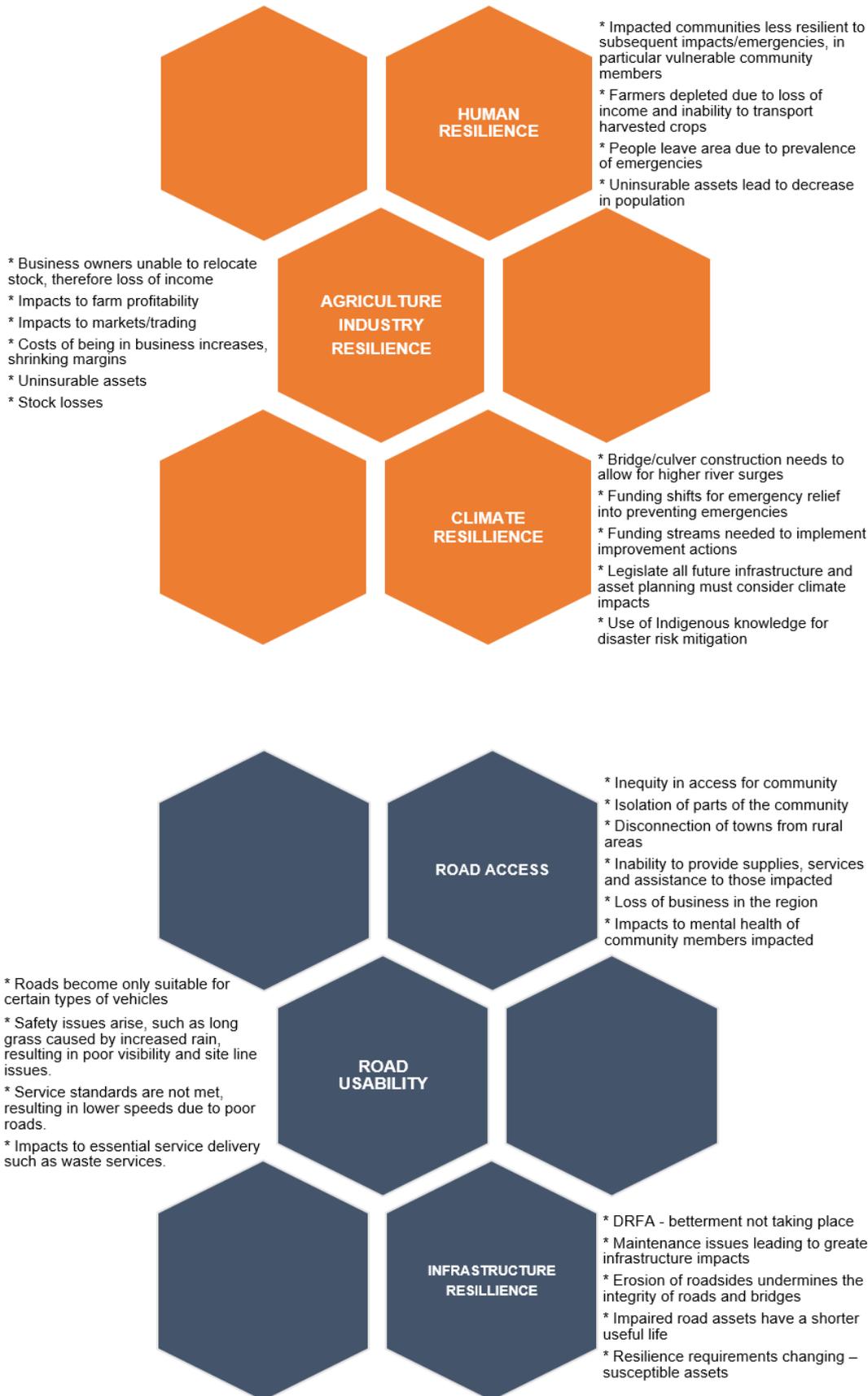
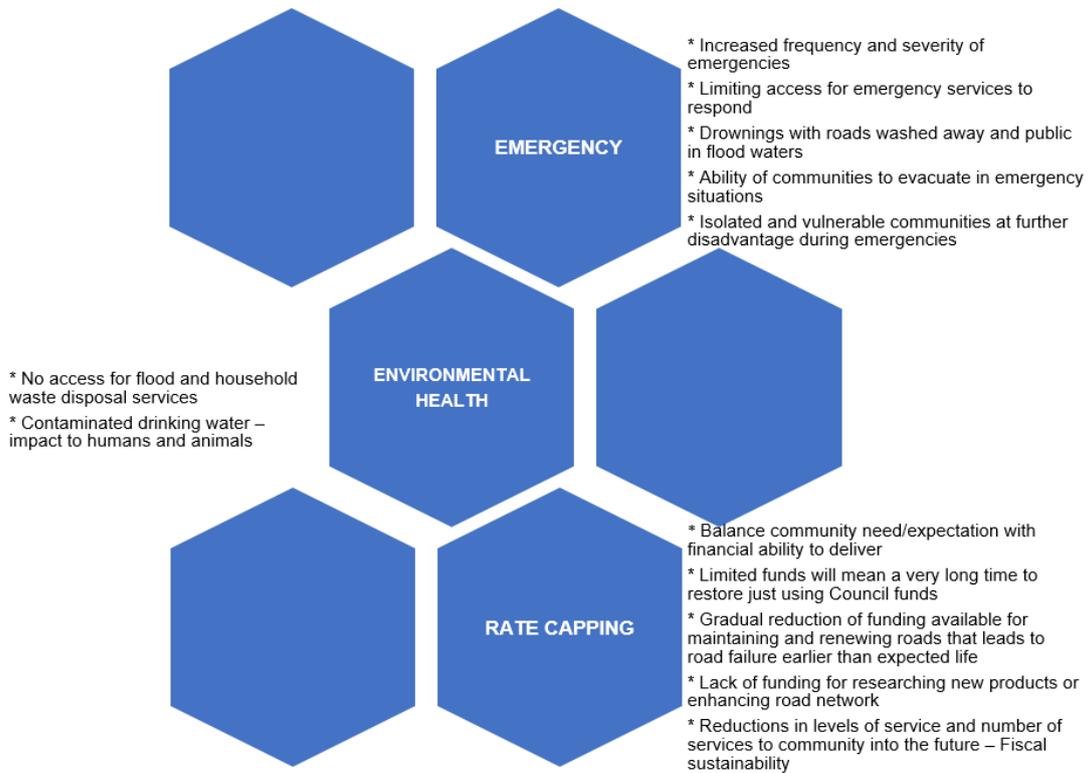
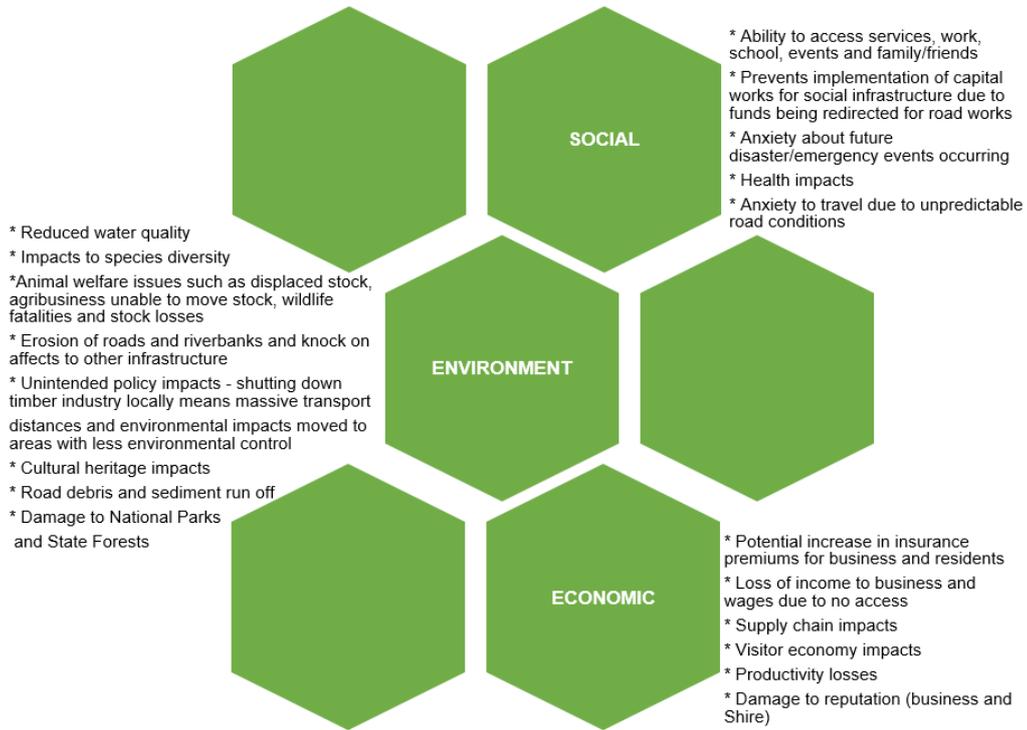


OFFICIAL

Attachment 1 – Whole of community impacts



OFFICIAL



ADVOCACY PRIORITY

Increased Funding for Roads in Murrindindi Shire

Priority	What is needed?
<p>Increased Funding for Roads in Murrindindi Shire</p> <p>Our recent Road Trauma Study 2022 identified a number of alarming statistics regarding the safety of roads in Murrindindi Shire.</p> <p>Around 30% of our road network is predicted to be in Poor condition at some point during the next 10 years.</p>	<p>\$100 million to modernise Council’s Road Network over the next 10 years, including</p> <ul style="list-style-type: none"> • Sealing intersections where they meet with Arterial roads, Link roads and Collector roads. • Sealing upgrades for all Link and Collector roads, as well as urban access roads • Realignment of all Y intersections remaining within Council’s road network • Proactive road safety programs, based on RSA’s completed and priority lists

Introduction

Murrindindi Shire Council maintains 1210 km of roads, with approximately 490 km of sealed road and 720 km of unsealed road.

Roads provide vital transportation services for our residents and our visitors. Roads allow people to access essential services and businesses, and allow visitors to explore everything that Murrindindi Shire has to offer.

Accessible roads are vital for the health and wellbeing of our community and are critical during emergencies.

Background

This year we conducted a Road Trauma Study, together with Strathbogie Shire Council, which identified a number of alarming statistics regarding the safety of roads in Murrindindi Shire.

Sadly, the Study found that from 2010 – 2019, Murrindindi Shire had the highest number of road fatalities (49 deaths), which is significantly more than any other small rural shire in Victoria. Indigo Shire has the second highest number of road fatalities, with 29 deaths during the same period.

Murrindindi Shire also had the highest number of crashes (1068) during this period – almost double the number of crashes than that of Mansfield Shire, who had the second highest number of crashes (569). Of the 1069 crashes in our Shire:

- 55% of vehicle and 70% of motorcycle crashes occurred on Local Roads
- 92% of crashes occurred in rural areas
- 38% of vehicle and 55% of motorcycle crashes occurred on Local Unsealed Roads

Additionally, results from the Local Government Customer Satisfaction Survey indicate that ‘Roads’ are the worst performing measure for customer satisfaction in Murrindindi Shire. Around 30% of our road network is predicted to be in Poor condition at some point during the next 10 years.

Over the next 10 years, Council expects to spend \$77.1 million on maintenance of roads, \$61.49 million on renewal of roads and \$53.9 million on upgrade expansion and acquisition of new assets. Required asset renewal works, that cannot be funded, have the potential to pose a financial burden and reduce the standard of services we provide in the future.

We are spending more on maintenance than we should be, due to unsealed roads that have high maintenance needs. Sealing our roads will reduce our maintenance costs and allow funds to be used for other needs.

The Opportunity

We are seeking \$100 million from the Victorian and Commonwealth Government to support the modernisation of our road network over the next 10 years.

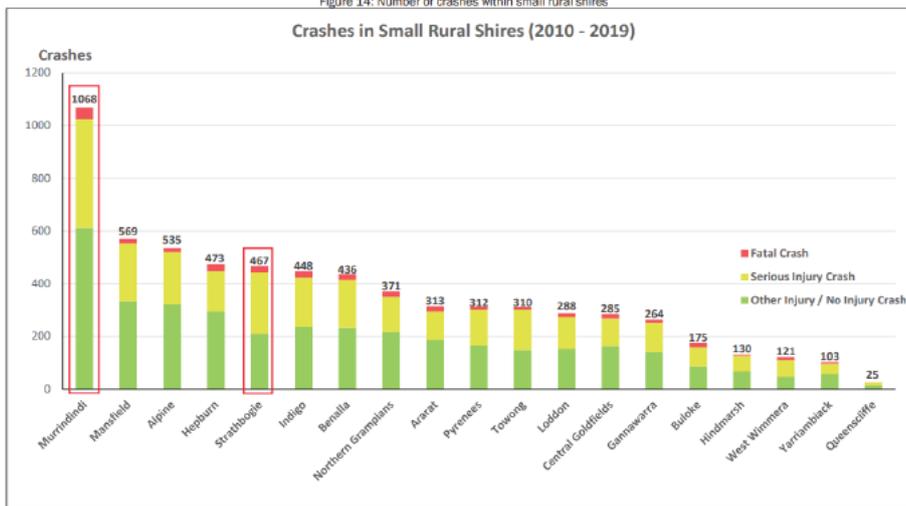
Modernisation will include:

- Sealing intersections where they meet with Arterial roads, Link roads and Collector roads.
- Sealing upgrades for all Link and Collector roads, as well as urban access roads which may remain currently unsealed
- Realignment of all Y intersections remaining within Council’s road network, starting with high priority roads based on hierarchy and traffic counts
- Proactive road safety programs, based on RSA’s completed and priority lists

We anticipate these works will cost Council approximately \$200 million to complete.

4.2 Total crashes over 10 years within small rural shires

Figure 14: Number of crashes within small rural shires



4.4 Total fatalities over 10 years within small rural shires

Figure 16: Total fatalities within small rural shires

