





Roads – Coping with increased demand

	Trucks of the 60's	Did you Know?		Trucks of today	
		Our Network	Approximate Costs		
		Unsealed Road – 364km Sealed Road – 362km Footpath – 33km Kerb and Gutter – 66km	Reseals - \$35,000/km Reconstructions - \$340,000/km Widen & seal shoulders - \$150,000/km Gravel Resheeting - \$30,000/km Grade, Roll and Water \$1000-2000/km		

Asset Type	Going Backwards Model (Current)	Treading Water Model	Road to Infrastructure Improvement Model
Sealed Roads			
Resealing	Minimal resealing across shire, resulting in significant increase of potholes and larger surface failures.	Resealing frequencies beyond recommended practise. Resulting in increase of potholes and surface failures	Resealing done in accordance with recommended practises and life span. Reduced potholes and surface failures
Pavement Rehabilitation	Limited to major arterial roads, limited repairs of major failures only. Current widths remain	Rehabilitation undertaken after significant failure. Widening limited to major roads, surface failures repaired on priority basis	Rehabilitation and widening across sealed network. Repairs undertaken on surface failures. No increase in sealed network
Unsealed Roads			
Maintenance Grading	Major roads graded when multiple major defects appear, minor roads graded when defects render road impassable	Major roads graded when a number of minor defects appear, minor roads graded when multiple major defects appear	Road graded when a number of minor defects appear.
Gravel Resheeting	Limited gravelling on priority basis, minor roads will be inaccessible in wet weather.	Gravel maintained on priority roads with access restrictions on minor roads in wet weather	Gravel maintained on all roads with access available through all weather.
Footpaths			
Renewals	Grinding undertaken on major defects	Minor patching undertaken, grinding undertaken on greater number of defects	Renewals based on failures, with work to be primarily replacement of sections. Minimal upgrading of current width.
New Paths	Only with opportune external funding	Minimal key routes, plus additional only with opportune external funding	New paths as determined by Pedestrian Access and Village Enhancement Plans.

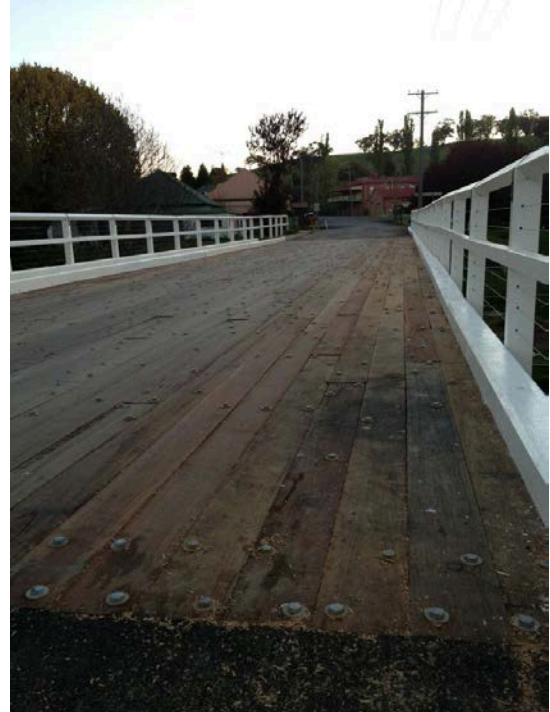

If we continue with the Current (Going Backwards Model and to some extent the Treading Water Model.

- Renewals of some roads will NOT take place
- Reduced Levels of Service on entire network
- Continued increase in backlog of works
- Sealed roads may be converted to gravel roads to reduce maintenance costs
- Worst case scenario - Some roads may need to be CLOSED as has occurred in other Council areas (Council would do everything possible to prevent this)





Bridges – Maintaining and ensuring access



	<p>Naylor Street Bridge (Timber rehabilitation) Completed 2013</p>	Did you Know?		<p>Fagans Bridge (Concrete Replacement) Completed 2004</p>	
		<u>Our Bridge structures</u>	<u>Approximate Costs</u>		
		<p>Timber Bridges 26 Concrete Bridges 42</p> <p>(A bridge is a greater than 6m structure and can include major culverts)</p>	<p>Newbridge Road: \$870,000 Naylor Street: \$440,000 Garland Road: \$550,000</p>		

Going Backwards Model (Current)	Treading Water Model	Road to Infrastructure Improvement Model
<p>Bridges will continue to be inspected by trained bridge inspectors. Subject to outcomes of these inspections, Council may be required to close bridges, or impose severe load restrictions. Maintenance priorities will be given to those bridges that provide the only means of access to a community (isolation). Replacements are unlikely to be funded, and other, lower level of service alternatives will be required. E.g. wet crossings</p>	<p>Bridges will continue to be inspected by trained bridge inspectors. Subject to outcomes of these inspections, Council will consider solutions to maintain access. Priority will be to those bridges that provide the only means of access to a community (isolation). Given restricted funding, bridges may not be able to be replaced prior to the imposition of severe weight restrictions, or in some cases closure.</p>	<p>A 10 year Bridge Replacement/Rehabilitation program is able to be funded. This will result in a minimal number of bridges being closed, or having weight restrictions imposed. Pending the outcome of the inspection program, Council is able to fund the replacement of the following bridges over forthcoming 4 year period:</p> <ul style="list-style-type: none"> • Gallymont Road (Fell Timber Creek) • Snake Creek Road (Mandurama Ponds) • Four Mile Creek Road (Swallow Creek) • Carcoar Road (Cowriga Creek)




			
<p>Gallymont Road (Felltimber Creek) Year: 2 (2014 – 2015) This bridge is currently open, however is displaying significant signs of distress. Closure will result in isolation of the Gallymont community. Inspection by specialist consultant, to identify repair opportunities programmed for October 2013.</p>	<p>Snake Creek Road (Mandurama Ponds) Year: 3 (2015 – 2016) This bridge is currently closed due to structural failure. Timber bridge previously overlaid by concrete. No opportunity for repair. Closure has caused inconvenience, but not isolation</p>	<p>Four Mile Creek Road (Swallow Creek) Year: 4 (2016 – 2017) This bridge is currently open, however is displaying signs of distress. Closure will cause inconvenience, but not result in isolation of the community</p>	<p>Carcoar Road (Cowriga Creek) Year: 5 (2017 – 2018) This bridge is currently closed due to structural failure. Closure has caused inconvenience, but not isolation</p>



Parks, Gardens and Open Space – Active/Passive Recreation

	<p>Heritage Park, Blayney</p>	<p><u>Our Parks, Gardens and Open Spaces</u> Council maintains parks, gardens, sporting facilities and other areas of open space within the Town of Blayney, its Villages and other areas. These areas include such places as Heritage Park, various show and recreation grounds, sporting facilities including Redmond Oval, village and town roadsides, and Carcoar Dam.</p>	<p>Redmond Oval Tennis Courts Millthorpe</p> 
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Benefits

 <p>Family and Community Space</p>	 <p>Cooling and Sustainability</p>	 <p>Tourism and Economic Development</p>
 <p>Community Identity & Attractiveness</p>	 <p>Active Recreation</p>	 <p>Environmental Rehabilitation</p>

Improvements to Recreation and Sporting Facilities under the **Going Backwards Model** will be based on opportunistic funding only.

Current service levels in Recreation and Sports Grounds may be reduced under the **Going Backwards Model**

Village Enhancement and Sporting Management Plans are only able to be fully funded under the **Road to Infrastructure Improvement Model**.