose Rd - Reseal - Gunlake Sec 94	\$28,220.56

Page 17 of 91

Goulburn Mulwaree Council Annual Report 2018 - 2019

Category	Capital Budget Category	Description	Amount
RURAL	Gunlake Sec 94 - Ambrose Rd - Rural Road Rehabilitation	Ambrose Rd - Heavy Patch - Gunlake S94	\$141,342.51
RURAL	Gunlake Sec 94 - Brayton Rd - Rural Resealing	Brayton Rd - Reseal - Gunlake Sec 94	\$106,700.99
RURAL	Gunlake Sec 94 - Brayton Rd - Rural Road Rehabilitation	Brayton Rd - Heavy Patch - Gunlake Sec 94	\$67,864.19
URBAN	Kerb & Gutter	Bourke/Verner Roundabout stencilling	\$28,044.39
URBAN	Kerb & Gutter	K&G Auburn St - Citizen to Shepherd 300 m Renewal	\$76,764.42
URBAN	Kerb & Gutter	K&G Foster St Renewal	\$21,708.64
URBAN	Kerb & Gutter	K&G Marsden St Renewal	\$36,877.52
URBAN	Kerb & Gutter	K&G Memorial Rd New	\$83,878.28
URBAN	Kerb & Gutter	K&G Ruby St Renewal	\$6,150.00
URBAN	Kerb & Gutter	Opal St Renewal	\$26,167.36
RURAL	NSW Safer Roads - Flashing Signs	Windellama road near school	\$11,608.08
Regional - RURAL	Regional Road Block Grant - Highland Way - Guardrails	Highland Way Guardrails 9.4615 to 9.6705 W	\$28,049.55
Regional - RURAL	Regional Road Block Grant - Highland Way - Guardrails	Highland Way Guardrails 9.6075 to 9.6705 E	\$30,580.00
Regional - RURAL	Regional Road Block Grant - Highland Way - Regional Road Resealing	Highlands way 11.078 to 13.37 km	\$7,065.43
Regional - RURAL	Regional Road Block Grant - Highland Way - Regional Road Widening	Highland Way 12.677 to 13.3 km	\$152,769.50
Regional - RURAL	Regional Road Block Grant - Taralga Road - Guardrails	Taralga Rd Rural Add 508 GMCf	\$49,545.82
Regional - URBAN	Regional Road Block Grant - Taralga Road - Regional Road Rehabilitation	Taralga (Willmot St) On south bound	\$3,922.55
Regional - URBAN	Regional Road Block Grant - Taralga Road - Regional Road Rehabilitation	Urban Roads - Regional - Capital - Rehab Taralga (Chantry St) At Murac St intersection	\$17,163.70
Regional - RURAL	Regional Road Block Grant - Taralga Road - Regional Road Resealing	Taralga Rd - 12.979 to 15.347	\$77,774.88
Regional - RURAL	Regional Road Block Grant - Taralga Road - Regional Road Resealing	Taralga Rd	\$6,175.35

Page 18 of 91

Appendix 3 – Goulburn Mulwaree Council – Road Management report 2019/2020

Goulburn Mulwaree Council Annual Report 2019-2020

Category	Capital Budget Category	Description	Amount
RURAL	RURAL ROAD WIDENING	Range Rd Widening CO	\$4,031.03
REGIONAL	RURAL ROAD WIDENING	Sh Widening Highlands Way 12.677 to 13.3	\$5,282.50
REGIONAL	Resurfacing	Reseal Taralga Rd - 0.887 to 1.167	\$4,000.00
REGIONAL	Resurfacing	Reseal Taralga Rd - 12.979 to 15.347	\$30,403.66
RURAL	Resurfacing	Sandy Point Rd 11.943-12.643 Reseal/Line	\$1,797.26
RURAL	Resurfacing	Windellama Rd 11.773-12.773 Reseal/Linem	\$1,017.64
RURAL	Resurfacing	Funds unallocated Reseal/Linemarking	\$2,200.00
RURAL	RURAL ROAD Rehabilitation and Widening	Gurrundah Rd Rehabilitation	\$3,126.16
RURAL	RURAL ROAD WIDENING (CO)	Range Rd FCR Construction (G)	\$1,584,929.04
RURAL - S94	Resurfacing	RHL Brayton Rd Reseal - Gunlake Sec 94	\$305,631.17
RURAL - S94	Resurfacing	RHL Ambrose Rd Reseal - Gunlake Sec 94	\$139,771.38
RURAL - S94	RURAL ROAD Rehabilitation	RHL Jerrara Rd - MultiQuip Sec94	\$944,283.50
RURAL - S94	RURAL ROAD Rehabilitation	RHL Lumley Rd - Hi Quality Sec94	\$102,348.35
RURAL - S94	RURAL ROAD Rehabilitation	RHL Oallen Ford Rd - MultiQuip Sec 94	\$201,199.50
RURAL - S94	RURAL ROAD Rehabilitation	RHL Sth Marulan - Boral Sec 94	\$71,044.75
RURAL - S94	RURAL ROAD Rehabilitation	RHL Brayton Rd Heavy Patch - Gunlake Sec	\$10,271.66
RURAL - S94	RURAL ROAD Rehabilitation	RHL Ambrose Rd Heavy Patch - Gunlake S94	\$25,726.26
RURAL	Culvert Extension	Parkebourne/Gap Construct (G)	\$290,090.51
URBAN	Others	UR Con Pockley/Shannon Drive Link	\$17,892.78
URBAN	Others	UR Con Pockley/Shannon Dr - land Purchas	\$12,389.34
RURAL	RURAL ROAD Rehabilitation and Widening (CO)	Blackspot - Middle Arm Road (G)	\$508,791.30
RURAL	RURAL ROAD Rehabilitation and Widening	Range Rd FCR Construction (G)	\$1,840.36
RURAL - S94	RURAL ROAD Rehabilitation	RHL Collector Rd - Preliminaries	\$83,699.78
REGIONAL	RURAL ROAD WIDENING (CO)	1920 Taralga Rd - 6.5 to 10.6	\$212,621.92
RURAL	Traffic Furniture	Middle Arm Road	\$1,849.13
RURAL	Resurfacing	1920 Blakes Boul 0 - 858 Reseal	\$27,437.74
RURAL	Resurfacing	1920 Blakes Boul 858 - 2067 Reseal	\$29,848.23
RURAL	Resurfacing	1920 Mayfield Rd 6327 - 7327 Reseal	\$25,591.32

Page 17 of 102

Goulburn Mulwaree Council – Road Management report 2020/2021

Goulburn Mulwaree Council Annual Report 2020-2021

Category	Capital Budget Category	Project Description	Total
RURAL - S94	Rural Road Rehabilitation	RHL Jerrara Rd - MultiQuip Sec94	\$2,070.00
RURAL - S94	Rural Road Rehabilitation	RHL Lumley Rd - Hi Quality Sec94	\$11,714.54
RURAL - S94	Rural Road Rehabilitation	RHL Cullulla Rd - Hi Quality Sec 94	\$2,980.00
RURAL - S94	Rural Road Rehabilitation	RHL Collector Rd - Preliminaries	\$5,403.96
RURAL - S94	Rural Road Rehabilitation	RHL Collector Rd - Wearing Course	\$234,146.84
RURAL - S94	Rural Road Rehabilitation	RHL Cullulla Rd - Wearing Course	\$8,850.00
RURAL - S94	Rural Road Rehabilitation	RHL Cullulla Rd - Preliminaries	\$27,615.95
RURAL - S94	Rural Road Construction	RHL Collector Rd - Construction	\$341,060.77
RURAL - S94	Rural Road Rehabilitation	20-21 RHL Sth Marulan	\$101,404.51
RURAL - S94	Others	RHL Cullulla Rd - Other	\$70,443.44
RURAL - S94	Rural Road Rehabilitation	RHL Brayton Rd - Gunlake Sec 94	\$132,190.39
RURAL - S94	Rural Road Rehabilitation	RHL Ambrose Rd - Gunlake Sec 94	\$122,115.61
RURAL - S94	Rural Road Rehabilitation	RHL - Jerrara Road MultiQuip Sec94	\$52,521.82
RURAL - S94	Rural Road Rehabilitation	RHL Sth Marulan - Boral Sec 94	\$101,404.51
RURAL	Rural Road Construction	Carrick Road - Sealing Design (G)	\$38,226.18
RURAL	Rural Road Construction	Carrick Road Sealing - PM (G)	\$17,801.87
RURAL	Rural Road Construction	Carrick Road Sealing - Bulk Earth (G)	\$100,111.25
RURAL	Rural Road Construction	Carrick Road Sealing - Drainage/SW(G)	\$14,529.99
RURAL	Rural Road Construction	Carrick Road Sealing - Pavement (G)	\$121,619.13
RURAL	Rural Road Construction	Mountain Ash Rd Bulk Earthworks - 19/20 (G)	\$17,851.07
RURAL	Rural Road Construction	Mountain Ash Rd Drainage/Stormwater-19/20 (G)	\$198,159.38

Page 17 of 102