



# Freedom of Information Request: FOI 24-387

**Table 1:**

Data regarding Sturt Highway Crashes from Merbein to the South Australia Border between 2015 and 2022.

Year	National Crash Class Classification	Number of Injuries	Number of Fatalities	Heavy Vehicle Involved	Articulated Vehicle Involved	Heavy Rigid Vehicle Involved	Bus Involved
2015	Injury – not hospitalised	1	0	No	No	No	No
2016	Injury – not hospitalised	1	0	No	No	No	No
2018	Injury – not hospitalised	1	0	Yes	Yes	No	No
2020	Injury – hospitalised	1	0	No	No	No	No
2020	Injury – not hospitalised	2	0	Yes	Yes	No	No
2021	Injury – hospitalised	2	0	No	No	No	No
2021	Injury – not hospitalised	1	0	No	No	No	No
2021	Injury – hospitalised	1	0	Yes	Yes	No	No
2022	Injury – not hospitalised	1	0	No	No	No	No

based under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts



The Post-completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Construct a new Rest Area on the Sturt Highway at Lake Cullulleraine.

PROJECT NUMBER: 048093-12VIC-HV3

FUNDING RECIPIENT: State of Victoria

## Scope

Provide details of all changes to the scope following Project approval\* for comparison purposes, including descriptions of the:

- original Project scope approved
- scope change
- rational for the change

Original Scope	Scope change	Rational for change
Construction of two truck parking bays catering for B Doubles and High Productivity Freight Vehicles opposite Lake Cullulleraine general store.	No change to scope.	

\*Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved.

## Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
March 2013	June 2013 (from PPR report)	28 January 2014	21 February 2014

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes were managed.

Funding not available until 2013/2014 financial year and the project was delivered earlier than stated in the Region's Delivery Plan. No significant impact.



## Cost

Please provide details of the finalised project costs below.

Year	Commonwealth Expenditure	State Expenditure	Total Expenditure
2013/14	\$65,000	\$65,000	\$130,000

## Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The parking bays are well utilised by Adelaide bound vehicles and the project is well accepted by the community and road users.

## Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Nil.

## Indigenous Strategy

Was an Indigenous workforce strategy incorporated into the delivery of the Project? YES/NO  
IF Yes - What were the Indigenous employment outcomes under that strategy?

## Additional Project Data

Relevant data should be provided for the purposes of evaluating the programme by the Department.

Productivity	Response	Comments
Has the project increased access for higher mass & productivity vehicles?	<del>Yes</del> or No	
Has the project facilitated integration with key freight networks?	Yes or <del>No</del>	
Has the project facilitated improvements to 'last mile' logistics?	<del>Yes</del> or No	
Please provide any relevant data regarding productivity benefits.	<del>Yes</del> or No	
Safety Improvements		
Has the project improved safety of heavy vehicle operations?	Yes or <del>No</del>	Trucks are now parked safely off the road.
Other benefits		

What are the major freight tasks or commodities on the route?		General freight, horticulture, grains, meat and wool.
Is the project now aligned with industry priorities and/or strategies?	<del>Yes or No</del>	Aligns with the Sydney – Adelaide corridor strategy and is supported by the Livestock Traders Association and Mildura Rural City Council.
Is the project now aligned with state/territory priorities and/or strategies?	<del>Yes or No</del>	It aligns with the Victorian Rest Area Strategy.
Have you initiated changes with the Heavy Vehicle Regulator to reflect improvements made by the project?	<del>Yes or No</del>	

Please provide data, where available and relevant, on benefits of the project			
Road infrastructure – upgrades		Response	Units
Load limits	What was the load limit before?	Not applicable.	Tonnes
	What is the load limit after?	Not applicable.	Tonnes
Traffic Volumes	Traffic volume before?	Not applicable.	AADT
	Traffic volume after?	Not applicable.	AADT
Heavy vehicle	Heavy vehicle usage before?	Not applicable.	AADT
	Heavy vehicle usage after?	Not applicable.	AADT
Detour	Length of any detour that was removed?	Not applicable.	Kilometres
High mass Limits	Length of any additional heavy vehicle access to be opened up?	Not applicable.	Kilometres
Rest Areas or De-coupling Bays – new or upgraded		Response	Units
What was the maximum capacity of the area before this project? (number of semis, b-doubles etc.)		Not applicable.	
What is the maximum capacity of the area after this project? (number of semis, b-doubles etc.)		B Doubles	5
What was the average daily use before this project? (number of heavy vehicles using the area)		Not applicable.	
What is the average daily use after project completion after this project? (number of heavy vehicles using the area)		Two Way Truck AADT	740
What, if any, facilities have been upgraded? (toilets, lighting, picnic areas etc.)		Upgraded an informal parking area to formal parking bays.	
What is the distance to the next nearest rest area /de-coupling area?		5	Kilometres
Any other relevant data? E.g usage of alternate technology		Not applicable.	

Any other information that demonstrates increased productivity and/or improved access as an outcome of this project?

<b>Before</b>
---------------

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts





Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts





After

### Post Completion Report Certification

By signing below you confirm that all information provided in this report is true and correct.

Signature:..... s22(1)(a)(ii) ..... Date: 20/10/16 .....

Name: s22(1)(a)(ii) Position: Team Leader Asset Delivery

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts