# Special Local Roads Program 2026-27

| LGTAP Assessment Score | Council | Road & Primary Purpose | Project Details | New / Cont Project | Scope | 2026-27 Estimated Project Cost ($m) | SLRP Grant Amount ($m) | Council Contribution ($m) | Identified Local Roads ($m) | Supplementary Local Roads ($m) | Roads to Recovery ($m) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **EYRE PENINSULA LOCAL GOVERNMENT ASSOCIATION** | | | | | | | | | | | |
| 86 | Lower Eyre Council | Bratten Way, Hundred of Cummins, Mitchell and Kiana | The project will rehabilitate 2.1km of Bratten Way damaged by increasing freight task. The project will increase pavement strength and lane widths to improve integrity and safety for heavy freight, tourism and commuter use and allow Braften Way to be a gazefted HML route in fime. Work includes, overlaying of exisfing pavement with new Class 1 crushed rock, upgrade of cross-section geometry with lane widths increased to 3.5m with 1.0m sealed & 0.5m unsealed shoulders, pavement design utilises remaining strength of existing pavement where strength of original pavement varies so will overlay depth, varying between 190mm-400mm. | Cont | Year 8 of 14 | $ 2,487,259 | **$ 1,626,000** | $ 861,259 | $ 1,626,000 | | |
| 80 | District Council of Elliston | Palkagee Road | The project involves the sealing and upgrade of approximately 16 km of Palkagee Road, including pavement construction, drainage improvements and geometric reformation to support long-term heavy vehicle loading. The existing unsealed carriageway will be upgraded to a sealed standard suitable for freight movements, improving safety, efficiency and reliability. The project supports key regional industries including agriculture and gypsum extraction. The scope has been refined from previous applications to align with current design standards and staged delivery, with detailed survey, geotechnical investigation and engineering design currently being procured to deliver a fully coordinated, construction-ready outcome. | New | Year 1 of 2 | $ 1,851,000 | **$ 1,234,000** | $ 617,000 | | $ 1,234,000 | |
| 80 | City of Port Lincoln | Verran Terrace, Port Lincoln | Pavement treatment for Verran Tce between St Andrews Tce and Windsor Ave, Stage 1 consists of a 300m treatment between Windsor Ave and Anne St with full depth asphalt pavements, with a design life of 20 years supporting future heavy vehicle growth both locally and regionally. | New | Year 1 of 7 | $ 900,000 | **$ 600,000** | $ 300,000 | | $ 600,000 | |
| 72 | District Council of Franklin Harbour | Cowell Kimba-Lucky Bay Freight Route, Cowell SA | Construct a Heavy Vehicle Bypass on Searle and Old Whyalla Rds to divert Road Trains and Triples away from residential streets in Cowell. The work proposed will upgrade Searle Rd and a section of Old Whyalla Rd from unsealed to sealed with minimum 4.5m lane width and 300mm pavement. The project will include upgrading and realigning 2 intersections designed for 36m AB Triple Road Train movements on the Lincoln Highway and Cowell Kimba Road . | Cont | Year 6 of 6 | $ 1,991,000 | **$ 1,314,000** | $ 677,000 | $ 1,314,000 | | |
| **TOTAL EYRE PENINSULA** | | | | | | **$ 7,229,259** | **$ 4,774,000** | **$ 2,455,259** | **$ 2,940,000** | **$ 1,834,000** | **$ -** |
| **NORTHERN AND YORKE LOCAL GOVERNMENT ASSOCIATION** | | | | | | | | | | | |
| 80 | Copper Coast Council | Hopgood Road | Stabilising the shoulder of Hopgood Road from North Beach Road to Woodforde Drive. This section is approximately 1.32km long. The stabilisation will be a 2m width on either side of the road and then sealed with an emulsion 10/5mm spray seal and to finish, additional linemarking. The overall road seal width will increase from approximately 7.5m to 9.5m, making the road safer for all users. | New | Year 1 of 1 | $ 338,000 | **$ 203,000** | $ 135,000 | | $ 203,000 | |
| 80 | Light Regional Council | Bethel Road | The Bethel Road upgrade project will deliver a fully sealed connection between Horrocks Highway and Thiele Highway, converting the entire road length from an unsealed to a sealed surface over a three-year program. Stage 3 represents the final phase of this work. As a route identified as a 'Regionally Significant Freight Route' in the Northern and Yorke LGA's 2030 Regional Transport Plan, the upgrade will enhance safety, accessibility, and efficiency for commercial and local traffic. Sealing the road will reduce dust, noise, and maintenance requirements, and may support future gazettal for Restricted Access Vehicles, improving its freight-carrying capacity. | Cont | Year 3 of 3 | $ 2,400,000 | **$ 1,600,000** | $ 800,000 | | | $ 1,600,000 |
| 80 | Light Regional Council | Templers Road | This project proposes a shoulder upgrade of Templers Road between Owen Road and Annie Terrace. The works include construction/widening of a 200mm x 0.5m sealed and 1.0m unsealed shoulders, 150mm deep cement stabilisation across 2m widths, each side, and the completion of a full-width reseal. The upgraded road will provide a total width of 9.2m, comprising a 7.2m sealed surface and 2m of unsealed shoulders. Identified as a Regionally Significant Community Access Route in the Northern and Yorke (LEGATUS) 2030 Regional Transport Plan, the upgrade will enhance safety, accessibility, drainage, driver comfort, and long-term network resilience while reducing maintenance costs. | New | Year 1 of 1 | $ 1,300,000 | **$ 867,000** | $ 433,000 | $ 867,000 | | |
| **TOTAL NORTHERN AND YORKE** | | | | | | **$ 4,038,000** | **$ 2,670,000** | **$ 1,368,000** | **$ 867,000** | **$ 203,000** | **$ 1,600,000** |

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| **LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION** | | | | | | | | | | | |
| 80 | Naracoorte Lucindale Council | Diagonal Road, Coles | The road requires full reconstruction due to its narrow width, failed pavement, poor road and shoulder drainage. It is a critical freight route, with a large interaction between heavy vehicles (55%) and commuter vehicles, but suffers from heavy rutting, pot holing and poor drainage. As identified in the Regional Transport Plan - Action Plans, the road is identified as having major deficiencies in geometry, dimensions and strength. The proposed work includes widening, reconstructing the road with a suitable pavement for future growth projections (heavy vehicle loading) of adequate width and shoulders/clear zones and sealing to meet fit for purpose guidelines. | Cont | Year 3 of 7 | $ 1,549,500 | **$ 1,000,000** | $ 549,500 | | | $ 1,000,000 |
| 80 | Southern Limestone Coast Council | Kilsby Road | Kilsby Road is the designated heavy vehicle bypass route for Mount Gambier and provides for faster and safer heavy vehicle movements to the south of the City. Kilsby Road is a direct route to the Port of Portland in Southwest Victoria (a major deep sea port parficularly relevant to the fimber industry in the south east of SA). The reconstruction and widening of 2.8kms of Kilsby Road (to 26m B Double standard) and the project will include fit for purpose lane width (one lane in each direction), sealed shoulders and 1m wide constructed, but not sealed additional shoulder width | New | Year 1 of 3 | $ 996,000 | **$ 664,000** | $ 332,000 | | | $ 664,000 |
| 80 | Tatiara District Council | Padthaway Road | Padthaway Road is 30.774 km long and has approximately 11km which is 6.4m wide or less.<br>The remaining segments have been upgraded to between 7m and 7.2m wide.The road requires pavement widening (due to its narrow width) to comply with “fit for purpose” standards for a regionally significant freight route and improve safety. The works will comprise of widening 6.3km of shoulder pavement followed by sealing the shoulders. This will be followed by line marking and installation or reflective pavement markers (RPM's) to improve night time delineation. | Cont | Year 2 of 3 | $ 544,000 | **$ 359,000** | $ 185,000 | $ 359,000 | | |
| 74 | City of Mount Gambier | Davison Drive, Mount Gambier | The works will involve full reconstruction and pavement strengthening over the 0.75 km stretch. This will address the identified surface issues, restore pavement integrity, and ensure durability under continued use. The scope will include reprofiling for better drainage, renewal of road markings, edge treatment enhancements, and reinforcement of shoulders where required. The upgrade aims to maintain regional transport standards and support the area's ongoing tourism and community use. | Cont | Year 2 of 2 | $ 900,000 | **$ 600,000** | $ 300,000 | | | $ 600,000 |
| **TOTAL LIMESTONE COAST LGA** | | | | | | **$ 3,989,500** | **$ 2,623,000** | **$ 1,366,500** | **$ 359,000** | **$ -** | **$ 2,264,000** |
| **MURRAYLANDS & RIVERLAND LOCAL GOVERNMENT ASSOCIATION** | | | | | | | | | | | |
| 80 | Coorong District Council | Narrung Road, Narrung | Narrung Road is a Regionally Significant Community Access route and a Locally Important Freight Route and Tourist Route on the Murraylands and Riverlands Local Government Association 2030 Regional Transport Plan. This is due to Narrung Road being the only land-based entry/exit point from the townships of Narrung and Raukkan and the surrounding areas, so it is a vitally important link to the larger town of Meningie, and beyond. The road is a locally important freight route for the dairy farms in the vicinity as well as for the movement of other freight to and from the area. The project will upgrade this section of Narrung Road to a consistent width of 2x3.2m lanes with 0.5m sealed and 1.0m unsealed shoulders. This upgrade will bring this section of Narrung Road up to a fit for purpose standard. | Cont | Year 2 of 3 | $ 1,227,000 | **$ 819,000** | $ 408,000 | $ 819,000 | | |
| 76 | Rural City of Murray Bridge | Hindmarsh Road, Murray Bridge | The work proposed includes pavement reconstruction of 1.5km of Hindmarsh Road to address accelerated deteriorafion associated with increased traffic volumes and freight movements.<br>The key outcome for this project is to rebuild the pavement to Austroads standards to ensure the service level is appropriate for a primary OD route and principal cycle route. Further, it will ensure readiness of this key route to support future growth projections for Murray Bridge | New | Year 1 of 4 | $ 920,000 | **$ 616,000** | $ 304,000 | $ 69,011 | | $ 546,989 |
| 76 | Berri Barmera Council | Pennyfield Road | Pennyfield Road from the Old Sturt Highway through to Jury Road is currently in poor condition. The existing road width and spoon drain (stormwater) infrastructure are inadequate to support current daily traffic demands.Upgrading Pennyfield Road would involve widening the carriageway to accommodate traffic volumes strengthening the pavement to handle heavy vehicle loads and improving stormwater drainage to reduce ongoing damage and maintenance needs.These upgrades would enhance safety at the highway intersection improve traffic flow and lower long-term maintenance costs. The upgrade would also ensure reliable access for local businesses and freight operators | New | Year 1 of 1 | $ 325,000 | **$ 217,000** | $ 108,000 | | $ 217,000 | |

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| 76 | District Council of Karoonda East Murray | Kulkami Road, Karoonda | Kulkami Road is a Regionally Significant Freight Route and a Regionally Significant Community Access Route on the Murraylands and Riverlands Local Government Association 2030 Regional Transport Plan. In 2023-24 Council noted significant issues with deterioration of the shoulders, including edge breaks as far as the wheel path in sections. Rubble was brought in to rectify the edge breaks and shoulders, but there was no allocation of funds for sealing the shoulders. The project involves sealing a 1m wide shoulder on both sides of the road to protect the work already done from water ingress and deterioration. Repair of pavement failures where necessary, spray seal overlay in sections where necessary and new line marking to properly delineate the edge of seal and road shoulders will be undertaken. This will bring the road to a fit for purpose standard and enable longevity and safety into the future. | New | Year 2 of 3 | $ 500,000 | **$ 333,000** | $ 167,000 | | $ 333,000 | |
| 76 | District Council of Karoonda East Murray | Perponda Road, Karoonda | Perponda Road is a Regionally Significant Freight and Community Access Route under the 2030 Regional Transport Plan. As this route has become a significant freight route for GML & HML up to B doubles, it has significantly deteriorated over the past few years. This project involves stabilizing and sealing a 1m shoulder along a 7km section from Karoonda toward Mindiyarra. This work protects previous investments, ensuring road longevity. Scope includes repairing pavement failures, applying spray seal overlays where required, sealing a 1 meter shoulder and installing new line marking to clearly delineate the seal and shoulders | New | Year 1 of 2 | $ 600,000 | **$ 400,000** | $ 200,000 | $ 400,000 | | |
| 74 | Coorong District Council | Kulde Road, Tailem Bend | Kulde Road is a Regionally Significant Freight Route and Regionally Significant Community Access Route on the Murraylands & Riverland LGA 2030 Regional Transport Plan. Kulde Road provides a direct link from the Karoonda Highway to Tailem Bend. Significant volumes of grain are grown across the region and transported via truck along the Karoonda Highway and then Kulde Road to silos at Tailem Bend. This project will involve 800m long 50mm asphalt reseal with kerb renewal within the township to ensure it meets appropriate safety standards for heavy vehicles. This upgrade will bring Kulde Road to a fit for purpose standard. | Cont | Year 2 of 2 | $ 1,075,000 | **$ 718,000** | $ 357,000 | $ 718,000 | | |
| 64 | District Council Loxton Waikerie | Billiatt Road | Billiatt Road is the gateway to the Billiat Conservation Park and links the Southern Mallee with The Riverland. Whilst being the main tourism route between the two districts, Billiat Road is not wide enough to accommodate the increased traffic such as road trains and b triples. Road edge breaks and stripping problems. Road requires shoulder reconstruction and widening with a reseal to accommodate GML Road Train and Oversized traffic, from 6.4m seal to 7.6m seal. Council has been successful in receiving SLRP funding to complete earlier stages with this being the last stage to complete Billiatt Road. | Cont | Year 4 of 4 | $ 1,476,000 | **$ 989,000** | $ 487,000 | | | $ 989,000 |
| **TOTAL MURRAYLANDS & RIVERLAND LGA** | | | | | | **$ 6,123,000** | **$ 4,092,000** | **$ 2,031,000** | **$ 2,006,011** | **$ 550,000** | **$ 1,535,989** |
| **SOUTHERN & HILLS LOCAL GOVERNMENT ASSOCIATION** | | | | | | | | | | | |
| 80 | Mount Barker District Council | Bollen Road, Mount Barker | The project includes widening and reconstrucfing the pavement, increasing the carriageway width from 6m to 7.2m between Thiele and Allen Streets. Bus stop locations have been upgraded, with adjustments to existing and new stops. The urban speed limit will be by raised platform intersections between Fry and Allen to manage vehicle speeds. Stormwater upgrades, including improved side entry pits, increased drain capacity, and new kerbs, will also be implemented. The trail, footpath, and associated lighfing are funded separately through the Acfive Transport Fund (separate federal grant program). | New | Year 2 & 3 of 3 | $ 3,000,000 | **$ 2,000,000** | $ 1,000,000 | | | $ 2,000,000 |
| **TOTAL SOUTHERN & HILLS** | | | | | | **$ 3,000,000** | **$ 2,000,000** | **$ 1,000,000** | **$ -** | **$ -** | **$ 2,000,000** |
| **SPENCER GULF CITIES** | | | | | | | | | | | |
| 80 | Port Pirie Regional Council | Nelshaby Road | Council is seeking Special Local Roads Program funding to upgrade a 2.06 km section of Nelshaby Road between Augusta Highway and Oaks Road. This key freight and access route currently has narrow 3.1 m lanes, no sealed shoulders and significant edge break, creating safety risks and high maintenance demands. Proposed works include widening lanes to 3.3 m, constructing sealed and unsealed shoulders, cement stabilisation, full-width spray sealing, line marking, guideposts and improved signage. The project will improve road safety, support efficient freight movements, enhance connectivity and reduce long-term maintenance costs for all road users locally. | New | Year 1 of 1 | $ 470,000 | **$ 313,000** | $ 157,000 | | $ 313,000 | |
| **TOTAL SPENCER GULF CITIES** | | | | | | **$ 470,000** | **$ 313,000** | **$ 157,000** | **$ -** | **$ 313,000** | **$ -** |

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| **GREATER ADELAIDE ORGANISATION OF COUNCILS (GAROC)** | | | | | | | | | | | |
| 76 | Cambelltown City Council | Stradbroke Road, Athelstone | The project involves the road rehabilitation of Stradbroke Road to address the undulating road surface and poor road shape. The project will compliment the recently completed Stage 1 and Stage 2 works along Stradbroke Road. Proposed works include a significant surface renewal (asphalt) to restore the roads structural integrity and surface irregularities. Key outcomes include safer travel and improved access to nearby schools and Morialta Conservation Park, and long-term sustainability of this important transport corridor. | Cont | Year 3 of 4 | $ 1,800,000 | **$ 900,000** | $ 900,000 | $ 707,000 | $ 193,000 | |
| 74 | City of Playford | Dalkeith Road, Kudla | Road rehabilitation and widening from Angle Vale Road to Main North Road. The road has reached end of life and is due for renewal. The overall carriageway width will be increased from 8.2 to 9.2m with formalised sealed and unsealed shoulders and improved stormwater capacity and drainage. The pavement will be a stabilised insitu outcome having economical and environmental benefits. | New | Year 1 of 1 | $ 3,000,000 | **$ 1,500,000** | $ 1,500,000 | | | $ 1,500,000 |
| 70 | City of Playford | Hogarth Road, Elizabeth South | Road rehabilitation Philip Highway to Main North Road, upgrade to provide a parking lane, indented bus bays, protuberances and full time bicycle lanes (Philip Highway to Trimmer Road and Mofflin Road to Main North Road) | New | Year 1 of 1 | $ 2,998,000 | **$ 1,334,734** | $ 1,663,266 | | | $ 1,334,734 |
| 70 | City of Adelaide | Sir Donald Bradman Drive | The purpose of this project is to deliver Road Resurfacing and Light Patching of Sir Donald Bradman Drive, between West Terrace and Council Boundary/Railway Bridge, in line with the asset management plans. Currently, the carriageway is in fair to poor condition, requiring costly maintenance. To reduce whole-of-life costs and improve performance, CoA proposes full-depth asphalt reinstatement, balancing functional upgrades with environmental and urban design outcomes that support long-term sustainability and community benefit. | New | Year 1 of 1 | $ 801,000 | **$ 401,000** | $ 400,000 | $ 401,000 | | |
| 70 | City of Adelaide | Pulteney Street | Project to deliver pavement rehabilitation along Pulteney Street, between Grenfell Street and Halifax Street, in line with asset management plans. The project will enhance public realm through improved pedestrian facilities, creating a safer, more accessible street environment, and increasing tree canopy where feasible, while ensuring timely renewal of infrastructure. Currently, the carriageway is in fair to poor condition, requiring costly maintenance. To reduce whole-of-life costs and improve performance, CoA proposes full-depth asphalt reinstatement, balancing functional upgrades with environmental and urban design outcomes that support long-term sustainability and community benefit. | New | Year 1 of 1 | $ 1,512,000 | **$ 756,000** | $ 756,000 | $ 756,000 | | |
| 66 | Corporation of the City of Unley | Duthy Street | Duthy St Upgrade works (Dover St - Cross Rd), Works include the renewal and reconstruction of the road surface and pavement layers for the remaining 400m section (5000 SQM of road surface) to cater for commuter traffic and heavy vehicle loads that are currently causing extensive damage. 550m lineal meters of kerbing is required to be replaced to eliminate ponding and flooding that causes nuisance and damage to infrastructure. Pedestrian improvements include the introduction of a pedestrian refuge near Sheffield St and DDA accessibility improvements with greening (WSUD) elements at 3 other intersections to improve East - West connectivity. | Cont | Year 4 of 4 | $ 1,142,000 | **$ 549,000** | $ 593,000 | $ 549,000 | | |
| 64 | City of Onkaparinga | Malbeck Drive, Reynella East | The work proposed includes both full road reconstruction and surface renewal for a 900m section of Malbeck Drive to provide a pavement that is suitable for long term heavy vehicle loading. The carriageway width will be maintained at 10.8m and the pavement strengthened where identified as deficient by increasing the depth from 200mm to 370mm. The works include footpath upgrades & approximately 500m of kerbing will be replaced with existing stormwater pits upgraded to improve drainage. Traffic management improvements will be implemented at the existing Koala crossing in front of the Reynella Preschool including kerb protuberances and street lighting review | New | Year 1 of 1 | $ 1,660,000 | **$ 830,000** | $ 830,000 | $ 830,000 | | |
| **TOTAL METRO** | | | | | | **$ 12,913,000** | **$ 6,270,734** | **$ 6,642,266** | **$ 3,243,000** | **$ 193,000** | **$ 2,834,734** |
| **TOTAL RECOMMENDED FUNDING ALLOCATED TO METRO PROJECTS:** | | | | | | | **$ 6,270,734** | | **$ 3,243,000** | **$ 193,000** | **$ 2,834,734** |
| **TOTAL RECOMMENDED FUNDING ALLOCATED TO RURAL PROJECTS:** | | | | | | | **$ 16,472,000** | | **$ 6,172,011** | **$ 2,900,000** | **$ 7,399,989** |
| **TOTAL AVAILABLE FUNDING:** | | | | | | | **$ 22,742,734** | | **$ 9,415,011** | **$ 3,093,000** | **$ 10,234,723** |
| **REMAINING FUNDING AVAILABLE FOR ALLOCATION TO ALL PROJECTS:** | | | | | | | $ - | | $ - | $ - | $ - |