

KEY SERVICE

Our Transport & Access

Provide infrastructure for effective transport & access

- Maintain and develop roads & bridges that meet community needs
- Explore transport options for the community
- Provide safe and convenient options to drive, park, cycle or walk.

Where are we now?

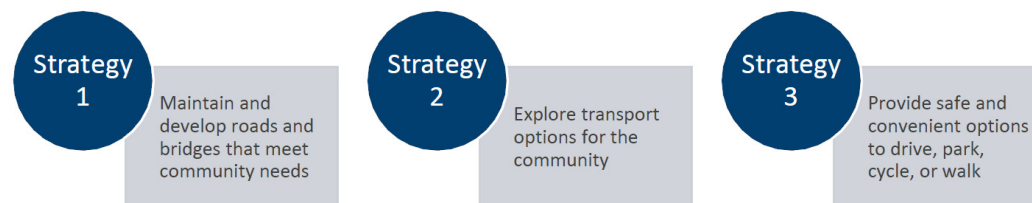
Roads & transport are ongoing issues raised by the community. Rural & regional roads require significant rehabilitation, however costs & limited funding inhibit the progress of these works.

Future Direction

Improvement of regional roads will increase visitation to the Shire, and enhance the safety of users. Council can investigate future transport options and provision for them when undertaking planning & works.

Service: Roads

Objective: Our Transport & Access - Provide infrastructure for effective transport and access



Funding Models	Description
Scenario 1	Existing special rate variation discontinued
Scenario 2	Continuation of current rate variation

Comments on Guyra Shire Council Road Assets

REGIONAL ROADS—123KM

Rehabilitation of these roads cost in the order of \$400k per km.

Bitumen resurfacing of these roads cost in the order of \$20k per km.

Council receives in the order of \$780k annually to routinely maintain these roads including resurfacing, mowing and pothole patching. Any additional funding is subject to grant project applications to the RMS in competition with the remaining state regional network.

LOCAL URBAN ROADS—36KM

Rehabilitation of these roads cost in the order of \$80-120k per block (~200m)

Bitumen resurfacing of these roads cost in the order of \$4k per block

Council spends approximately \$250k annually to routinely maintain these roads including resurfacing, mowing and pothole patching. Rehabilitation is subject to further budget allocations from Council.

LOCAL RURAL SEALED ROADS—269KM

Rehabilitation of these roads cost in the order of \$250-400k per km.

Bitumen resurfacing of these roads cost in the order of \$15k per km

Council spends approximately \$500k annually to routinely maintain these roads including resurfacing, mowing and pothole patching. Rehabilitation is subject to further budget allocations from Council.

Other works in recent years have been undertaken to widen & rehabilitate sealed roads using Auslink Roads to Recovery funds where Council is allocated \$2.14M over 5 years (~\$428k per year). 2013/14 is the last year of the current 5 year program.

LOCAL RURAL UNSEALED GRAVEL ROADS—537KM

Routine maintenance grading of these roads cost in the order of \$1k per km.

Gravel resheeting of these roads cost in the order of \$30-50k per km

SERVICE / ASSET ACTIVITIES

⇒ Regional Roads

⇒ Local Urban Roads

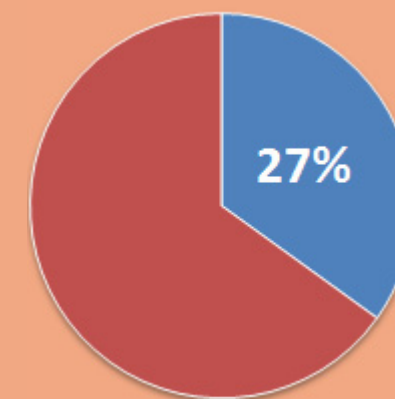
⇒ Local Rural Sealed Roads

⇒ Local Rural Unsealed Gravel Roads

WHAT SERVICE LEVELS LOOK LIKE (examples)



Assets Supporting Services



- Regional Roads—123km
- Local Urban Roads—36km
- Local Rural Sealed Roads—269km
- Local Rural Unsealed Gravel Roads—537km

\$88,275,000
Asset Value of Roads
(Excluding Non-Depreciable Bulk Earthworks (\$153,513,000))

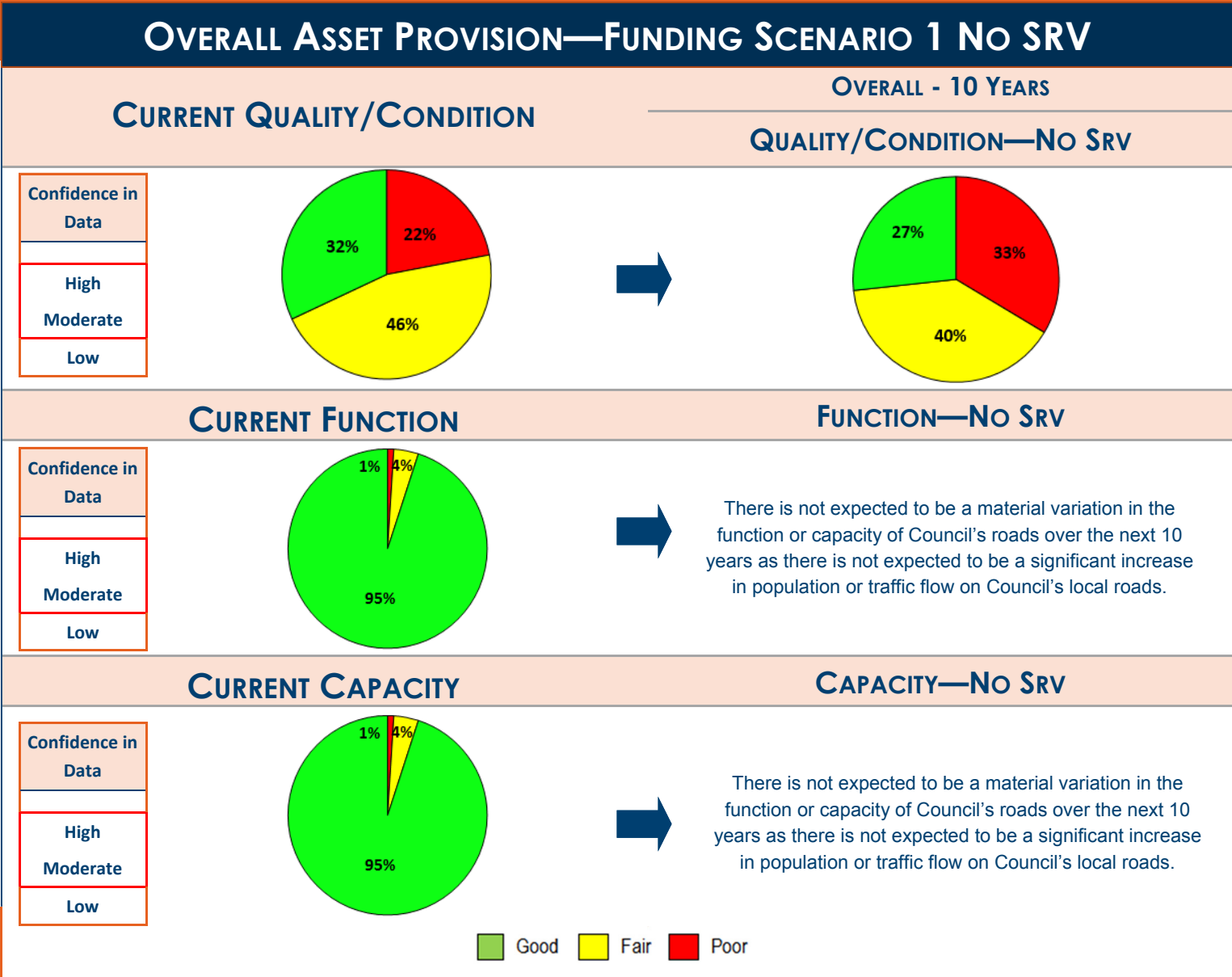
Source: Technical Register as a percentage of total IPP&E value from Council's 11-12 Financial Statements

Service: Roads Infrastructure



FUNDING SCENARIO 1— EXISTING RATE VARIATION DISCONTINUED

This Funding Scenario Summary shows the current and projected service levels, budget and expenditure profiles for the current Long Term Financial Plan balanced to the Asset Management Plan.



FUNDING SCENARIO DESCRIPTION

Funding scenario 1 is based on the discontinuation of the current rate variation. This will stop the levy for road and bridge maintenance which will reduce the revenue by \$200k. Under this scenario Council will not be able to maintain the current levels of service and the condition of Council’s road assets will deteriorate over the next 10 years.

SUMMARY OF ASSET COSTS

LONG TERM—LIFECYCLE COSTS

Life Cycle Gap it is estimated that there will be a funding shortfall of **\$424,000** each year over the whole of life of the Roads asset class. This is based on the depreciation value from the Asset Register.

Lifecycle Cost (annually)	\$3,981,000
Lifecycle Available Funding (annually)	\$3,557,000
Lifecycle Gap (annually)	-\$424,000
Lifecycle Financing Indicator	89%

MEDIUM TERM—10 YEAR FINANCIAL PLANNING PERIOD

It is estimated that there will be a funding shortfall of **\$440,000** each year over the next 10 years to maintain the current level of service for the Roads asset class.

10 Year Cost (annually)	\$3,997,000
10 Year Available Funding (annually)	\$3,557,000
10 Year Gap (annually)	-\$440,000
10 Year Financing Indicator	89%

Proposed Special Rate Variation Allocation

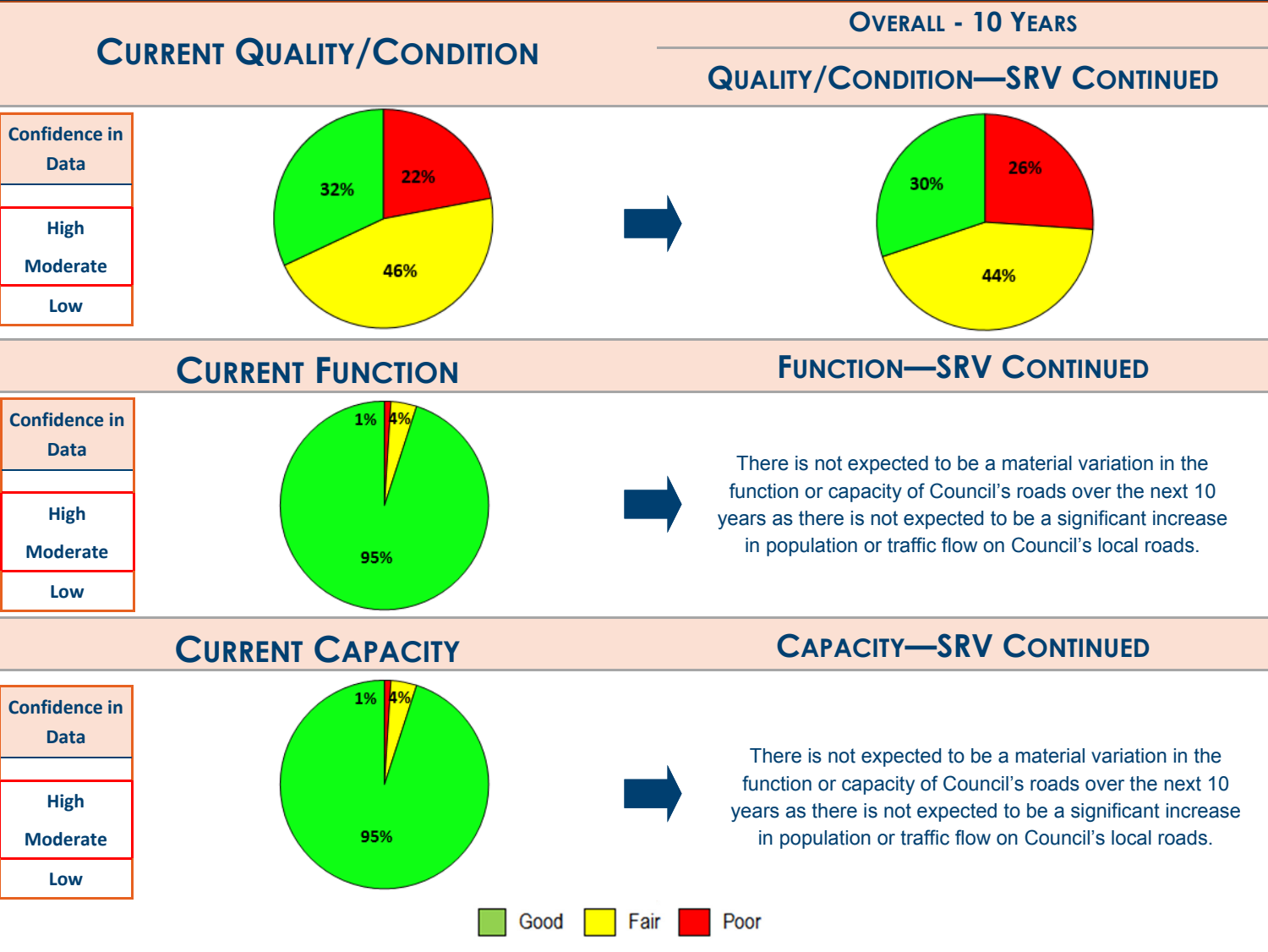
(Cannot be funded without the continuation of the current SRV)

2015	Bitumen Resurfacing	Sections of Tenterden Road, Wandsworth Road, Tubbamurra
2015	Rural Drainage Maintenance	proposed for longitudinal drainage to improve drainage and reduce moisture saturation leading to pavement failure.
2016	Bitumen Resurfacing	Sections of Wards Mistake Road, New Valley Road, Howell Road
2016	Rural Drainage Maintenance	proposed for longitudinal drainage to improve drainage and reduce moisture saturation leading to pavement failure.
2017	Bitumen Resurfacing	Sections of Tenterden Road, Tubbamurra Road, Wandsworth
2017	Rural Drainage Maintenance	proposed for longitudinal drainage to improve drainage and reduce moisture saturation leading to pavement failure.

FUNDING SCENARIO 2— CONTINUATION OF CURRENT RATE VARIATION

This Funding Scenario Summary shows the current and projected service levels, budget and expenditure profiles for the current Long Term Financial Plan balanced to the Asset Management Plan.

OVERALL ASSET PROVISION—FUNDING SCENARIO 2 SRV CONTINUED



FUNDING SCENARIO DESCRIPTION

Funding scenario 2 is based on the current rate variation continuing. With the current levy roads & bridges maintenance and renewal are still underfunded by \$200k. Reserves run out in 3 years. With current levels of funding condition of Council's roads are still expected to deteriorate over the next 10 years. This funding scenario seeks to maintain the existing rate variation permanently.

SUMMARY OF ASSET COSTS

LONG TERM—LIFECYCLE COSTS

Life Cycle Gap it is estimated that there will be a funding shortfall of **\$184,000** each year over the whole of life of the Roads asset class. This is based on the depreciation value from the Asset Register.

Lifecycle Cost (annually)	\$3,981,000
Lifecycle Available Funding (annually)	\$3,797,000
Lifecycle Gap (annually)	-\$184,000
Lifecycle Financing Indicator	95%

MEDIUM TERM—10 YEAR FINANCIAL PLANNING PERIOD

It is estimated that there will be a funding shortfall of **\$200,000** each year over the next 10 years to maintain the current level of service for the Roads asset class.

10 Year Cost (annually)	\$3,997,000
10 Year Available Funding (annually)	\$3,797,000
10 Year Gap (annually)	-\$200,000
10 Year Financing Indicator	95%

Proposed Special Rate Variation Allocation
(To be funded with the continuation of the current SRV)

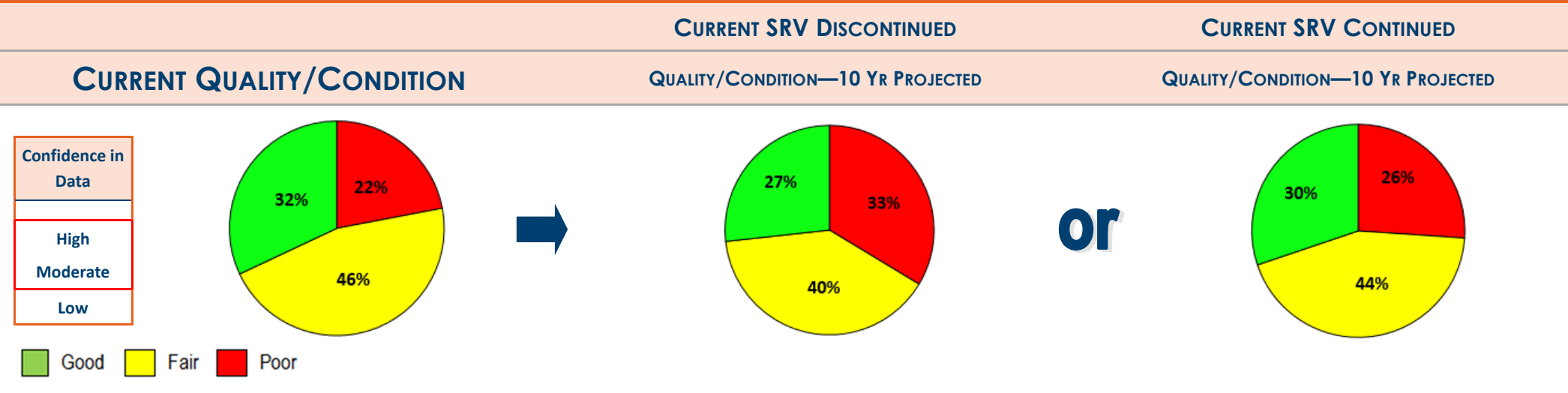
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2015	Rural Drainage Maintenance	proposed for longitudinal drainage to improve drainage and reduce moisture saturation leading to pavement failure.
2016	Bitumen Resurfacing	Sections of Wards Mistake Road, New Valley Road, Howell
2016	Rural Drainage Maintenance	proposed for longitudinal drainage to improve drainage and reduce moisture saturation leading to pavement failure.
2017	Bitumen Resurfacing	Sections of Tenterden Road, Tubbamurra Road, Wandsworth
2017	Rural Drainage Maintenance	proposed for longitudinal drainage to improve drainage and reduce moisture saturation leading to pavement failure.

ASSET MANAGEMENT PLAN: Transport Infrastructure



ASSET ACTIVITY: REGIONAL, LOCAL & UNSEALED GRAVEL ROADS

COMMENTS	RISKS	RESPONSES
Guyra Shire Council has no state class roads. The majority of the network is local roads with limited heavy traffic. Typically no more than 100 vehicles per day.	<ul style="list-style-type: none">Surface defects cause potholes and underlying pavement failures which result in lower travel speed and increased risk of traffic crashes.Pavement defects (roughness and rutting) causing lower travel speed and increased risk of traffic crashes.Potholes and corrugations causing lower travel speed and increased risks of traffic crashes.In severe cases, may restrict all weather access to some properties.	<ul style="list-style-type: none">Inspection program, pothole repair program, maintenance grading program.Inspection program, pothole patching program, regular reseal program.Inspection program, heavy patching program, regular reseal program. Pavement rehabs according to capital renewal program.



Special Rate Variation

Council in 2009/10 received a special rate variation of 8.43% (including 3.5% rate pegging). This special rate variation equates to approximately \$180,000 per year for Council to provide ongoing services to our community.

The special rate variation was approved for a period of 5 years and runs out in June 2014. Council believes that in order to maintain our assets and provide a reasonable level of service it will need to retain this additional rates base. Council has therefore resolved to apply for this variation to remain permanently.

The application however requires community support. To meet the needs of our communities, now and into the future, we must have the discussion with our community on an agreed way forward. We may require further rate variations and / or service level adjustments.

What have we spent it on previously?

\$100,000 on resealing roads, \$50,000 on drainage throughout the Shire, and \$30,000 on the community village plans each year of the current rate variation.

What we will spend it on?

It is proposed to continue utilising the additional revenue in accordance with previous years to assist with asset maintenance requirements.

Have Your Say on the Special Rate Variation

To meet the needs of our communities, now and into the future, we must have the discussion with our community on an agreed way forward.

