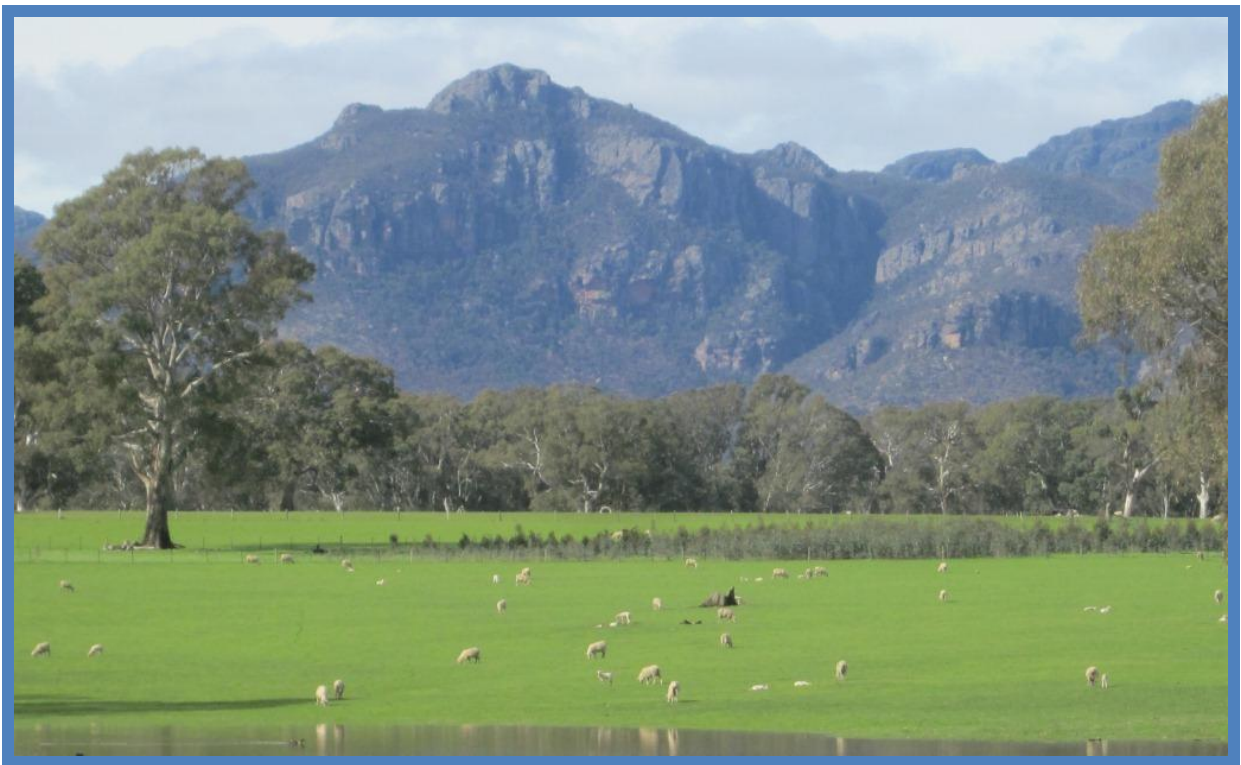


GRAMPIANS WAY
Infrastructure Needs Analysis
Grampians Tourism Board



Driscoll Engineering Services Pty Ltd
69 Humffray St Nth, Ballarat 3350
August 2013

EXECUTIVE SUMMARY

This report has been commissioned by the Grampians Tourism Board to provide an analysis of infrastructure needs in developing the Grampians Way, identified in the 2012 *Grampians Way Ring Road Scoping Study*.

The Grampians Way is a proposed ring road approximately 285km in length circling the Grampians National Park using the existing road network and has been identified as a means of increasing tourism to the region through;

- increased visitation dispersal,
- creation of tourism investment opportunities,
- providing alternative routes around the park, and
- the creation of a new tourism product – the Grampians Way.

The outcome of this report is to identify infrastructure, including toilet facilities, viewing areas and signage to support the development of the Grampians Way. The report provides cost estimates for identified infrastructure works, and recommends priorities for staged construction in line with funding opportunities.

The total estimated cost of developing the infrastructure along the route is \$7.65M, and includes some items not identified in the *Grampians Way Ring Road Scoping Study*.

The funds required to develop a project such as the Grampians Way are not readily available from stakeholders. Road authorities currently suffer a funding gap whereby there is insufficient funding to adequately maintain the existing road networks. External funding sources will be necessary to develop and maintain the infrastructure required for the Grampians Way.

Signing of the Grampians Way is a key part of the infrastructure required to establish the Grampians Way. The prime purpose of tourist signing is to give visitors direction or guidance to tourist attractions, services and facilities.

Tourism signage is subject to the VicRoads Tourist Signing Guidelines.

One aim of the guidelines is to ensure ease of visitor navigation by using the most effective combination of direction signs, tourist and service signs, marketing/promotional material and accredited visitor information centres.

It is recommended that an application for a Tourist Drive be made on the basis of the projected increase in visitation to the Grampians region in the *Grampians Way Ring Road Scoping Study*. VicRoads has indicated that it is unlikely that the Grampians Way would be approved as a Tourist Drive, however lodging an application will provide certainty in further development of the project.

There are a number of funding opportunities available however it is considered that the size of the individual projects may limit the ability to obtain funding. Funding will typically require matching funding from the applicant/s.

A collaborative approach to the project is required to maximise the opportunity to obtain co-funding and strengthen any funding application.

It is considered that funding of individual projects for the project will be difficult for the following reasons;

- Viewing Areas – high cost, may be difficult to justify a cost benefit.
- Public Toilets – subject to VicRoads funding.

- Intersection Upgrades – requires crash history to obtain funding.
- Road Upgrades – Mt Zero Rd and part Flat Rock Rd requires Parks Victoria funding.
- Remove vegetation – no funding available.
- Bridge upgrades – expensive, not in Councils' program.

For these reasons, it is considered that the Strategic Tourism Investment Grants which provides funding for up to \$1 million to support a small number of larger scale projects may provide the best opportunity for a successful funding application, whereby a number of individual projects can be grouped together.

Using this approach, it is recommended that the recommended priorities be reviewed. For example, an application for funding under that scheme may include say, three individual projects such as;

- public toilets/viewing area at Glenisla,
- viewing area on Moyston Willaura Rd, and
- tourism signage

with a total cost of approximately \$1.47M.

As a single project, it would have the member Councils, VicRoads and Parks Victoria as stakeholders and includes single projects distant from the main tourist centre of Halls Gap, located on both 'sides' of the Grampians and is then representative of the ring road concept.

The report makes the following recommendations:

- Application to VicRoads for the Grampians Way to become a Tourist Drive;
- Four sites for new viewing areas;
- A site for a public toilet on Henty Hwy;
- Upgrading the intersection of Victoria Point Rd and Victoria Valley Rd;
- Construction of Winfields Rd, Mt Zero Rd and Flat Rock Rd;
- Review route to exclude construction of Flat Rock Rd and part Mt Zero Rd if funds are not available, and make route to Hollow Mountain and Mt Zero car parks in-out from Winfields Rd;
- Widening of two bridges;
- Development of a tourist signing strategy;
- Priority listing for individual projects;
- An audit of culverts to ensure trafficable width is suitable for tourist traffic.
- Negotiation with VicRoads to construct toilets at the existing picnic area approximately 8km south of Cherrypool.
- Funding applications not be limited to individual projects
- A financial commitment be obtained from all stakeholders prior to any funding application being considered.

TABLE OF CONTENTS

1	INTRODUCTION.....	1
1.1	The Grampians Way	1
1.2	Report Outcomes	1
2	BACKGROUND INFORMATION	3
2.1	Grampians Way Ring Road Scoping Study	3
2.2	Stakeholders	3
2.3	VicRoads Tourist Signing Guidelines	3
2.4	Funding.....	3
3	VIEWING AREAS	5
3.1	General Requirements for a Viewing Area	5
3.2	North West.....	5
3.2.1	Location A1; Henty Hwy	5
3.2.2	Location A2; Brimpaen Laharum Rd.....	5
3.2.3	Recommendation	6
3.3	South West	6
3.3.1	Location	6
3.3.2	Infrastructure.....	6
3.3.3	Coordinating Authority.....	7
3.4	South East	7
3.4.1	Location	7
3.4.2	Infrastructure.....	7
3.4.3	Coordinating Authority.....	7
3.5	North East.....	7
3.5.1	Location	7
3.5.2	Infrastructure.....	8
3.5.3	Coordinating Authority.....	8
3.6	Funding Opportunities.....	8
4	REST AREAS AND PUBLIC TOILETS	9
4.1	Parks Victoria - Cherrypool	9
4.2	VicRoads.....	9
4.3	Potential Locations.....	9
4.3.1	Cherrypool	9
4.3.2	Glenisla Crossing Road.....	9
4.4	Coordinating Authority.....	10
4.5	Funding Opportunities.....	10
5	INTERSECTION UPGRADES	11
5.1	North West – Horsham Rural City	11
5.1.1	Western Highway / Wonwondah Dadswells Bridge Rd.....	11
5.1.2	Henty Highway / Brimpaen Laharum Rd	11
5.2	South West – Southern Grampians Shire.....	11
5.2.1	Coordinating Authority.....	12
5.3	North East – Northern Grampians Shire.....	12

5.4	Funding Opportunities	12
5.4.1	Victoria Point Rd / Victoria Valley Rd Intersection	12
6	LOCAL ROAD UPGRADES	13
6.1	Gravel Roads	13
6.2	3.7m – 4.0m Wide Sealed Roads	13
6.3	Other Local Road Improvements	14
6.4	North West – Horsham Rural City	14
6.4.1	Gravel Roads	14
6.4.2	Vegetation Removal	14
6.5	Parks Victoria	14
6.6	Staged Construction	15
6.7	Funding Opportunities	15
7	BRIDGE UPGRADES	17
7.1	South West – Southern Grampians Shire	17
7.1.1	Victoria Point Rd Bridge at Dwyers Creek	17
7.2	North East – Northern Grampians Shire	17
7.2.1	Fyans Creek Rd Bridge over Fyans Creek	17
7.2.2	Fyans Creek Rd Ford at Mt William Creek	17
7.3	Funding Opportunities	17
8	SIGNAGE	19
8.1	Tourism Signage	19
8.2	Tourist Drives	19
8.3	Application for a Tourist Drive	20
8.4	Signing other than Tourist Drive	20
8.5	Gravel Roads	20
8.6	Funding Opportunities	20
9	PRIORITIES AND FUNDING	23
9.1	Programming	23
9.2	Current Projects	23
9.3	Quick Fix – Short Term Treatments	23
9.4	Funding	23
9.5	Life Cycle Maintenance Costs	24
10	CONCLUSIONS	25
11	CONSULTATION	27

APPENDICES

- APPENDIX A - THE GRAMPIANS WAY MAP
- APPENDIX B - PRIORITISATION OF PROJECTS
- APPENDIX C - FUNDING PROGRAMS
- APPENDIX D - ESTIMATED COSTS
- APPENDIX E - POSSIBLE FUNDING SOURCES

1 INTRODUCTION

1.1 The Grampians Way

This report has been commissioned by the Grampians Tourism Board to provide an analysis of infrastructure requirements to support the Grampians Way project.

The Grampians Way is a proposed ring road around the Grampians National Park using the existing road network.

The route has been identified as a means of increasing tourism to the region through;

- increased visitation dispersal,
- creation of tourism investment opportunities,
- providing alternative routes around the park, and
- the creation of a new tourism product – the Grampians Way.

The 2012 Urban Enterprise report *Grampians Way Ring Road Scoping Study* recommended a route comprised of National and State highways, and local roads. Some local roads are unsealed.

1.2 Report Outcomes

The outcome of this report is to identify infrastructure needs to support the development of the Grampians Way. Infrastructure to support a tourism route includes toilet facilities, viewing areas and signage.

The report will provide cost estimates for identified infrastructure works, and recommend priorities for staged construction in line with funding opportunities.

2 BACKGROUND INFORMATION

2.1 Grampians Way Ring Road Scoping Study

The *Grampians Way Ring Road Scoping Study* investigated various options for a ring road around the Grampians National Park. The recommended route is approximately 285km in length.

The study analysed the road network by local government area:

North West – Horsham Rural City
South West – Southern Grampians Shire

South East – Ararat Rural City
North East – Northern Grampians Shire.

The Grampians Way uses roads controlled by the four municipalities, VicRoads and Parks Victoria.

The study identified a need for one public toilet to be re-commissioned, three lookout areas to be developed, tourism signage to be installed, and up to four intersections to be upgraded. The total estimated cost of the viewing area, toilet and signage infrastructure construction identified in the study was \$1.8M to \$2.2M.

The recommended route also identified \$4.1M of road upgrades, which would be cost neutral when assessing expenditure against the cost benefit of additional tourism.

2.2 Stakeholders

The stakeholders for the development of the Grampians Way are

- Grampians Tourism Board
- Horsham Rural City Council
- Southern Grampians Shire Council
- Ararat Rural City Council

- Northern Grampians Shire Council
- Parks Victoria
- VicRoads
- Tourism operators
- Tourists.

2.3 VicRoads Tourist Signing Guidelines

The VicRoads Tourist Signing Guidelines was developed by VicRoads in conjunction with Tourism Victoria and is used statewide by all road authorities.

Section 6 of the guidelines provides details on;

- Types of signs,
- Criteria for establishment of local Tourist Drives,
- Issues to be considered when developing Tourist Drives, and
- How to establish a Tourist Drive.

Note: Under the guidelines;

- A Tourist Drive is a local or regional route that must have significant tourism and/or scenic appeal including a reasonable frequency of quality tourist attractions to maintain the interest of the visitor.
- A Tourist Route is a route of national significance and must involve two or more states.

2.4 Funding

The funds required to develop a project such as the Grampians Way is not readily available from stakeholders.

Road authorities currently suffer a funding gap whereby there is insufficient funding to adequately maintain the existing road networks.

External funding sources will be necessary to develop and maintain the infrastructure required for the Grampians Way.

3 VIEWING AREAS

The *Grampians Way Ring Road Scoping Study* recommended four areas where viewing areas would enhance the ring road experience, including two on Henty Hwy.

An assessment of the route has identified locations that may be suitable for viewing areas.

3.1 General Requirements for a Viewing Area

A viewing area should;

- Provide a 'special' landscape
- Be safe for traffic to enter and exit
- Be safe for pedestrians
- Provide an all-weather surface for parking and viewing.

3.2 North West

Two sites have been identified within Horsham Rural City. The first site (A1) is located on Henty Hwy and was selected to reflect the *Grampians Way Ring Road Scoping Study* recommendation for two sites on Henty Hwy. The second site (A2) is located on Brimpaen Laharum Rd and provides an option on a local road.

3.2.1 Location A1; Henty Hwy

The site for a viewing area on Henty Hwy was identified just north of Langlands Rd (approximately 4.3km south of Brimpaen Laharum Rd).

This location is the only site north of Cherrypool on Henty Hwy that provides an uninterrupted view to the Grampians not obscured by topography or trees.

Henty Hwy is a VicRoads controlled road, and is subject to stringent development requirements. The viewing area would require sufficient width to

allow northbound and southbound traffic to enter and park within the site.

There are a number of large trees and possibly native grasses, which could restrict construction of a viewing area at this location. A viewing area would be a green-fields development and would be subject to environmental controls.

The development would likely require shoulder widening on Henty Hwy to allow through traffic to overtake vehicles entering the viewing area.

This site would provide the first viewing area for traffic entering the Grampians Way from Henty Hwy north of Brimpaen Laharum Rd.



3.2.1.1 Infrastructure

The site would be suitable for a constructed viewing area, seats, picnic tables and information boards.

It is estimated that the cost to construct a new viewing area is \$500,000.

3.2.1.2 Coordinating Authority

The site is located within Horsham Rural City whilst the road authority is VicRoads.

3.2.2 Location A2; Brimpaen Laharum Rd

The recommended site for a viewing area on Brimpaen Laharum Rd is approximately 8.8 km east of Henty

Hwy. It provides a good panoramic view to the Grampians largely uninterrupted by trees.

Brimpaen Laharum Rd is managed by Horsham Rural City Council, and the development of a viewing area on this road would be subject to less stringent controls than a development on Henty Hwy controlled by VicRoads.

There are a number of large trees and possibly native grasses, which could restrict construction of a viewing area at this location. A viewing area would be a green-fields development and would be subject to environmental controls.

Due to there being native trees on both sides of the road, parking would need to be available on both sides of the road to cater for eastbound and westbound traffic. The safety of pedestrians needs to be considered in the design and location of parking areas.

3.2.2.1 Infrastructure.

The site would be suitable for a constructed viewing area, seats, picnic tables and information boards.

It is estimated that the cost to construct a new viewing area is \$120,000.

3.2.2.2 Coordinating Authority

Horsham Rural City Council is the road authority for Brimpaen Laharum Rd.

3.2.3 Recommendation

The recommended site is on Brimpaen Laharum Rd due to the cost and ease of planning and construction outweighing the availability of a viewing area for traffic entering the route from Henty Hwy north of Brimpaen Laharum Rd.

3.3 South West

3.3.1 Location

The preferred location for a viewing area on Henty Hwy south of Cherrypool is at an existing picnic area approximately 1.0km north of Glenisla Crossing Rd. The picnic area is approximately 250m long, has a picnic table and a fireplace. It is on the east side of the roadway, i.e. the safest side of the road to view the Grampians.

The picnic area is managed by VicRoads and provides a panoramic view to the Grampians.



Upgrading the picnic area at this location aligns with the Great South Coast Regional Transport Strategy which identified rest areas along Henty Hwy as the No.1 medium term priority within Southern Grampians Shire.

3.3.2 Infrastructure.

The site would be suitable for a constructed viewing area, seats, picnic tables (one existing) and information boards. There appears to be sufficient area for a toilet (see 4.3.2).

It is estimated that the cost to upgrade the existing picnic area to current standards as a viewing area is \$400,000.

3.3.3 Coordinating Authority

The site is located within Southern Grampians Shire whilst the road authority is VicRoads.

3.4 South East

3.4.1 Location

The preferred location for a viewing area on the Dunkeld – Moyston section is on Moyston Willaura Rd approximately 700m north of Andrews La.

This site provides perhaps the widest panoramic view of the Grampians along the route, from Dunkeld to the northern end of Mount William Range. It is located in flat, broadacre farming land.

Due to the narrow road reserve, parking would need to be available on both sides of the road to cater for northbound and southbound traffic. The safety of pedestrians needs to be considered in the design and location of parking areas.

The topography in this location is very flat, and roadside drainage may impact on the design of parking areas.

3.4.2 Infrastructure.

The site is not suitable for picnic tables due to the narrow road reserve and open landscape (no shade, and broadacre farming land). It would be suitable for a constructed viewing area, seats and information boards.

It is estimated that the cost to construct a new viewing area is \$200,000.

3.4.3 Coordinating Authority

Ararat Rural City Council is the road authority for Moyston Willaura Rd.



3.5 North East

3.5.1 Location

The preferred location for a viewing area on the Halls Gap – Dadswells Bridge section is on Mt Drummond Rd (Glenorchy Ledcourt Rd), approximately 600m south of the entrance to Stawell Quarry.

Parking areas can be constructed on both sides of the road by widening the shoulders.

Due to the topography and the narrow road reserve, parking would need to be available on both sides of the road to cater for northbound and southbound traffic. The safety of pedestrians needs to be considered in the design and location of parking areas.



3.5.2 Infrastructure.

The site would be suitable for a constructed viewing area, seats, picnic tables and information boards.

It is estimated that the cost to construct a new viewing area is \$200,000.

3.5.3 Coordinating Authority

Northern Grampians Shire Council is the road authority for Mt Drummond Rd.

3.6 Funding Opportunities

Government grants for infrastructure are normally directed to communities to derive a local benefit. Viewing areas for tourism are not typical of those funded projects, therefore it is expected that any available funding would be tourism based.

The most likely source of funding would be:

- Tourism Industry Regional Development Fund (TIRF) Grants, or
- Strategic Tourism Investment Grants.

4 REST AREAS AND PUBLIC TOILETS

The *Grampians Way Ring Road Scoping Study* identified that the section of the proposed ring road between Wartook and Cavendish has no public toilets. The major road in this section is Henty Highway.

4.1 Parks Victoria - Cherrypool

The study notes that Parks Victoria public toilets at Cherrypool have been closed (since demolished), and recommends the toilets be re-opened.

The toilets were closed due to the poor condition of the facility, leaking sewage, and maintenance logistics. Parks Victoria did not have funding available to upgrade or modernize the facility.

Horsham Rural City is currently discussing with Parks Victoria the possibilities of constructing new toilets at this location however Parks Victoria has no plans to do so.

The Cherrypool site remains a camping area with no facilities. It does not provide a view to the Grampians.

4.2 VicRoads

VicRoads published the *Victorian Rest Area Strategy* in 2010. The strategy is aimed at reducing fatigue related incidents on Victoria's rural roads.

The strategy promotes the use of in-town facilities, i.e. public toilets, parks etc. There are modern public toilets in Cavendish. The facility is located on a local road which is signed 'Local Traffic Only', and direct access for heavy vehicles to and from Henty Hwy is difficult, however it is accessible for caravan traffic. This means that the Cavendish public toilets do not meet the

access requirements of the VicRoads strategy.

As part of the strategy, VicRoads will be developing a Rest Area Route Plan for Henty Highway in the 2013/14 financial year.

It is worth noting that the 'Victorian Rest Area Strategy' categorises four types of rest areas;

- i) major rest areas
- ii) minor rest areas
- iii) truck parking bays
- iv) Truck Informal Rest Areas (TIRA).

Major rest areas are the only category to include toilets, and are large facilities.

4.3 Potential Locations

4.3.1 Cherrypool

Cherrypool is an ideal location for public toilets being approximately halfway between Hamilton and Horsham. The existing site is picturesque and would make an ideal rest area.

The requirement for, ownership and maintenance of public toilets is a major issue. Parks Victoria has determined that public toilets are not warranted at Cherrypool.

4.3.2 Glenisla Crossing Road

A site has been identified approximately 1.0km north of Glenisla Crossing Road. It is approximately 8km south of Cherrypool and is the site identified for a viewing area in Section 3.3.1.

The site is an existing VicRoads picnic area. It has one picnic table and a fireplace.

It is considered that the picnic area is sufficiently large enough to support the development of a Minor Rest Area with

toilet, in accordance with the VicRoads Rest Area Strategy.

Discussions should be held with VicRoads to include a toilet at this location as part of its Henty Hwy Rest Area Strategy.

The estimated cost to construct toilet facilities is \$700,000.



Installation of toilets at this location aligns with the Great South Coast Regional Transport Strategy which identified rest areas along Henty Hwy as the No.1 medium term priority.

4.4 Coordinating Authority

The site is located within Southern Grampians Shire whilst the road authority is VicRoads.

4.5 Funding Opportunities

VicRoads is currently constructing toilets and rest areas along major freight routes across the state.

Henty Hwy carries a relatively small number of heavy freight vehicles compared to other highways, for example, Henty Hwy at Cavendish carries approximately 190 commercial vehicles per day, whilst Western Hwy at Dadswells Bridge carries approximately 1440. Based on those numbers, it is unlikely that VicRoads would install toilets on Henty Hwy, between Hamilton and Horsham, in the foreseeable future.

It is noted however, that toilets on Princes Hwy have recently been constructed with funding outside of VicRoads budget.

It is recommended that discussions be initiated with VicRoads for the construction of toilets on Henty Hwy, approximately 8km south of Cherrypool.

5 INTERSECTION UPGRADES

The *Grampians Way Ring Road Scoping Study* identified four intersections to be upgraded.

5.1 North West – Horsham Rural City

Two intersections within Horsham Rural City were identified in the study to be upgraded.

5.1.1 Western Highway / Wonwondah Dadswells Bridge Rd

Wonwondah Dadswells Bridge Rd runs at an angle to Western Hwy but the intersection has been 'squared up'. There is an existing left turn lane for westbound traffic on Western Hwy.

Approximately 9km to the north-west along Western Hwy is the intersection with the arterial Northern Grampians Rd.

The intersection is 'squared up' and has turn lanes in both directions on Western Hwy.

It is considered that eastbound traffic on Western Hwy will enter the Grampians Way route from Northern Grampians Rd, which eliminates the requirement for a right turn lane treatment at Wonwondah Dadswells Bridge Rd.



5.1.2 Henty Highway / Brimpaen Laharum Rd

The intersection does not currently have left turn or right turn lanes on Henty Hwy. The intersection is a staggered cross road, with Campbells La running to the west.

VicRoads through its Road Crash Information System program provides statistics on injury related crashes in Victoria. There were no recorded crashes at the intersection in the period 1 January 2008 to 31 December 2012.

The latest VicRoads traffic count data in 2012 shows a two-way traffic volume of approximately 570 vpd on Henty Hwy with an estimated commercial content of approximately 30%.

The Horsham Rural City Council estimated traffic volume on Brimpaen Laharum Rd is 60vpd.

It is considered that the intersection can remain in its current layout until traffic volumes through the intersection trigger the warrant for an upgrade.

5.2 South West – Southern Grampians Shire

The study identified the intersection of Victoria Point Rd and Victoria Valley Rd to be upgraded. The layout is a 'Y' intersection'. The geometry of a 'Y' intersection is not desirable from a safety point of view.

The intersection should be upgraded to a 'T' intersection.

There were no recorded crashes at the intersection in the period 1 January 2008 to 31 December 2012. Traffic volumes on Victoria Valley Rd are estimated by VicRoads to be 40 vehicles per day.



5.2.1 Coordinating Authority

Victoria Valley Rd is an arterial road controlled by VicRoads, and Victoria Point Rd is a local road controlled by Southern Grampians Shire. VicRoads is the responsible road authority for the intersection under the *Code of Practice – Operational responsibility for Public Roads*.

The estimated cost of upgrading the intersection is \$200,000.

The low traffic volumes using the Victoria Point Rd / Victoria Valley Rd indicate a low risk of a crash however traffic volumes should be monitored, and any significant increase in traffic may warrant an upgrade.

5.3 North East – Northern Grampians Shire

The intersection of Western Hwy and Mt Drummond Rd was identified to be upgraded.

VicRoads has allocated funds in the 2013/14 financial year for this intersection to be upgraded as part of its overtaking lanes improvement program on Western Hwy.

5.4 Funding Opportunities

5.4.1 Victoria Point Rd / Victoria Valley Rd Intersection

Due to the low traffic volume on Victoria Valley Rd, it is extremely unlikely that VicRoads would fund an upgrade in the foreseeable future. VicRoads would only consider upgrading the intersection if a considerable contribution was made by other parties.

Blackspot funding is not available as there have been no recorded crashes at the intersection.

The intersection of Victoria Point Rd and Victoria Valley Rd is on a timber haul route identified in the Timber Industry Road Evaluation Study (TIRES) Road Needs Study: 2011-2015. There may be opportunity to access TIRES funding to upgrade the intersection, however timber quantities forecast to be carted through the intersection are low, and the intersection is not listed on the TIRES priority list.

6 LOCAL ROAD UPGRADES

6.1 Gravel Roads

Roads forming a Tourist Drive should preferably be sealed. A sealed road provides a good ride quality and allows hire cars, which are important to the tourism industry, to use the route.

The recommended route passes along three existing gravel roads. They are;

- Flat Rock Rd
- Mount Zero Rd
- Winfields Rd

These roads are recommended to provide a sealed road to and from Mount Zero and Hollow Mountain within the Grampians National Park.

Flat Rock Rd is managed by Horsham Rural City Council between Wonwondah Dadswells Bridge Rd and Friedmans Rd, a length of approximately 1.5km. Flat Rock Rd between Friedmans Rd and Mount Zero Rd, a length of approximately 1.5km, is within the Grampians National Park and is managed by Parks Victoria.

The length of Winfields Rd in the Grampians Way route is approximately 5.2km, and is managed by Horsham Rural City Council. Within that section, 0.4km is located within Northern Grampians Shire but is managed by Horsham Rural City Council.

Mount Zero Rd is managed by Parks Victoria. The length of the road in the Grampians Way route is approximately 4.7km.

It is estimated that the cost to construct a 4.0m sealed pavement is \$350 per lineal metre, and to construct a 6.0m sealed pavement is \$400 per lineal metre.



It is considered a 4.0m seal with 1.5m shoulders is a satisfactory pavement, particularly given the route includes 35 km of existing narrow seal roads.

6.2 3.7m – 4.0m Wide Sealed Roads

A number of sealed local roads within the route have a narrow seal width of 3.7m to 4.0m. They include all or part of Mokanger Rd, Victoria Point Rd, Moyston Willaura Rd, Wonwondah Dadswells Bridge Rd and Olive Plantation Rd.

Sections of the arterial Victoria Valley Rd have a narrow seal.

To be suitable for a Tourist Drive, the shoulders should be maintained in a safe trafficable condition. At the time of inspection, all shoulders were in a satisfactory condition.

Vegetation on the south side of Olive Plantation Rd grows to the edge of seal and would need to be removed to provide a safe two-way trafficable road for tourist traffic.

The total length of narrow seal roads is approximately 35km of local road (municipal), and 6.9km of arterial road (VicRoads).



Whilst a narrow seal with well-maintained shoulders is acceptable for tourist traffic, each municipality may wish to implement a program to upgrade the seal width to 6.0m over a number of years.

Ararat Rural City Council have upgraded approximately 21.5 km of Moyston Willaura Rd to 6.0m wide seal, and plan to widen the remaining 5.8km over the next few years as funds are made available.

Some roads with 3.7m to 4.0m wide seals have culverts that could be extended to provide a safer travel width for tourist traffic.

6.3 Other Local Road Improvements

There are a number of culverts on roads with narrow seals which may make it difficult for vehicles towing caravans to pass.

It is recommended that each municipality undertake an audit of culverts to ensure the trafficable width is suitable for tourist traffic.

6.4 North West – Horsham Rural City

6.4.1 Gravel Roads

Horsham Rural City Council is the responsible road authority for Winfields

Rd and part of Flat Rock Rd. Both roads have gravel pavements, poor drainage and overhanging vegetation.

To construct approximately 5.2 km of Winfields Rd to 4.0m seal is estimated to cost:

$$5200 \text{ lm} \times \$350 = \$1,820,000.$$

To construct approximately 1.5 km of Flat Rock Rd to 4.0m seal is estimated to cost:

$$1500 \text{ lm} \times \$350 = \$525,000.$$

Total estimated cost of constructing sealed roads in Horsham Rural City is \$2,345,000.

Horsham Rural City Council has committed to constructing and sealing Winfields Rd from Wonwondah Dadswells Bridge Rd to Mt Zero Rd during the 2013/14 financial year. It is part of a commitment to the landowners to construct and seal Winfields Rd.

It should be noted that the estimated rates for construction are based on survey, design and construction being carried out by contract. If the work is carried out by Horsham Rural City Council day labour force, the rate per lineal metre for construction may be lower.

6.4.2 Vegetation Removal

In addition to sealing gravel roads, a significant amount of vegetation should be removed along Olive Plantation Rd.

It is estimated the cost to remove vegetation on Olive Plantation Rd is \$75,000.

6.5 Parks Victoria

Parks Victoria is the responsible road authority for Mount Zero Rd. It has a good gravel surface, 6m + wide, but poor drainage.

To construct approximately 4.7 km of Mount Zero Rd to 4.0m seal is estimated to cost:
 $4700 \text{ lm} \times \$350 = \$1,645,000$.

Parks Victoria is also the responsible road authority for approximately 1.5km of Flat Rock Rd.

To construct approximately 1.5 km of Flat Rock Rd to 4.0m seal is estimated to cost:
 $1500 \text{ lm} \times \$350 = \$525,000$.

Total estimated cost of constructing sealed roads within Grampians National Park managed by Parks Victoria is \$2,170,000.

If funding cannot be obtained to construct the full length of Mt Zero Rd, it should be divided into three sections;

1. Winfields Rd to Mt Zero car park (approx. 2.2km)
2. Mt Zero car park to Hollow Mountain car park (approx. 0.7km)
3. Hollow Mountain car park to Flat Rock Rd (approx. 1.8km).

As Horsham Rural City Council have commenced a program to construct Winfields Rd, it would be wise to commence construction of Mt Zero Rd from Winfields Rd.

6.6 Staged Construction

The distance to access both Hollow Mountain car park and Mt Zero car park from the sealed road network is currently;

- via Flat Rock Rd – 5.6km
- via Winfields Rd – 4.3km

Following construction of 1.3km of Winfields Rd from Wonwondah Dadswells Bridge Rd to Mt Zero Rd by Horsham Rural City Council in the 2013/14 financial year, access to both

car parks can be obtained of gravel road;

- via Winfields Rd – 3.0km

Priority should be given to providing a sealed road network as quickly as possible, therefore the road construction should commence on Mt Zero Rd from Winfields Rd in the following sequence;

1. Winfields Rd to Mt Zero car park (2.2km)
2. Mt Zero car park to Hollow Mountain car park (0.8km)

The cost for constructing the remaining 4.8km from Hollow Mountain car park to Wonwondah Dadswells Bridge Rd via Flat Rock Rd is estimated to cost \$1.68M.

There would be no benefit for either Horsham Rural City Council or Parks Victoria to construct its respective section of Flat Rock Rd without a commitment from the other party to construct its section.

As Parks Victoria is unlikely to fund construction of the section of Flat Rock Rd within the park, it would be unwise for Horsham Rural City Council to construct its section of Flat Rock Rd independently of Parks Victoria. As a result, consideration should be given to amend the proposed route such that access to Hollow Mountain and Mt Zero car parks is an in-out route from Winfields Rd.

6.7 Funding Opportunities

Horsham Rural City Council receives federal funding of \$1M under the Roads to Recovery program and \$2M through the Local Government Infrastructure Program for road and bridge projects. These funds are allocated annually and are in response to government recognition of the funding gap regional councils currently experience. For this reason, those funds are usually

allocated to fill an existing maintenance need, rather than be applied to infrastructure development.

Funding for construction of Flat Rock Rd may be available from;

- Strategic Tourism Investment Grants
- Regional Development Australia Fund Round 5b

No opportunities were identified to fund the removal of vegetation on Olive Plantation Rd.

Mokanger Rd, Victoria Point Rd and Victoria Valley Rd are identified in the Timber Industry Road Evaluation Study (TIRES) Road Needs Study: 2011-2015 as timber haul routes. There may be opportunity to access TIRES funding to widen seals or construct/upgrade shoulders on these roads however, neither road has been prioritized in the TIRES report.

7 BRIDGE UPGRADES

There are two single lane bridges on the recommended route. It is desirable that these bridges be upgraded to provide a safe route.

7.1 South West – Southern Grampians Shire

7.1.1 Victoria Point Rd Bridge at Dwyers Creek

The Victoria Point Rd bridge over Dwyer Creek is a single lane bridge, requiring vehicles to give way to oncoming vehicles approaching the bridge from the other direction. It is currently not signed with Give Way signs on either approach.

It is estimated to cost \$350,000 to widen the bridge. If funds are not available to widen the bridge, signage should be improved, including Give Way for one direction.

7.2 North East – Northern Grampians Shire

7.2.1 Fyans Creek Rd Bridge over Fyans Creek



The Fyans Creek Rd bridge over Fyans Creek is a single lane bridge, requiring vehicles to give way to oncoming vehicles approaching the bridge from the other direction. It is currently not

signed with Give Way signs on either approach.

It is estimated to cost \$800,000 to widen the bridge.

If funds are not available to widen the bridge, signage should be improved, including Give Way for one direction.

7.2.2 Fyans Creek Rd Ford at Mt William Creek

The ford at Mt William Creek floods when Lake Lonsdale overflows. The lake overflowed during 2011 floods, which is considered an extreme event.

The likelihood of Lake Lonsdale overflowing is low due to the lake level being controlled to 80% capacity.

The ford should be adequately signed and marked, particularly in consideration of foreign tourists.

7.3 Funding Opportunities

Funding for the two bridge upgrades could be made available by either Council from its Local Government Infrastructure Program, however, neither Council has budgeted to upgrade the bridges in within the next three years.

Funding for construction of Flat Rock Rd may be available from;

- Strategic Tourism Investment Grants
- Regional Development Australia Fund Round 5b

Victoria Point Rd is identified in the Timber Industry Road Evaluation Study Road Needs Study: 2011-2015 as a timber haul route however, it has not been prioritised in the TIRES report.

8 SIGNAGE

8.1 Tourism Signage

The prime purpose of tourist signing is to give visitors direction or guidance to tourist attractions, services and facilities.

Tourism signage is subject to the VicRoads Tourist Signing Guidelines.

One aim of the guidelines is to ensure ease of visitor navigation by using the most effective combination of direction signs, tourist and service signs, marketing/promotional material and accredited visitor information centres.

Under the guidelines, applications for complex signage applications for tourist and services signing are considered by a Regional/Local Tourism Signing Committee

The introduction of the guidelines in 2009 heralded a new, formalised approach to tourism signing in Victoria, in particular, the rationalisation of sign assemblies. VicRoads is in the process of removing redundant, non-conforming or illegal (no permit) signs across Victoria.

The recommended route comprises approximately 177km of arterial (VicRoads) roads and 108km of local (municipal) roads.



8.2 Tourist Drives

The *Grampians Way Scoping Study* proposed installing signs at eleven towns with repeater signs along the route. This is interpreted as signing the route as a Tourist Drive, under the definition in the VicRoads Tourist Signing Guidelines.

As the majority of the route and all of the townships are on arterial roads, VicRoads is the principal road authority for signing on the project. Without support from VicRoads, it will be impossible to effectively sign the route.

The recommended route appears to meet the criteria within the guidelines however discussions held with Mr. Bob Wallace of VicRoads and Mr. Stuart Toplis of Tourism Victoria (both who are on the Regional Tourism Signing Committee) indicate that it would be difficult to support the route to be approved as a Tourist Drive.

Reasons given include;

- Tourist drives are normally shorter local routes,
- The Grampians Way route is too large with too many points of entry,
- There is a shift away from signing Tourist Drives,
- New technology reduces the need for route signing

Notwithstanding the above, the guidelines state that *“Tourism Victoria and VicRoads would not support the establishment of a specific touring route or trail without demonstrated consumer demand for such a product.”*

As the *Grampians Way Scoping Study* concludes that the establishment of a tourist route will result in an increase in visitation to the Grampians region, it is

recommended that an application to establish a Tourist Drive is made in accordance with the guidelines.

8.3 Application for a Tourist Drive

It is recommended that the Grampians Tourism Board make application to establish a Tourist Drive in accordance with the guidelines. As the majority of the route is on arterial roads, the application would be best made direct to VicRoads, with letters of support from the four Councils.

Although it is considered unlikely that the application would be approved, the outcome will provide certainty to Grampians Tourism in further development of the project.

Section 10 of the VicRoads Tourist Signing Guidelines details the application process.

8.4 Signing other than Tourist Drive

Tourism signage is extremely important to local businesses. In the event that approval is not given to establish a Grampians Way Tourist Drive, an alternative signage plan should be adopted.

VicRoads will support the installation of Tourist Attraction signs, which indicate features of tourist interest, including commercial and non-commercial tourist establishments.

Section 9 of the Tourist Signing Guidelines set out the criteria for Tourist Attraction signing for

- Nurseries and Garden Centres
- Art galleries and Craft Outlets
- Antique Galleries/Stores
- Museums and Historic Properties
- Primary and Secondary Industry Based Attractions

- Wineries
- Seasonal Attractions
- Tourist Accommodation
- Restaurants.

The guidelines stipulate the cost for supply and installation of Tourist Attraction signs is met by the applicant.

As noted in Section 6.6, Flat Rock Rd is unlikely to be constructed in the short term, and signing should take this into account. It is recommended that signing direct traffic to Flat Rock and Hollow Mountain via Winfields Rd.

8.5 Gravel Roads

It is reasonable to expect that Winfields Rd will be constructed in the short term, and any signing scheme should provide for;

- Access to and from national park from the sealed road network is by Winfields Rd from Wonwondah Dadswells Bridge Rd to Mt Zero Rd.
- Winfield Rd south of Mt Zero Rd remaining gravel or having gravel sections in the short term (5 years)
- Flat Rock Rd remaining a gravel road.

8.6 Funding Opportunities

Government grants for infrastructure are normally directed to communities to derive a local benefit. Viewing areas for tourism are not typical of those funded projects, therefore it is expected that any available funding would be tourism based.

The most likely source of funding would be:

- Tourism Industry Regional Development Fund (TIRF) Grants, or
- Strategic Tourism Investment Grants.

Funding could be available to assist with a signing strategy through the Developing Stronger Regions Program.

9 PRIORITIES AND FUNDING

9.1 Programming

A recommended program to develop the Grampians Way is shown in the Appendix. Priorities have been allocated in consideration of;

- Importance to the development of the route
- Likelihood of funding.

Signing is identified as the No. 1 priority, which may provide the most immediate short term benefit to local businesses.

The most important step is to make application to establish a Tourist Drive to provide certainty to Grampians Tourism in further development of the project.

9.2 Current Projects

Horsham Rural City Council will commence a staged construction of Winfields Rd south from Wonwondah Dadswells Bridge Rd during the 2013/14 financial year. The first stage, to Mt Zero Rd, is not within the proposed Grampians Way route.

No other projects have been budgeted or identified in capital works planning from all Councils, Parks Victoria or VicRoads.

9.3 Quick Fix – Short Term Treatments

The dollar value of each component of the Grampians Way infrastructure development is relatively high, the least expensive element is tree removal estimated to cost \$75,000 for which no funding opportunities were identified. As noted, Councils suffer from an infrastructure funding gap, so funds are not readily available from their operating budgets to develop new infrastructure.

No treatments were identified that could provide quick fix, short term results.

9.4 Funding

It is considered that funding of individual projects for the project will be difficult for the following reasons;

- Viewing Areas – high cost, may be difficult to justify a cost benefit.
- Public Toilets – subject to VicRoads funding.
- Intersection Upgrades – requires crash history to obtain funding.
- Road Upgrades – Mt Zero Rd and part Flat Rock Rd requires Parks Victoria funding.
- Remove vegetation – no funding available.
- Bridge upgrades – expensive, not in Councils' program.

For these reasons, it is considered that the Strategic Tourism Investment Grants which provides funding for up to \$1 million to support a small number of larger scale projects may provide the best opportunity for a successful funding application, whereby a number of individual projects can be grouped together.

Using this approach, it is recommended that the recommended priorities be reviewed. For example, an application for funding under that scheme may include say, three individual projects such as;

- public toilets/viewing area at Glenisla,
 - viewing area on Moyston Willaura Rd, and
 - tourism signage
- totaling approximately \$1.47M.

As a single project, it has the member Councils, VicRoads and Parks Victoria, through the board as contributing stakeholders (if equivalent funds from those stakeholders can be committed),

and includes single projects distant from the main tourist centre of Halls Gap, on both 'sides' of the Grampians which is representative of the ring road concept.

This will require a collaborative approach and it is recommended that Grampians Tourism establish a strong partnership with other stakeholders to obtain co-funding and strengthen any funding application.

As federal and state grants usually require a contribution from the applicant/s, it is recommended that a financial commitment is obtained from all stakeholders prior to any funding application being considered.

9.5 Life Cycle Maintenance Costs

In developing new infrastructure, it is important to know the whole of life cost to enable accurate budgeting. The whole of life cost includes initial construction cost, repair and rehabilitation costs and maintenance costs.

Estimated initial construction costs are shown in Appendix D.

Estimates for repair and rehabilitation costs and maintenance costs have been calculated only for proposed infrastructure to be managed by the four municipalities and Parks Victoria.

10 CONCLUSIONS

The total estimated cost of identified projects is \$7,650,000 with a range in cost from \$75,000 to \$1,820,000 for individual projects.

Projects have been prioritised based on;

- Importance to the development of the route
- Likelihood of funding.

Developing the Grampians Way ring road involves two types of projects;

- road upgrades and improvements, and
- tourism based infrastructure.

Funding for road projects over and above VicRoads, Councils, and Parks Victoria normal works programs is difficult to obtain. The existing sealed road network is typically well established, and is not often extended in this day and age. External funding for road projects is usually available for safety projects based on crash statistics.

There are a number of funding opportunities available as tabled in the Appendix however it is considered that the size of the individual projects may limit the ability to obtain funding. Funding from state or federal agencies will typically require matching funding from the applicant/s and there is currently no budget allocation from relevant authorities for any identified project.

As individual projects, it may be difficult to obtain funding due to cost versus benefit. Funding applications may have more chance of success when two or more projects are combined involving as many stakeholders as possible

Signing of the Grampians Way is a key part of the infrastructure required to establish the Grampians Way. It is

important that the Grampians Tourism Board make application to establish a Tourist Drive to provide certainty to Grampians Tourism in further development of the project.

An important issue for the development of the Grampians Way is the provision of sealed roads to enable hire cars to travel the route. Critical to this, is the sealing of Mt Zero Rd, controlled by Parks Victoria. It is crucial therefore that Parks Victoria be an active stakeholder to the project.

Due to limited funding opportunities, the route could be modified to eliminate the construction of Flat Rock Rd and Mt Zero Rd between Flat Rock Rd and Hollow Mountain car park. This would reduce the estimated cost of the project by approximately \$1,680,000.

11 CONSULTATION

The following were consulted in the preparation of this report:

Will Flamsteed - Grampians Tourism

Graeme Parkes – Parks Victoria

Jim Nolan – Northern Grampians Shire Council

Sanjay Manivasagasivam – Northern Grampians Shire Council

Chris McClure – Horsham Rural City Council

Martin Duke – Horsham Rural City Council

Diane Barrera – Southern Grampians Shire Council

Julie Kilpatrick – Ararat Rural City Council

Norm Woodhams – Ararat Rural City Council

Stuart Toplis – Tourism Victoria

Marc Amos – Regional Development Victoria

Bob Wallace – VicRoads Western Region

Peter Gstrein – VicRoads South West Region

Marion Ivermee – VicRoads South West Region

David Fary – VicRoads South West Region

APPENDICES

APPENDIX A - THE GRAMPIANS WAY MAP

APPENDIX B - PRIORITISATION OF PROJECTS

APPENDIX C - FUNDING PROGRAMS

APPENDIX D - ESTIMATED COSTS

APPENDIX E - POSSIBLE FUNDING SOURCES

A



APPENDIX B

PRIORITISATION OF PROJECTS

Priority	Project No.	Project Description	Location	Municipality	Project Delivery By
1	N	Signage	Whole of Route	All	One nominated LGA
2	J	Road Upgrade	Winfields Rd	HRCC	HRCC
3	K	Remove vegetation	Olive Plantation Rd	HRCC	HRCC
4	B	Viewing Area	Henty Hwy near Glenisla Crossing Rd	SGSC	SGSC
5	I	Road Upgrade	Mt Zero Rd	NGSC	Parks Vic
6	E	Public Toilets	Henty Hwy near Glenisla Crossing Rd	SGSC	VicRoads
7	C	Viewing Area	Moyston Willaura Rd	ARCC	ARCC
8	A2	Viewing Area	Brimpaen Laharum Rd	HRCC	HRCC
9	F	Intersection Upgrade	Victoria Point Rd and Victoria Valley Rd	SGSC	VicRoads
10	L	Bridge Upgrade	Fyans Creek Rd at Fyans Creek	NGSC	NGSC
11	M	Bridge Upgrade	Victoria Point Rd at Dwyer Creek	NGSC	NGSC
12	H	Road Upgrade	Flat Rock Rd	NGSC	Parks Vic
13	G	Road Upgrade	Flat Rock Rd	HRCC	HRCC
14	D	Viewing Area	Mt Drummond Rd	NGSC	NGSC

APPENDIX C

FUNDING PROGRAMS

Funding Name	Description	Department
Tourism Industry Regional Development Fund (TIRF) Grants	<p>The competitive merit-based TIRF Grants Program offers grants from \$50,000–\$250,000 (GST exclusive) on a matched dollar-for-dollar funding basis, to assist tourism operators increase the quality and range of visitor experiences in regional Australia. Eligible projects must be located in Australia, in regions outside the Sydney, Melbourne and Brisbane tourism regions, as defined by the Australian Bureau of Statistics.</p> <p>The purpose of the TIRF Grants Program is to increase the quality and range of visitor experiences in regional Australia in order to encourage interstate and international tourism and increase visitor numbers and expenditure in line with long term industry objectives.</p>	The Department of Resources, Energy and Tourism
T-QUAL Grants	<p>T-QUAL Grants is a competitive merit-based grants program aimed at stimulating sustainable economic growth in the Australian tourism industry. By providing matched funding to large and small-scale tourism projects, the program aims to increase Australia's supply of quality tourism products and experiences.</p> <p>The program actively encourages private sector investment in the development of Australia's tourism industry products, services and experiences. It is underpinned by the National Long-Term Tourism Strategy and Tourism 2020. All projects funded under the program must align with Tourism 2020 priorities.</p>	The Department of Resources, Energy and Tourism
	Strategic Tourism Investment Grants—funding for up to \$1 million to support a small number of larger scale projects to support Indigenous tourism, economic development and tourism employment.	
	T-QUAL Grants—Tourism Quality Projects—funding of between \$15,000 and \$100,000 for smaller-scale projects to support collaborative tourism industry development projects, particularly those which stimulate private sector investment.	
Regional Development Australia Fund Round 5b	The Australian Government has established the Regional Development Australia Fund Round 5b to deliver on its announced commitments to contribute funding to proposed projects of rural and regional local government and community organisations for the construction or upgrade of local infrastructure.	Department of Regional Australia, Local Government, Arts and Sport

Funding Name	Description	Department
The Country Roads and Bridges program	The <i>Country Roads and Bridges</i> program is available to forty rural councils who will be able to apply for up to \$1 million. These roads and bridges, managed by rural councils, are important arterials for freight, school buses, emergency vehicles and everyday use by local families. This program is administered by the Department of Transport.	Department of Transport
The Better Regional Roads program	The <i>Better Regional Roads</i> program provides funding for connections between Melbourne and rural and regional Victoria to further support regional growth. This initiative is administered by the Department of Transport with funding expiring on June 30, 2012	Department of Transport
Regional Growth Fund Economic Infrastructure Program	<p>Building Strategic Tourism and Cultural Assets Strategic Tourism and Cultural Assets infrastructure projects will create new, or redevelop existing, tourism and cultural assets. Projects seeking funding will need to demonstrate that they will have a beneficial impact on communities and surrounding regions, and support an improved experience for those who visit and reside in regional Victoria.</p> <p>This sub-program aims to develop strategic, targeted tourism and cultural assets that grow the tourism and cultural product mix across Victoria, stimulate increased visitation, and enhance the liveability of regional towns. Priority will be given to projects that are considered to be of State or regional significance</p>	Regional Development Victoria (RDV)
Regional Growth Fund Economic Infrastructure Program	<p>Local Government Infrastructure Program</p> <p>The Local Government Infrastructure Program (LGIP) component of the RGF aims to provide regional and rural councils with certainty to plan for and build new infrastructure or renew assets.</p> <p>The LGIP will have the flexibility to support a range of local council initiatives including roads, bridges, new community assets such as halls and theatres, sporting grounds, grandstands, pools, libraries, and upgrading existing facilities. In order to ensure the maximum degree of certainty, each council will be allocated a notional four-year total for projects nominated from its Forward Capital Works Plan.</p> <p>Through a straightforward allocation of funds direct to all regional councils, greater certainty will be provided to plan and deliver key infrastructure projects already scheduled as part of existing Local Government Forward Capital Works Plans</p>	Regional Development Victoria (RDV)

Funding Name	Description	Department
Putting Locals First Program	<p>The <i>Putting Locals First Program</i> (PLFP) component of the Regional Growth Fund (RGF) is a \$100 million initiative designed to enable regional communities to devise and deliver service and infrastructure responses which reflect local priorities. The PLFP will support stronger and more sustainable regional communities by building their capacity to drive development in their region. The program is administered by Regional Development Victoria (RDV) regional offices to achieve the following primary outcomes: improved infrastructure, facilities and services, increased business and employment opportunities, improved community connections, and communities taking action on their own behalf.</p> <p>The Putting Locals First Program has four components:</p> <p>Improved Local Infrastructure - Grants up to \$500,000</p> <p>Local Economic Development and Job Creation - Grants up to \$150,000</p> <p>Local Community Initiatives - Grants up to \$150,000</p> <p>Local Strategic and Project Planning - Grants up to \$150,000</p>	Regional Development Victoria (RDV)
Safer Roads and Roadsides - local government only	<p>Municipalities will be eligible for funding consideration by VicRoads (maximum \$20,000) on a one-for-one \$ basis based on a demonstrated ability to meet the eligibility criteria outlined below:</p> <ol style="list-style-type: none"> 1. Run off road and/or intersection crashes on local rural roads is identified as a road safety issue and has or will be incorporated into Council's road safety strategy 2. Evidence of a crash problem on local rural roads (crashes on local rural roads, run off road crashes on local rural roads and/or intersection crashes on local rural roads) 	VicRoads
TIRES	The Timber Industry Roads Evaluation Study (TIRES) is an initiative of Timber Towns Victoria, aimed at identifying and quantifying upgrades needed to the road network that supports the timber industry in Victoria.	Various including Department of Transport, Department of Environment and Primary Industries
Developing Stronger Regions Program	<p>The Developing Stronger Regions Program provides support for studies, such as a feasibility study, a demand study or a business case to enable prospective applicants to investigate the technical and / or economic viability of a project. The study will be required to be completed by an organisation with the prerequisite expertise. This generally will require the engagement of an independent third party.</p> <p>The types of studies considered must be for projects and initiatives that are consistent with the activities for which the Regional Growth Fund can be applied (please refer Section 1.1 of the attached application guidelines).</p>	Regional Development Victoria (RDV)

APPENDIX D

ESTIMATED COSTS

GRAMPIANS WAY INFRASTRUCTURE NEEDS

Project No.	Project Description	Location	Municipality	Coordinating Road Authority	Project Delivery By	Estimated Cost		
						Roads Upgrade \$	New Infrastructure \$	Annual Maintenance \$
Option A2	Viewing Area	Brimpaen Laharum Rd	HRCC	HRCC	HRCC		120,000	550
B	Viewing Area	Henty Hwy near Glenisla Crossing Rd	SGSC	VicRoads	SGSC		400,000	Note 1
C	Viewing Area	Moyston Willaura Rd	ARCC	ARCC	ARCC		120,000	550
D	Viewing Area	Mt Drummond Rd	NGSC	NGSC	NGSC		120,000	550
E	Public Toilets	Henty Hwy near Glenisla Crossing Rd	SGSC	VicRoads	VicRoads		700,000	Note 1
F	Intersection Upgrade	Victoria Point Rd and Victoria Valley Rd	SGSC	SGSC & VicRoads	SGSC	200,000		Note 2
G	Road Upgrade	Flat Rock Rd	HRCC	HRCC	HRCC	525,000		Note 3
H	Road Upgrade	Flat Rock Rd	NGSC	Parks Vic	Parks Vic	525,000		Note 3
I	Road Upgrade	Mount Zero Rd	NGSC	Parks Vic	Parks Vic	1,645,000		Note 3
J	Road Upgrade	Winfields Rd	HRCC	HRCC / NGSC	HRCC	1,820,000		Note 3
K	Remove vegetation	Olive Plantation Rd	HRCC	HRCC	HRCC	75,000		Note 4
L	Bridge Upgrade	Fyans Creek Rd at Fyans Creek	NGSC	NGSC	NGSC	800,000		1,500
M	Bridge Upgrade	Victoria Point Rd at Dwyer Creek	NGSC	NGSC	NGSC	350,000		1,500
N	Signage	Whole of Route	All	All LGA's, VicRoads, Parks Vic	One nominated LGA		250,000	2% of Initial cost (Note 5)
TOTAL ESTIMATED COST						5,940,000	1,710,000	

Notes

1. VicRoads responsibility
2. No change to maintenance requirements
3. Annual maintenance costs for sealed roads are approximately the same as gravel roads
4. Annual cost for maintenance will be the same as current, following vegetation removal
5. Will vary according to what is installed.

POSSIBLE FUNDING SOURCES

GRAMPIANS WAY INFRASTRUCTURE NEEDS

Project No.	Project Description	Location	Project Delivery By	Estimated Cost \$	Possible Funding Source/s
Option A2	Viewing Area	Brimpaen Laharum Rd	HRCC	\$ 120,000	<ul style="list-style-type: none"> Tourism Industry Regional Development Fund (TIRF) Grants Strategic Tourism Investment Grants. Putting Locals First Program
B	Viewing Area	Henty Hwy near Glenisla Crossing Rd	SGSC	\$ 400,000	
C	Viewing Area	Moyston Willaura Rd	ARCC	\$ 120,000	
D	Viewing Area	Mt Drummond Rd	NGSC	\$ 120,000	
E	Public Toilets	Henty Hwy near Glenisla Crossing Rd	VicRoads	\$ 700,000	VicRoads , through lobbying
F	Intersection Upgrade	Victoria Point Rd and Victoria Valley Rd	VicRoads	\$ 200,000	VicRoads
G	Road Upgrade	Flat Rock Rd	HRCC	\$ 525,000	<ul style="list-style-type: none"> Strategic Tourism Investment Grants Regional Development Australia Fund Round
H	Road Upgrade	Flat Rock Rd	Parks Vic	\$ 525,000	
I	Road Upgrade	Mount Zero Rd	Parks Vic	\$ 1,645,000	
J	Road Upgrade	Winfields Rd	HRCC	\$ 1,820,000	<ul style="list-style-type: none"> HRCC ongoing Strategic Tourism Investment Grants Regional Development Australia Fund Round
K	Remove vegetation	Olive Plantation Rd	HRCC	\$ 75,000	None identified
L	Bridge Upgrade	Fyans Creek Rd at Fyans Creek	NGSC	\$ 800,000	<ul style="list-style-type: none"> Strategic Tourism Investment Grants Regional Development Australia Fund Round
M	Bridge Upgrade	Victoria Point Rd at Dwyer Creek	NGSC	\$ 350,000	
N	Signage	Whole of Route	One nominated LGA	\$ 250,000	<ul style="list-style-type: none"> Tourism Industry Regional Development Fund (TIRF) Grants Strategic Tourism Investment Grants.
				\$ 7,650,000	

NOTE: Mokanger Rd, Victoria Point Rd and Victoria Valley Rd are not identified as requiring upgrades in this report as they are currently sealed. They are identified in the Timber Industry Road Evaluation Study (TIRES) Road Needs Study: 2011-2015 as timber haul routes. There may be opportunity to access TIRES funding to widen seals or construct/upgrade shoulders on these roads however, neither road has been prioritised in the TIRES report.

