

**“Northern Growth Corridor”
Legume to Woodenbong – Mt Lindesay Road
Briefing Note, 16 June 2015**



Tenterfield Shire Council Infrastructure servicing a large Region, two States and a Significant Benefit for the Nation as a whole.

Mount Lindesay Road – Legume to Woodenbong (Length 42km)

Required funds to complete the project:

To fully address the safety audit undertaken of Mt Lindesay Road 2014, the road requires a total of \$23.3M (minimum) to realign/construct and renew the remaining sections of Mount Lindesay Road:

- **URGERNT PRIORITY** - Road to be **realigned, constructed & sealed for the entire length between Legume and Big Hill – the most difficult sections – Estimated Cost \$8.8m**
- The total allows for **two major road realignments inclusive of large bridges and land acquisitions** at Kooreelah and Big Hill respectively – **Estimated cost \$11.5M**
- **Road pavement to be rehabilitated** and sealed in two sections – **Estimated Cost \$3M**
- The total allows for the intersection of Mount Lindesay Road and Killarney Road at Legume to be upgraded to better accommodate heavy vehicles at this critical location on the road network.
- Council seeks **funding for 100%** of this project from State and Federal governments as a strategic freight route serving cross border business between Southern Downs and Northern Rivers.
- **Note:** In 2014, Tenterfield Shire Council secured a special grant of **\$2.38 million from the NSW Government conditional on Federal matched funding**. The \$2.38 million funding was allocated to facilitate the upgrade of three sections of Mount Lindesay Road, south of Woodenbong. This upgrade was completed in 2015. **No Federal Funding was matched for this work.**
- **The project continues to be “shovel ready”.**

Background:

- Mount Lindesay Road was originally the main highway link between Sydney and Brisbane before the upgrading of the existing New England Highway and Cunningham Highway over Cunningham's Gap in 1950.
- Mount Lindesay Road was **reclassified from 'State Highway' to 'Regional Road'** for the length from Tenterfield to Summerland Way in **1982**.
- It is a **strategic route** servicing interstate traffic from Southern Downs to the Northern Rivers currently with no direct benefit to Tenterfield Shire. The local governments benefitting are Kyogle, Richmond Valley, Clarence Valley and Lismore in **NSW, and in Qld** – Southern Downs, Scenic Rim and Toowoomba Regional Councils.
- Upgrade of the road will **support industries** in adjacent regions; the livestock industry (i.e. Casino Cooperative meatworks), grain, **freight distribution** efficiency and tourism leading to growth in the north of Tenterfield Shire and adjacent regions. The road is also a school bus route and mail run, and takes **20% heavy vehicles** including Woolworths and BigW distribution.

Current situation:

- **In 2014/15, Council committed in excess of \$1.1M to Mount Lindesay Road** (6% of Councils entire budget). Of this amount, \$147K is repayment of bridge loans, \$500K is the annual reconstruction commitment (rehabilitates around 1km of road), and \$200K is for reseals. The remaining amount is committed to planned and unplanned road maintenance.
- **In addition to planned Special Rates Variations**, assistance in terms of infrastructure costs needs to increase by **approximately \$1M / year** to be able to maintain the modest levels of service currently in place.
- **Council spent \$600,000 and received in 2014/15 \$2.38 million** from the NSW State Government towards reconstruction of **the most dangerous part** of the road **to stop having to close it** as assessed through the Road Safety Evaluation Audit of the Road in 2014.
- In 2014, Tenterfield Shire Council recurred a grant of **\$250K from the NSW Roads and Maritime Services** to upgrade an additional section of Mount Lindesay Road, south of Woodenbong. This funding was **matched on a dollar for dollar basis by Council** bringing the **total project cost to \$500K**.
- In 2015, Tenterfield Shire Council secured a grant of **\$1.5 million from the NSW Government**, under **Fixing Country Roads**, to realign, construct and seal a further section of Mount Lindesay Road (south of Woodenbong).

Photograph - Bridge over Koreelah Creek



The road takes 20% heavy vehicles all servicing other states, regions and shires. It is dangerous for local users (light vehicles), tourists and service vehicles such as the local school bus.

Photograph – Narrow and Windy Road Alignment



The alignment is undulating, windy and tight, making the route dangerous for heavy vehicles and motorists towing caravans etc. The road pavement is narrow and rough, consisting mainly of patches on patches. Vehicles must travel on unsealed and unsafe shoulders to pass oncoming traffic.

Photograph – Rough and Dangerous Pavement Surface



The pavement is failing for the length of the road that has not yet been upgraded. Even the straight, well drained, sections have failed.

Photograph – Damaged Road Pavement



The road services World Heritage National Parks. The below photo shows the disintegrating surface, narrow sealed lane, unsealed shoulder and drop-off at the shoulder used for passing.



If Council is successful in being allocated funding from the Commonwealth Government, Mount Lindesay Road will be upgraded to a safe and consistent standard, fit for use by the many and varied users of the road network.

Photograph - Section of Mount Lindesay Road Upgraded in March 2015

