

Regional Emergency Road Repair Fund

Guidelines

September 2023



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Message from the Minister

Following a significant period of severe weather, flooding and bushfires, the road network across regional NSW is in urgent need of repair. Damaged roads increase hazards that pose safety risks for our communities, increase the likelihood of wear and tear, add to traffic congestion and make it more difficult for emergency services to get where they're needed.

The Regional Emergency Road Repair Fund will prioritise supporting councils across regional NSW to fix damaged roads and ensure the road network we rely on every day is up to scratch.

This fund will provide an additional \$390 million to regional councils to start vital repair and maintenance work. This commitment builds on the existing \$280 million allocated to regional NSW councils through the Regional and Local Roads Repair Program. This brings to a total of \$670 million allocated to NSW regional councils in 2023.

The Regional Emergency Road Repair Fund gives councils more support to fix the damage and keep communities and industry moving to, from and through regional towns and centres across NSW. We know that councils manage more than 80 per cent of the NSW road network. This fund is about making it simple for councils to access funding to repair and recover impacted roads, especially after the devastating effects of severe weather and natural disasters.

We understand communities across regional NSW have been hard hit by these unprecedented natural disaster events and councils need support as they recover from them. We've simplified the process of accessing this additional funding so councils can focus on starting urgent repairs as soon as possible.

We know regional councils are extremely busy with ongoing repair and maintenance schedules and require this support to carry out critical repairs. The Regional Emergency Road Repair Fund allows us to partner with councils to support their recovery efforts and keep regional communities and businesses connected.



The Hon. Jenny Aitchison MP
Minister for Regional Transport and Roads

1. Context

Overview of the Fund

The entire NSW road network is over 185,000 kilometres in length. Severe weather events and floods experienced across NSW over the past few years have increased the number and severity of potholes across the Local and Regional road network.

The Regional Emergency Road Repair Fund (RERRF) is a \$670 million initiative which provides funding, to assist local councils across regional NSW with urgent road repairs, priority corrective maintenance and repair of potholes on their Local and Regional roads. Funding may also be provided for some asset renewals.

The RERRF leverages the principles of the \$280 million regional portion of the Regional and Local Road Repair Program (RLRRP) and creates a new fund, with an additional \$390 million made available to support regional NSW.

The decision maker who approves or declines funding allocations under the RERRF is the Minister for Regional Transport and Roads. Transport for NSW will be the administering agency on behalf of the NSW Government.

Local and Regional Roads are council managed roads and are two of the three administrative classifications used in NSW [refer to Appendix A for further information]:

- Local Roads
- Regional Roads
- State Roads

The funding will be made available to eligible councils and authorities to undertake priority maintenance works and immediate repair of potholes on their Local and Regional roads. The funding envelope provided will be based on kilometres of road network managed in their Local Government Area (\$/km) and will be based on the previous submissions made under the RLRRP from January 2023.

This initiative aligns with and delivers on the [Future Transport Strategy](#) by connecting customers and communities with a safe, reliable, and sustainable integrated transport system.

What does the funding cover and not cover?

The Fund adopts the scope and requirements of the RLRRP from January 2023. The below outlines three descriptions of what is covered and not covered by the funding:

- Corrective Maintenance (Covered)
- Renewals (Partially Covered)
- Upgrades (Partially Covered)

Corrective maintenance, renewal and upgrade works covered under the fund.

Corrective maintenance includes unplanned maintenance activities that are necessary to ensure continued access and the safe operation of the road network. Corrective maintenance works are focused on restoring an appropriate level of service and ensuring the road asset fulfils its current design life by stopping further deterioration. Priority corrective maintenance works, may include:

- Patching: this involves filling holes that have developed in a sealed road with a mixture of bitumen and stone. Pothole patching methods may be either temporary or semi-permanent with a focus on quick repairs to help control further deterioration and expensive repair of the road pavement later.
- Heavy Patching or In-situ Modified: required when the failed material must be either removed/replaced or a stabilisation treatment implemented. The intention is to repair the defect(s) to a life commensurate with the remaining life of the carriageway pavement. See [TfNSW Quality Assurance Specification M250 - 'Heavy Patching \(Flexible Pavement\)](#) for further information.
- Smoothing or Reshaping (unsealed roads): smoothing of the unsealed surface may be required to fix minor damage or potholes that can be fixed relatively easily through this method. Reshaping may be required where the road surface is too damaged to be smoothed or potholes easily filled.
- Drainage and Culverts: carrying out works where the existing road drainage has been impacted by weather events and is no longer able to effectively remove and dispose of water from the road surface. Works may also include rehabilitation or clearing of culverts that have been impacted by weather events.
- Pavement Rehabilitation works: in situations where the road pavement has failed beyond practical heavy patching repairs sections of road may need to be rehabilitated by:
 - Applying a partial asphalt overlay on top of the deteriorated road surface;
 - Improving the existing pavement with the addition of new material; or
 - Removal of the old pavement and replacement with new pavement.
- Resealing/ resurfacing: where an existing bitumen spray seal or asphaltic concrete wearing course is showing signs of failure, such as oxidation, flushing, bleeding, cracking or ravelling, bitumen resealing or a thin asphaltic concrete overlay may be undertaken as preventative maintenance.
- Gravel resheeting: where the gravel wearing course on an unsealed road has deteriorated, gravel resheeting may be undertaken to restore the road pavement.
- Sealing shoulders: unsealed road shoulders may be bitumen sealed to help prevent water ingress into the road pavement.
- Widening shoulders/ carriageway: where required widening activities may be undertaken, however this cannot duplicate the carriageway or add an additional lane..
- Bridge maintenance: where required routine bridge maintenance activities may be undertaken.

Renewal and upgrade works not covered under the fund

The RERRF has been established to provide a further funding boost specifically to regional NSW councils in response to the wet weather and flooding impacts on the Regional and Local Road network. The capital purchase of plant and equipment is not eligible under RERRF as the Fund is a fixed term initiative.

The Fund will not cover all types of planned or scheduled asset renewals. Asset renewals are defined as those works which return the road asset to its “as-new” condition and in doing so extend the design life of the asset. Scope such as culverts and drainage replacements will not be covered.

Asset upgrades go beyond renewals by creating new assets or significantly enhancing the asset in place. Scope such as duplication of the carriageway, drainage system upgrades, sealing gravel roads, building kerb and gutter, and footpaths will not be covered by the Fund.

Any replacement or strengthening of bridges are not covered under the RERRF, nor is initial sealing of gravel roads.

How funding is determined for each council

The funding envelope provided will be based on kilometres of road network managed in their Local Government Area (\$/km). The funding is determined by considering:

- the total number of kilometres of Local Roads in each council area
- the total number of kilometres of Regional Roads in each council area
- funding availability.

Please see **Appendix B** for eligible Councils and local authorities.

2. Funding allocation process

Criteria to be met

Every council and local authority in regional NSW [refer to Appendix B] which is responsible for managing the Local and Regional road network is entitled to receive funding under the RERRF, provided that all the following minimum criteria are met. The RERRF excludes NSW State Government Agencies and roads that are part of the State Road network.

- Works must meet the following:
 - Eligible works must be underway on or after 1 January 2023 in accordance with the current RLRRP start date and completed by the new RERRF end date of 31 October 2027
 - Council and local authorities agree to adhere to the requirements of existing RLRRP funding deed and accept the terms of the variation to include the additional time and funding for the RERRF; and
 - All works are completed and open to traffic before 31 October 2027.
- Work must be completed on Local Roads and Regional Roads only.
- Council and local authorities must be able to report on expenditure* and ability to deliver 'value for money'.
- Council and local authorities must be able to measure and report on tangible deliverables and outcomes for the community to Transport for NSW.

**It is expected reporting will only need to be on a monthly basis via similar processes in place for the existing RLRRP and other Transport for NSW programs, see 'Reporting Requirements'.*

Funding calculation

A submission is not required by councils or local authorities. The RLRRP conducted an application process in January 2023 which captured the following information:

- Total length (in kilometres) of the Local and Regional road network within the LGA**
- The benefits the funding will realise for the community and road users.

The RERRF will leverage the validated information which was provided by councils or local authorities in the above-mentioned process.

***The [NSW Local Grants Commission](#) maintains an up-to-date table for all [Local Road length data](#) for NSW Councils, this information formed the basis of the funding allocation for RLRRP, and will be the same information used for RERRF. For Regional road lengths councils were advised to simply reference the data submitted in their most recent Regional Road Block Grant reporting schedule(s).*

Transport for NSW will therefore use the previously supplied and validated information from the RLRRP to calculate the funding allocation, the allocation will be based on the total number of kilometres of local and regional roads in each council area and the available funding.

3.Receiving the funding allocation

Notification of funding allocations

As the RLRRP conducted an application process and each submission was assessed in January 2023, Transport for NSW will rely on this information to calculate each funding allocation under RERRF. Funding allocations will then be determined based on the total number of kilometres of Local and Regional road network within each Local Government Area (LGA) and the available funding under the fund.

Councils will receive notification of the funding allocation via a letter and funding deed variation that will need to be signed and returned to Transport for NSW within the specified timeframes.

Allocations will be published on the NSW Grant Finder website within 45 days of the funding agreement taking effect.

Payment details

Councils will receive a 100 per cent upfront payment of the funding when the funding deed variation is signed and returned by council, and fully executed by Transport for NSW. A detailed work plan will be required by 30 April 2024.

Any funding that is not expended by 31 October 2027 will be forfeited and recovered by Transport for NSW.

The launch of the RERRF allows regional councils to combine their funding allocation with the existing RLRRP funding provided in February 2023. This new funding coincides with an extension of the RLRRP to the overarching end date of 31 October 2027.

Reporting requirements

Reporting will be aligned with similar processes already in place for other Transport for NSW programs, such as the RLRRP and Fixing Local Roads. Reporting for the RERRF will be combined with reporting under RLRRP, there is no need for additional reporting.

From time-to-time, Transport for NSW may request specific or detailed information on particular works or need to be notified when works are completed and open to traffic. It is a requirement that Council provide this in a timely and efficient manner when requested to do so. Noting Transport for NSW will complete a progress review with councils at the end of each financial year, with councils expected to report and present evidence of expenditure and work progressed by 1 September in each year of the fund or when the funding is completely expended if this occurs before the fund end date of 31 October 2027.

An auditor will be appointed by Transport for NSW to review a sample of council works and evidence that funding provided has been used for the intended purpose with audits to take place over the course of the fund duration.

4. Further information

Questions about the RERRF, including eligibility and the application process, can be emailed to RERRF@transport.nsw.gov.au

Complaints management

Transport for NSW is committed to responding appropriately to customer complaints and feedback.

Written complaints can be sent to the Program email RERRF@transport.nsw.gov.au and verbal feedback provided in person or over the phone will be recorded in a feedback register to ensure they are addressed.

Complaints will be responded to within 21 days of receipt. Where this is not possible, due to the nature of the enquiry, Transport for NSW will:

- inform the stakeholder of the time needed to provide a final response,
- provide a name and telephone number to call for further queries.

Any personal information shared through the complaints process will only be used to investigate and respond to that feedback in accordance with the [Transport for NSW Privacy Policy \(PDF, 243.96 KB\)](#). For more information visit our [privacy page](#).

Appendix A - Road Administrative Classification

The NSW road network uses three administrative categories: State, Regional and Local. They are assigned to indicate who is responsible for the management of a road and reflect the funding arrangements for that road. However, the categories are also broadly applied to describe the role the road plays in the network. The image below provides further explanation on the three administrative classifications. A map of the road network classifications can be accessed here: <https://roads-waterways.transport.nsw.gov.au/classification/map/>



State Roads

State Roads are major arterial links throughout the State and within major urban areas which are the responsibility of the State government to fund and prioritise, due to their significance in the network.

State Roads include roads classified under the *Roads Act 1993* as Freeways, State Highways and Important Main Roads.

Regional Roads

Regional Roads are routes of secondary importance between State Roads and Local Roads. Some Regional-classified roads are located within metropolitan areas. They are designated Regional based on their significance rather than their geographical location.

Regional Roads include roads classified under the Act as Secondary Roads and the less significant Main Roads. They also include some roads not classified under the Act.

It is the responsibility of councils to fund, prioritise and carry out works on Regional Roads. They are eligible for funding assistance from the State government in recognition of their importance to the network.

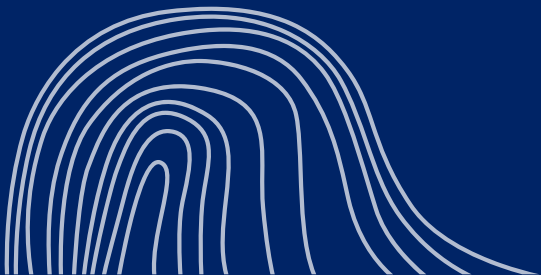
Local Roads

Local Roads are the remaining council-controlled roads which provide for local circulation and access. It is the responsibility of councils to fund, prioritise and carry out works on Local Roads.

Local Roads are eligible for State government grant funding to support maintenance through the \$500m Fixing Local Roads program as well as Financial Assistance Grant funding through the Federal Government.

Appendix B – Eligible Councils / Authorities

Albury City Council	Goulburn Mulwaree Council	Narrandera Shire Council
Armidale Regional Council	Greater Hume Shire Council	Narromine Shire Council
Ballina Shire Council	Griffith City Council	Oberon Council
Balranald Shire Council	Gunnedah Shire Council	Orange City Council
Bathurst Regional Council	Gwydir Shire Council	Parkes Shire Council
Bega Valley Shire Council	Hay Shire Council	Port Macquarie-Hastings Council
Bellingen Shire Council	Hilltops Council	Port Stephens Council
Berrigan Shire Council	Inverell Shire Council	Queanbeyan-Palerang Regional Council
Bland Shire Council	Junee Shire Council	Richmond Valley Council
Blayney Shire Council	Kempsey Shire Council	Shellharbour City Council
Bogan Shire Council	Kiama Municipal Council	Shoalhaven City Council
Bourke Shire Council	Kyogle Council	Singleton Council
Brewarrina Shire Council	Lachlan Shire Council	Snowy Monaro Regional Council
Broken Hill City Council	Lake Macquarie City Council	Snowy Valleys Council
Byron Shire Council	Leeton Shire Council	Tamworth Regional Council
Cabonne Council	Lismore City Council	Temora Shire Council
Carrathool Shire Council	Lithgow City Council	Tenterfield Shire Council
Central Coast Council	Liverpool Plains Shire Council	Tweed Shire Council
Central Darling Shire Council	Lockhart Shire Council	Unincorporated Far West
Cessnock City Council	Lord Howe Island Board	Upper Hunter Shire Council
Clarence Valley Council	Maitland City Council	Upper Lachlan Shire Council
Cobar Shire Council	MidCoast Council	Uralla Shire Council
Coffs Harbour City Council	Mid-Western Regional Council	Wagga Wagga City Council
Coolamon Shire Council	Moree Plains Shire Council	Walcha Council
Coonamble Shire Council	Murray River Council	Walgett Shire Council
Cootamundra-Gundagai Regional Council	Murrumbidgee Council	Warren Shire Council
Cowra Council	Muswellbrook Shire Council	Warrumbungle Shire Council
Dubbo Regional Council	Nambucca Shire Council	Weddin Shire Council
Dungog Shire Council	Narrabri Shire Council	Wentworth Shire Council
Edward River Council		Wingecarribee Shire Council
Eurobodalla Shire Council		Yass Valley Council
Federation Council		
Forbes Shire Council		
Gilgandra Shire Council		
Glen Innes Severn Council		



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