

Roads Service Levels Review

Gwydir Shire Council



Centre for
Local Government

Facilitators



Alex Lawrie



Simonne Johnston

Who else is here?

- **Council staff** (to answer your questions)

- **Councillors** (observing )

- **The Group!**

Welcome

- Some housekeeping matters:



- Privacy and confidentiality, ethics and bank detail forms



- \$200 Incentives will be paid by EFT



Welcome

Your agreement to participate:

- comply with directions given by the facilitator
- do not disclose content of discussions with anyone outside the group
- do not disclose the views of any group member
- report to a facilitator any direct or indirect communication with observers about the topic or the group discussions

Why are YOU here?

- Carefully selected to represent the survey and Gwydir
- Not everyone is lucky enough to go through this process
- You need to keep them in mind – how might they be impacted?



Why are WE here?

- We know about community engagement and local government (roads, not so much)
- Help guide **THE GROUP** in providing advice to Council
- To give evidence, make sure the issues are clear, bring experiences into the discussion, and highlight views
- We have no interest in what **THE GROUP** advice is, only creating a process that simulates Council's decision-making environment and getting **THE GROUP** to work within it
- **THE GROUP** will need to sense what 'the force of the better argument' is in working out what advice to provide Council

HARD

WORK



Why?

Because we need robust community engagement to:

- Balance different, sometimes competing interests
- Make collective decisions about wicked problems
- Make sure decisions are based on reasoned discussion and mindful of implications
- To help government deliver services closer to our needs, wants and preferences (and ourselves in the process!)



**KEEP
CALM**

and

**GET WITH THE
PROGRAM!**

Agenda

Time	
10.00am – 10.30am	Why we are here, who's here, and what are we doing?
10.30am - 11.30am	Reflecting on roads in the area and bus trip
Morning tea	
11.45am – 1.00pm	Some evidence about Gwydir and roads
Lunch	
1.45pm – 2.30pm	Road service levels
2.30pm – 3.30pm	Making decisions
Afternoon tea	
3.45pm – 5.00pm	Shaping and presenting the group's advice to Council

Maybe tomorrow?, lets see how we go

WHAT ON

EARTH

ARE WE

DOING?



What is this all about?

- **Recommendation of another deliberative panel held in 2016** to advise Council on its Special Rate Variation (SRV) application
- Panel members:
 1. Highly **valued Council services and infrastructure** (particularly roads)
 2. Were **concerned long-term financial pressure** mean Council **may not be able to maintain the range and level** of services and infrastructure
 3. Also wanted Council to **look at increasing service levels in some areas, if and when more money became available**, to help **grow the area** (social services and economic development)
- Recommended Council pursue a rate increase and **further engage the community on service levels, particularly roads** because they are a big budget item

What are we asking you to do?

Review road service level options, and
advise on a level for each class of road
(NOT every road)

- Four service level options:
 1. **Gold** – maintenance, patching, resealing, upgrading
 2. **Silver** – somewhere in between
 3. **Bronze** – somewhere in between
 4. **Minimum** – maintenance only

What are we asking you to do?

Review road service level options, and advise on a level for each class of road (NOT every road)

Arterial Sealed - Baroma Downs Road



Collector Sealed - Oregon Road



Local Unsealed - Allandale Road



Arterial Unsealed - Country Boundary Road



Collector Unsealed - Gineroi Road



Minor Unsealed - Inverness Road



YOU SAW DIFFERENT CLASSES OF ROAD ON THE BUS STOP

What are we asking you to do?

Review road service level options, and
advise on a level for each class of road
(NOT every road)

To inform the group's advice:

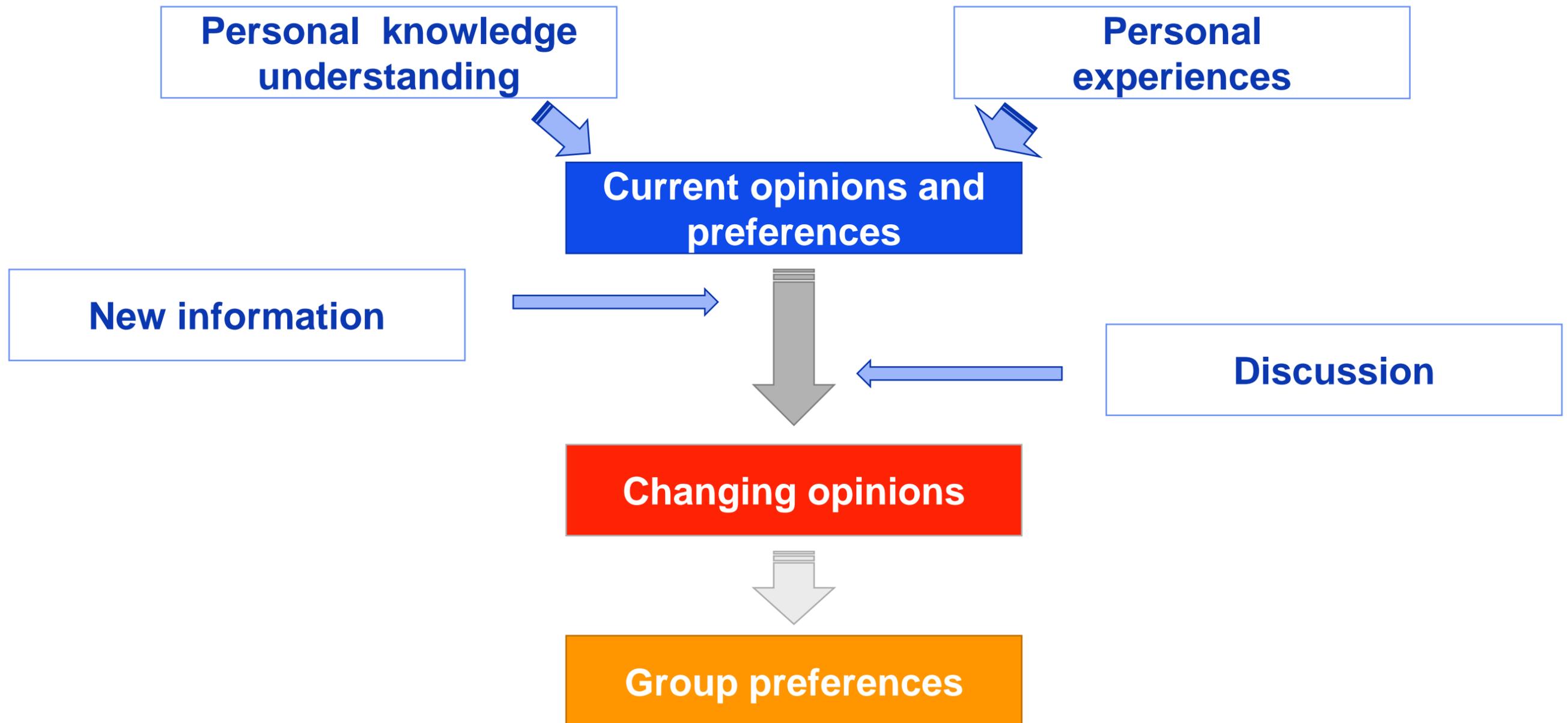
1. Draw on the group **bus trip experience**
2. Your **own experiences** driving around Gwydir
3. Given **evidence** about roads and road services
4. Can **ask Council staff** questions, and, most importantly
5. Group **discussion**



THE PUB TEST*

*(*but smarter)*

One way to look at what we're doing



Another way to look at it

Shift from		Towards
Individual interest and benefit	↔	Public interest / collective good
Petty arguments	↔	Thoughtful and respectful discussion
Loudest voice wins	↔	Making choices through equal and reasoned discussion
No one gaining because things don't suit a particular interest	↔	Thinking about how everyone can benefit
Distrust	↔	Trust



**KEEP CALM
AND THINK
ABOUT
COMMUNITY
GOVERNANCE**

An aerial photograph of a wide, muddy river with a brown, textured surface. The water is turbulent, with many small ripples and eddies. The text "EVERYTHING CLEAR?" is overlaid in the center in a white, bold, sans-serif font.

EVERYTHING CLEAR?



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To us start off!

On the piece of paper:

1. Your name
2. What's most important about roads for you?
3. What's most important about roads for Gwydir?
4. Are current road service levels adequate?
5. What class of road to prioritise for servicing, and why that class?
(arterial, collector, local, minor)
6. At what service level? (**minimum**, **bronze**, **silver**, **gold**)

WE WILL COLLECT THESE FROM YOU

In pairs, with 6 x 3 minute rotations

1. What is the biggest issue for Gwydir's future?
2. From the bus tour, what's your overall impression of roads in the area?

Report back

Summarise what you heard from others:

1. The biggest issues for Gwydir's future?
2. What the roads are like in the area?

FACT

+5.9%

/

-1%

Gwydir



Older and ageing population



Gwydir's kids more developmentally vulnerable than other kids in NSW



Growing Aboriginal and/or Torres Strait Islander community

Demographic Analysis

	2016	2016 'Rest of NSW' Average	2011	2006	% Change 2006-2016
Population	5,258	-	4,965	5,311	-1%
Male	2,657 (50.6%)	49.2%	2,512 (50.6%)	2,699 (50.8%)	-1.6%
Female	2,592 (49.4%)	50.8%	2,453 (49.4%)	2,612 (49.2%)	-0.8%
Median age	48	43	45	43	11.6%
Aboriginal and/or Torres Strait Islander population	300 (5.7%)	5.5%	190 (3.8%)	134 (2.5%)	123.9%
English only spoken at home	4,685 (89.5%)	87.1%	4,804 (96.7%)	5,110 (96.2%)	-8.3%
Has need for assistance	369 (7%)	6.3%	350 (7%)	303 (5.7%)	21.8%
Families	1,367	-	1,393	1,552	-11.9%
All private dwellings	2,589	-	2,683	2,738	-5.4%
Average people per household	2.3	2.4	2.3	2.4	-4.2%
Median weekly household income	\$910	\$1,168	\$726	\$612	48.7%
Median monthly mortgage repayments	\$981	\$1,590	\$928	\$695	41.2%
Median weekly rent	\$120	\$270	\$100	\$60	100%

Compared to other councils

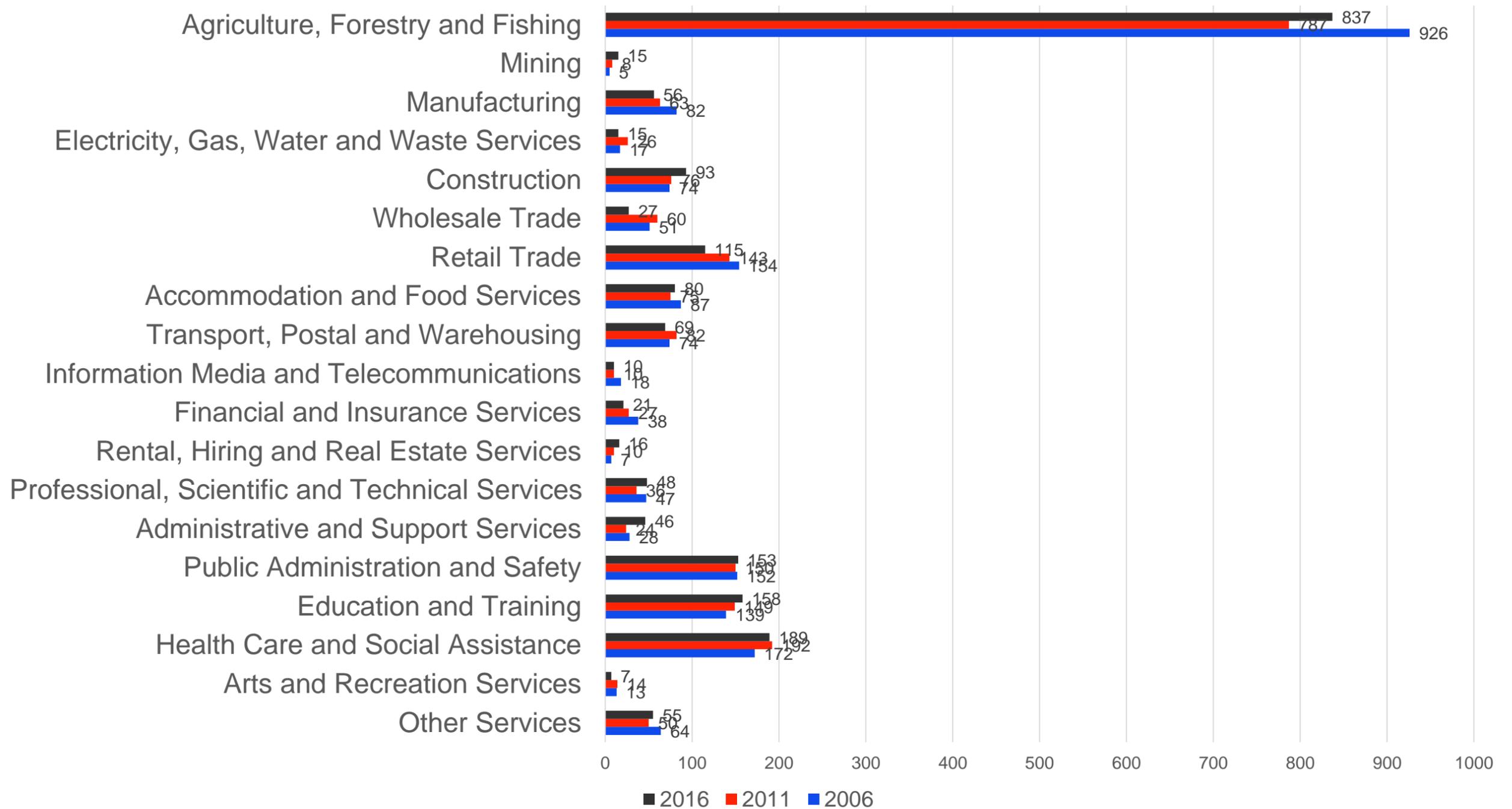
	Population	Population Change Over Five Years	Population Density per Capita/km2	Socio-Economic Index Rating
Berrigan Shire Council	8,416	-2	4.1	48
Bland Shire Council	5,959	-7	0.7	77
Blayney Shire Council	7,380	2.8	4.9	92
Cobar Shire Council	4,975	-3.7	0.1	60
Dungog Shire Council	9,195	6.3	4	97
Forbes Shire Council	9,754	0.1	2.1	44
Glen Innes Severn Council	8,999	-2.8	1.6	20
Gwydir Shire Council	5,068	5.90%	0.5	38
Junee Shire Council	6,230	-0.8	3.1	34
Kyogle Council	9,537	-2.9	2.7	11
Lachlan Shire Council	6,767	-1.5	0.5	39
Liverpool Plains Shire Council	7,759	-2.3	1.5	19
Narrandera Shire Council	5,920	-5.5	1.4	17
Narromine Shire Council	6,822	0.1	1.3	29
Oberon Council	5,318	-1.4	1.5	79
Temora Shire Council	6,071	-1.4	2.2	46
Tenterfield Shire Council	6,986	-0.5	1	14
Upper Lachlan Shire Council	7,876	4.8	1.1	113
Uralla Shire Council	6,411	2.8	2	94
Walgett Shire Council	6,791	-5.8	0.3	3
Warrumbungle Shire Council	9,728	-5.8	0.8	15
AVERAGE	7,236	-1	1.8	47
MEDIAN	6,822	-1.4	1.5	39
GWYDIR VERSUS AVERAGE	-30%	[+6.9%]	-72%	-19%
GWYDIR VERSUS MEDIAN	-26%	[+7.3%]	-67%	-3%

Socio-Economic Differences

Area	Usual Resident Population	Rank in NSW (lower is more disadvantaged)	Percentile within NSW (lower is more disadvantaged)
Bangheet	324	1,741	68
Bingara	1,336	146	6
Warialda	1,716	562	22

The Local Economy

Gwydir Industries by Employment - 2006 to 2016



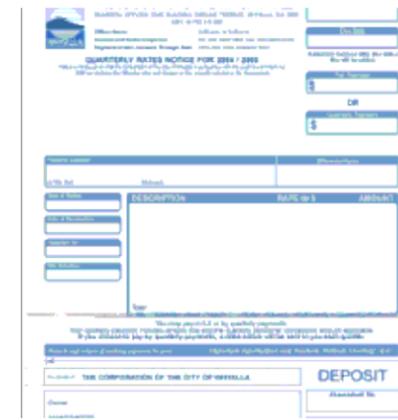


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What councils do

What councils do

Post WW2 – 1980s



1980s - Onwards



How services and infrastructure are paid for

Own Source

Collected by council
Some amounts controlled by council, others not

Rates, fees and charges,
developer contributions,
interest income etc.

Grants

Money from other levels of government

Not controlled by council

Some ongoing, others one-off

Some are 'general purpose'
and can be spent on anything
Others are 'specific purpose'
and must be spent on certain
things like roads

Who pays for services and infrastructure?

- Everyone has to pay for the services and infrastructure we need and use
- Roads, schools, hospitals, libraries, community centres – all sorts of things!
- Different services and infrastructure are paid for in different ways





UTS

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What Gwydir Shire Council does

Community Strategic Plan 2017-2027

- Community's priorities: **improved roads and assets; improved appearance of towns and villages; increased tourism; and economic development** (*specifically increasing population*).
- Keep in the back of your mind, how is Council going in relation to these community priorities?

Bike shed Gravesend • Water refilling stations • Vacant land for development
• Friends of Naroo • Naroo Sustainability • Improve medical services
• North Bingara sewerage expansion • Communication • More volunteers
• Strategic relationships • Circular Economy • Population growth
• Expanded tourism • Economic Development • Gwydir Learning
Region • The Living Classroom • Fit For The Future • Domestic
Waste Collection • Financial stability • Review of service levels

Warialda Rail Water Supply • Two Pools? • Naroo development
• Extension of Gravesend Club • Independent living units Naroo
• Roxy Theatre - events/shows • Vacant land for sale
• Foreshore Management • Optimum Road Network
• Asset Management Plans • Petition Other Levels of Government
• Behind the Meter Scheme • Park Irrigation systems

Cranky Rook • Focus on Arts • Cost savings - Community Halls • Review
standard of ramps • Self Help (Roads) • Greenhouse & Poultry • Redevelopment
Bingara Civic Centre • Roxy Café • Reduce levels of service for parks and
gardens • Fossilokers' Paradise • Attract more Grey Nomads to stay longer
• Regional conferencing • Biolinks projects • North Star water upgrade
• Gravesend water supply • Sewerage treatment - pipe relining programs
• Development of town water bore Croppa Creek • Warialda water supply
• Friends of Myall Creek Committee • Regular welcome new
residents/visitors • Development of Myall Creek Massacre Memorial Site
• ePlanning • Directional signage Improved • Mongard's town strategy roll
out • Review of staff salaries and numbers • Small community events
• Review our staff literacy and numeracy levels

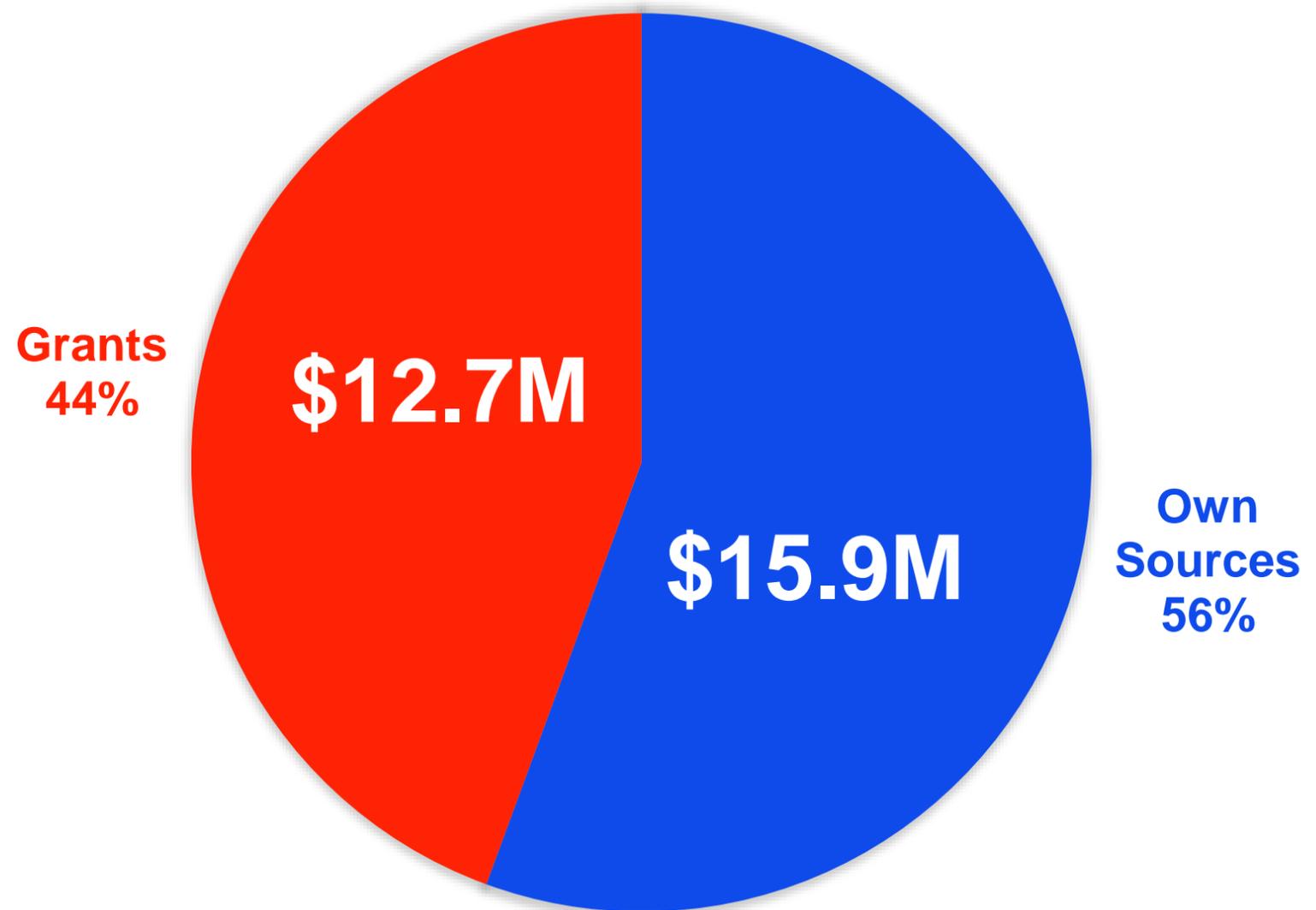
Upper Horton - mobile phone tower • Inland Rail project • Improve mobile coverage
• Museums • Biodegestor • Sand mine opportunities • Divert tourist traffic
• Warialda geological walks • Redevelopment Bingara Council Depot • Gwydir River
old water pollution • Noxious weeds programs • Recognition of local heroes
• Gwydir - geological centre of excellence • Ooolatal Rook • Migrant resettlement
• Bingara - bypass • Ooolatal - RV friendly accreditation

"Riley the Hairy One" • Warialda Pop up Gallery • Expand visitor accommodation
• NBN Opportunities • Warialda Food Bank • Biodegradable coffins • Winding down in Warialda
Festival • Warialda Amateur Dramatic Society • GSC plastic free zone
• Find fee free pathway for ESL students • Warialda Triathlon • Diner en Blanc Warialda
• Warialda - Bingara marathon • Gwydir Shire - Centre for Adventure • Public Art
• Reedy Creek - mud run • Companion Animals' Welfare • Warialda Community Garden
• Quirky Festival • Wellness Centre of the North West • Discos for kids at Gravesend
Develop Reedy Creek • Paint Bingara bridge • Ooolatal Art Show
• Ooolatal - Improved RV sites ie dump sites

Gwydir's revenue

- In 2015/16, Council's total operational **revenue was \$28.6m**
- **55.6%** (\$15.9m) from **own sources**
- **44.4%** (\$12.7m) was **from grants**

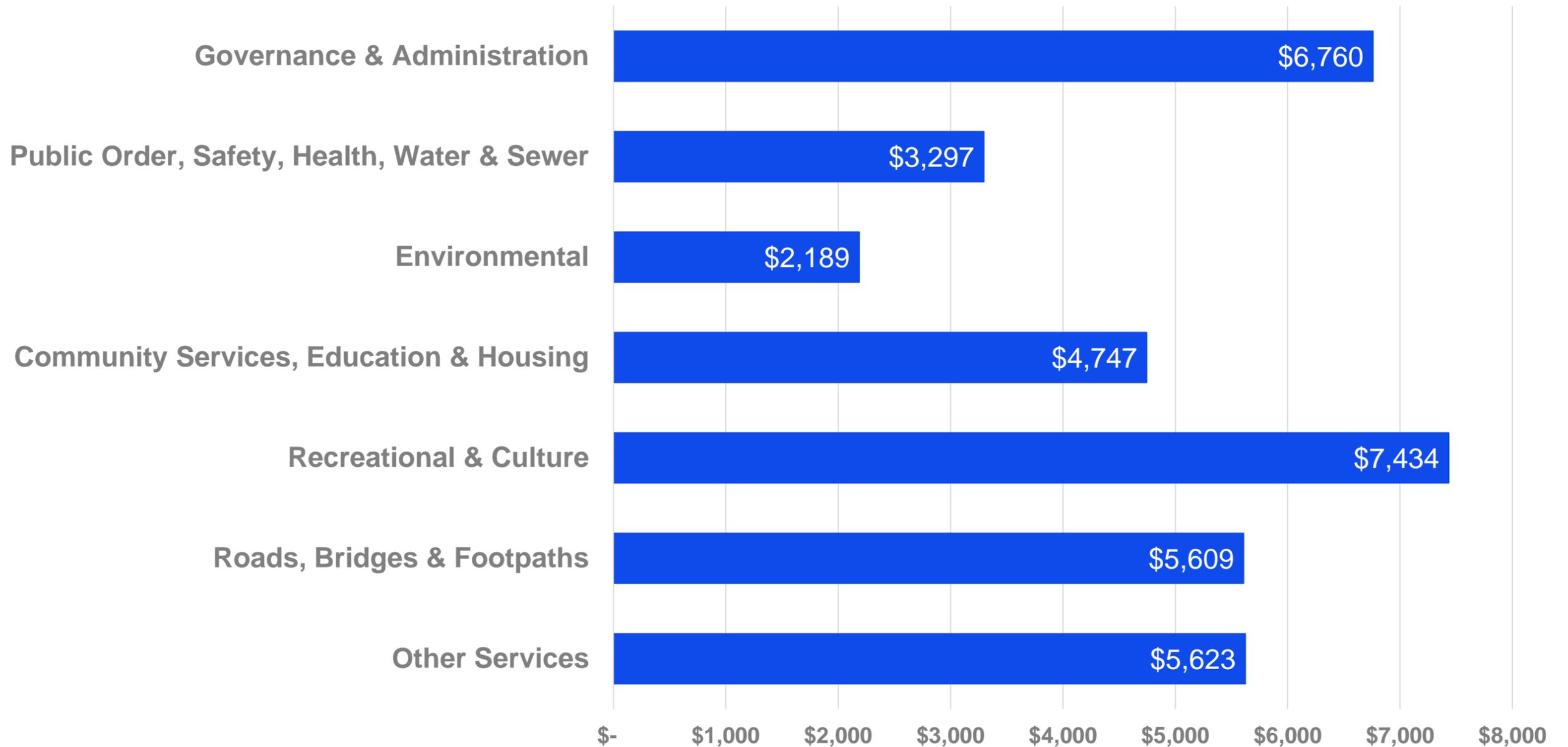
GWYDIR'S REVENUE IN 2015/16



Gwydir's expenses

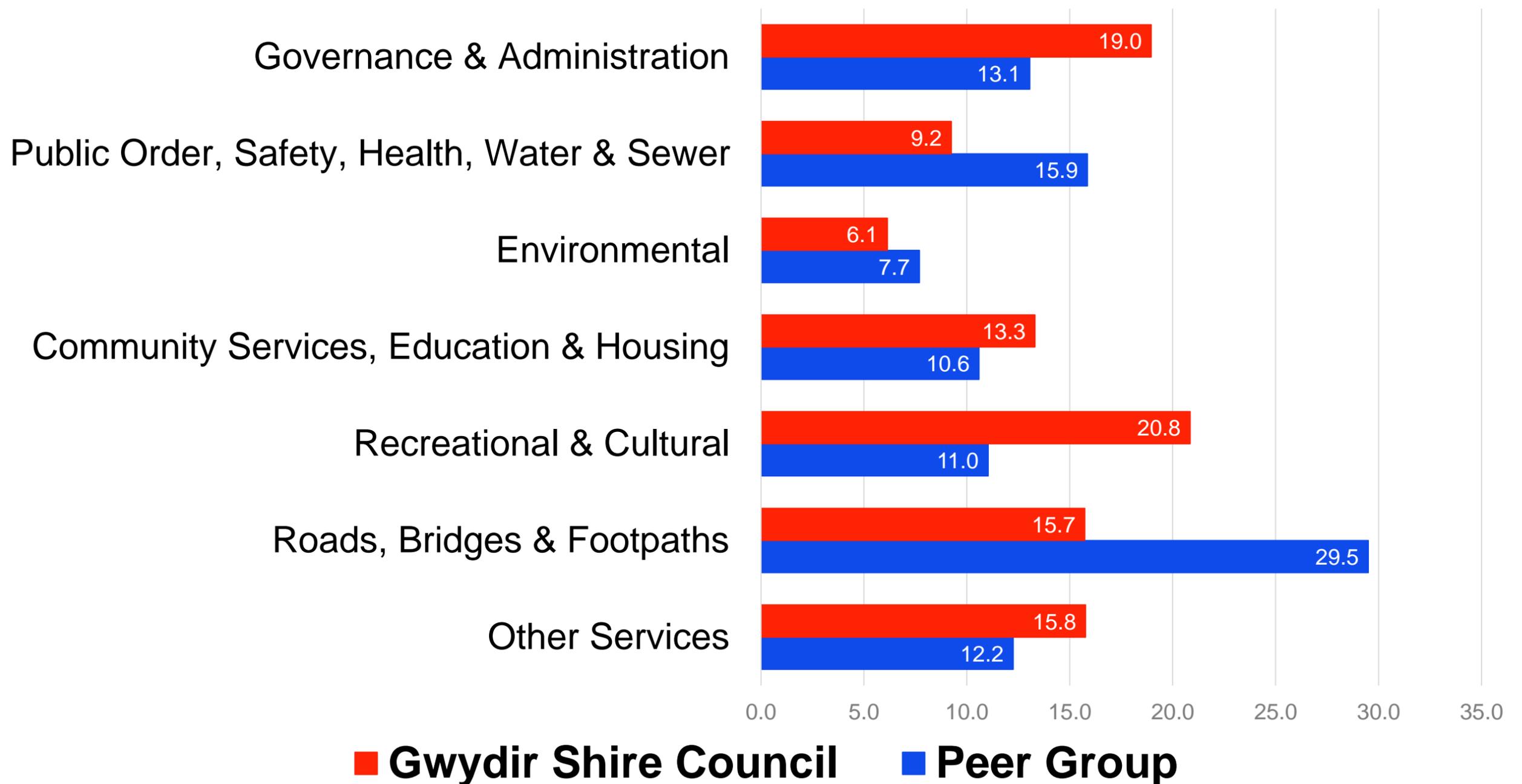
In 2015/16, Council's total **operational expenditure** was **\$35.7m.**

GWYDIR'S EXPENDITURE BY SERVICE IN 2015/16 (\$,000)



HOW GWYDIR COMPARES

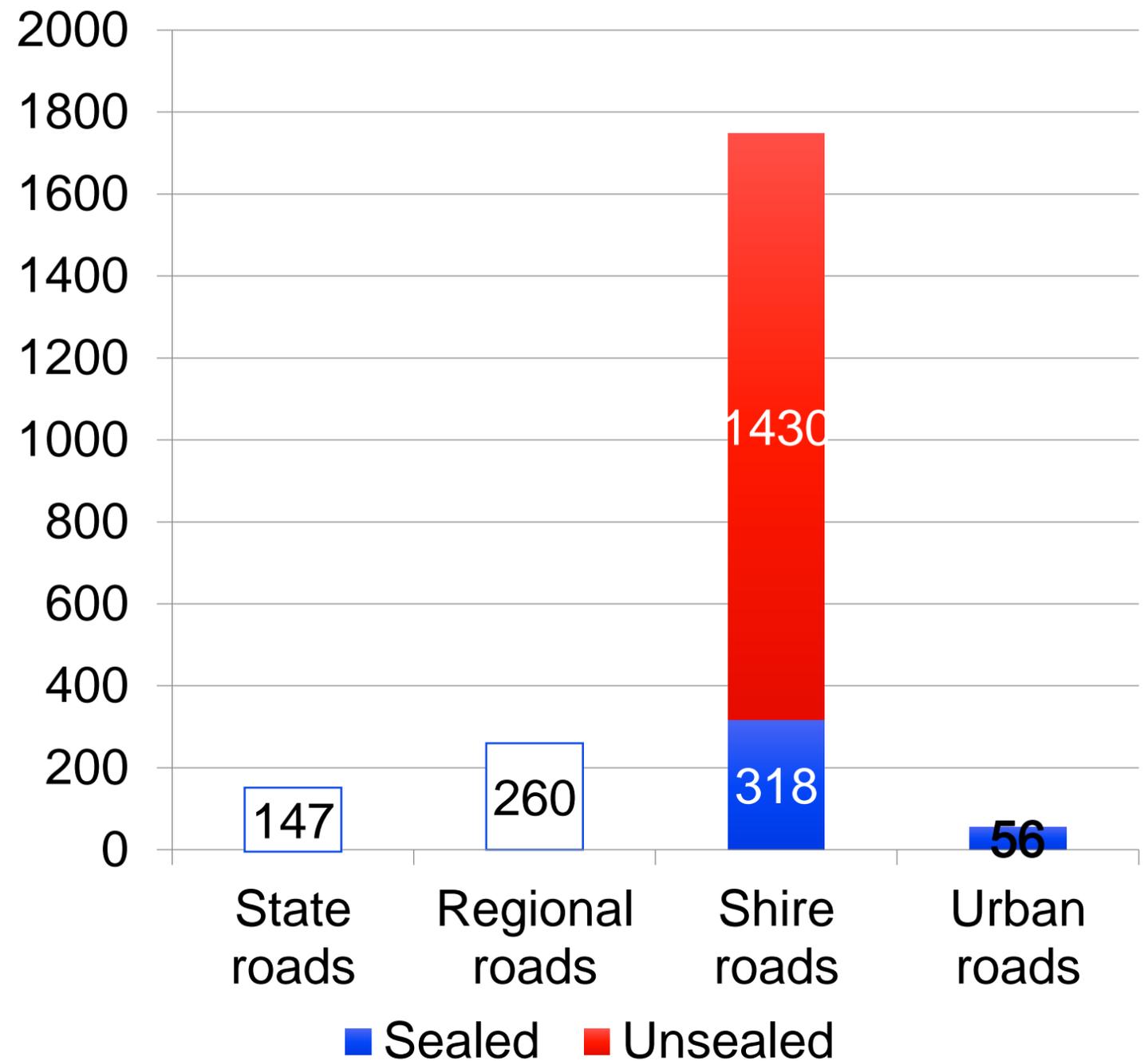
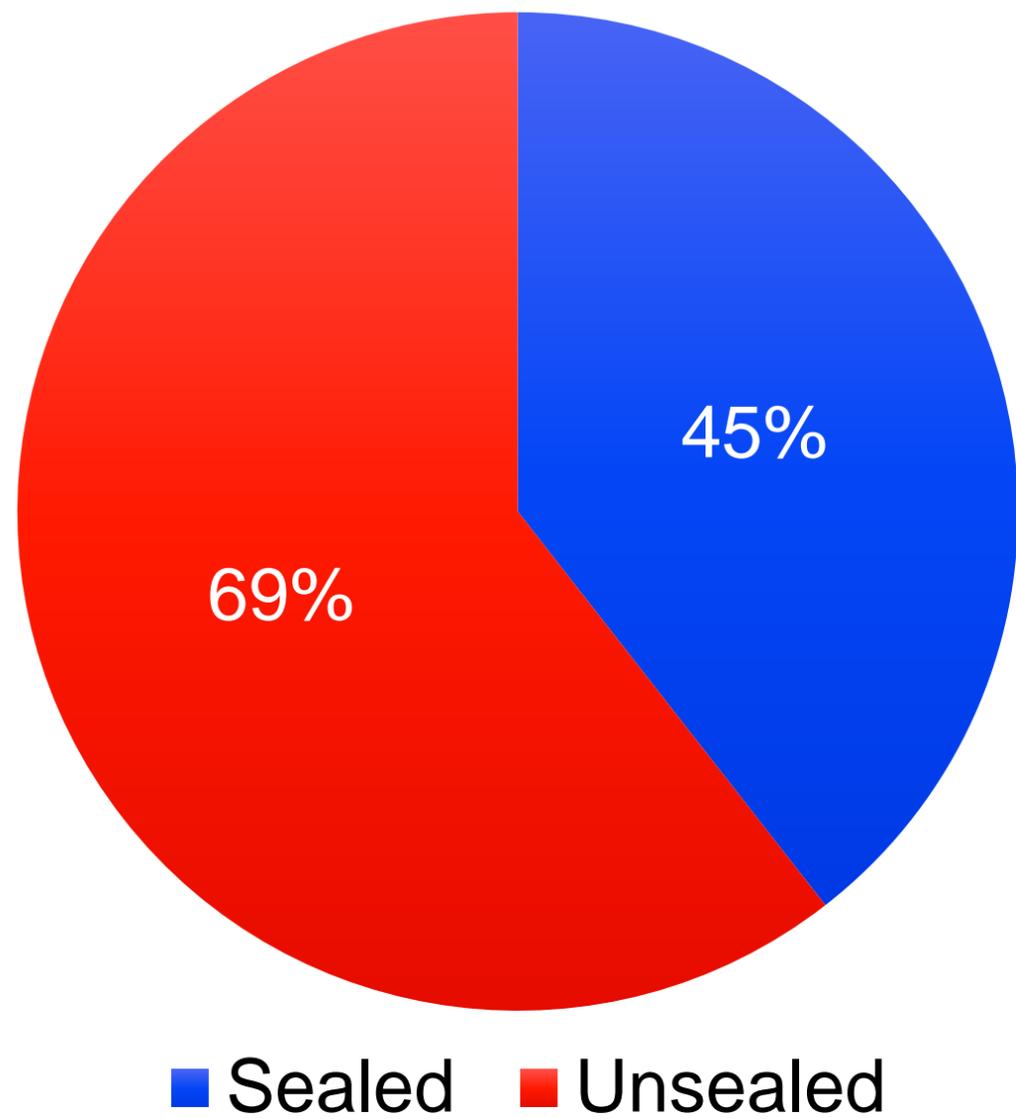
SERVICES AS A % OF TOTAL EXPENDITURE IN 2015/16





Gwydir's roads

Overview of Gwydir's Roads



Three-Year Average

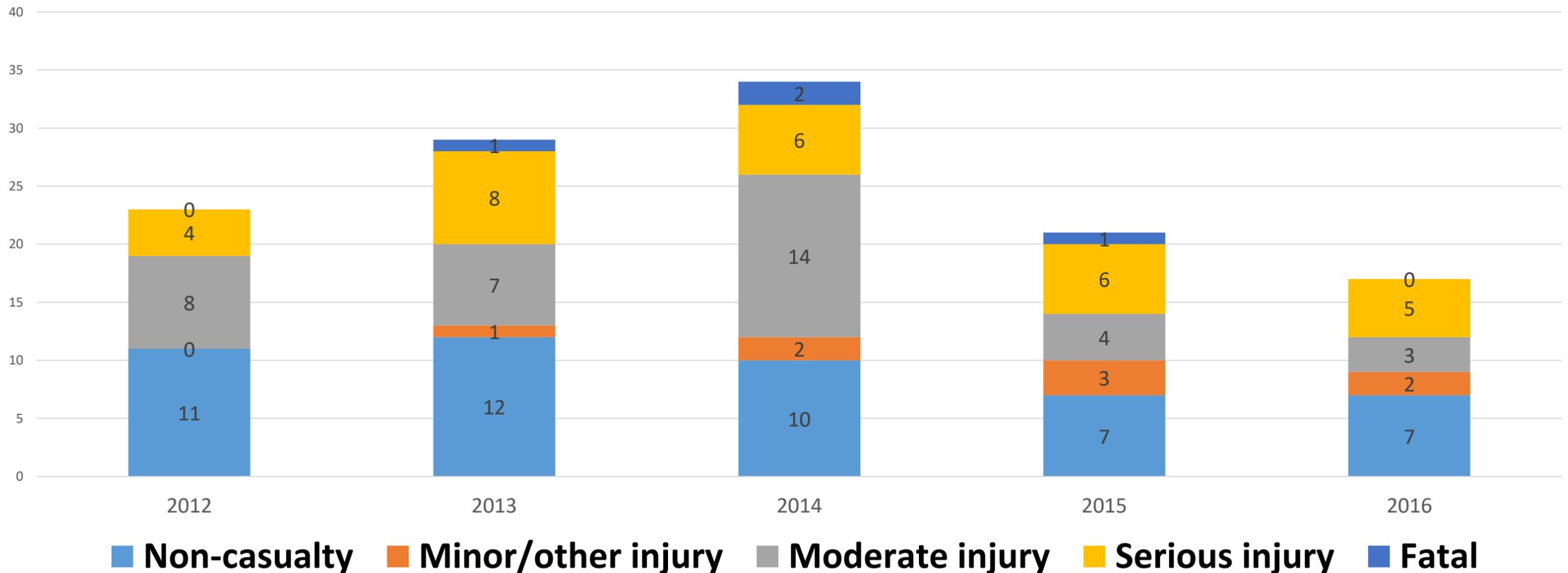
Council's **expenditure across all Shire roads of the last three years has averaged \$4,515,305** (additionally, expenditure on regional roads has averaged \$1.9m and state roads \$2.7m).

- The **Minimum** options are **79% lower** (\$935,450p.a);
- The **Bronze** options are **58% lower** (\$1,897,018p.a);
- The **Silver** options are **21% higher** (\$5,478,345p.a); and
- The **Gold** options are **613% higher** (\$32,190,405p.a).

Accident Data

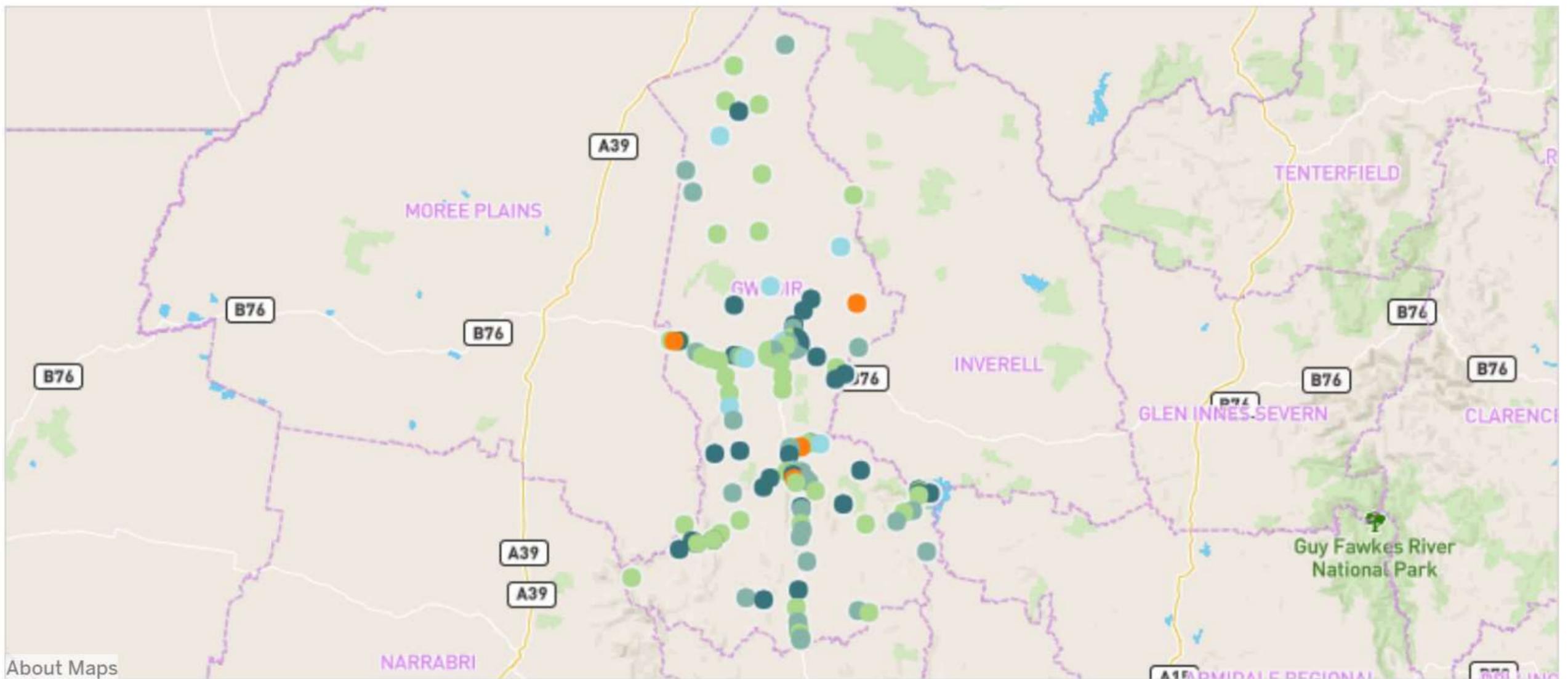
Accidents peaked in 2014 (n=34) then dropped by half to 2016 (n=17).

1. driving off the road (n=34),
2. driving off bends (n=34), and
3. striking an animal (n=26).



Accident Data

Map of Road Accidents in Gwydir - 2012 to 2016 (NSW Transport, 2017)

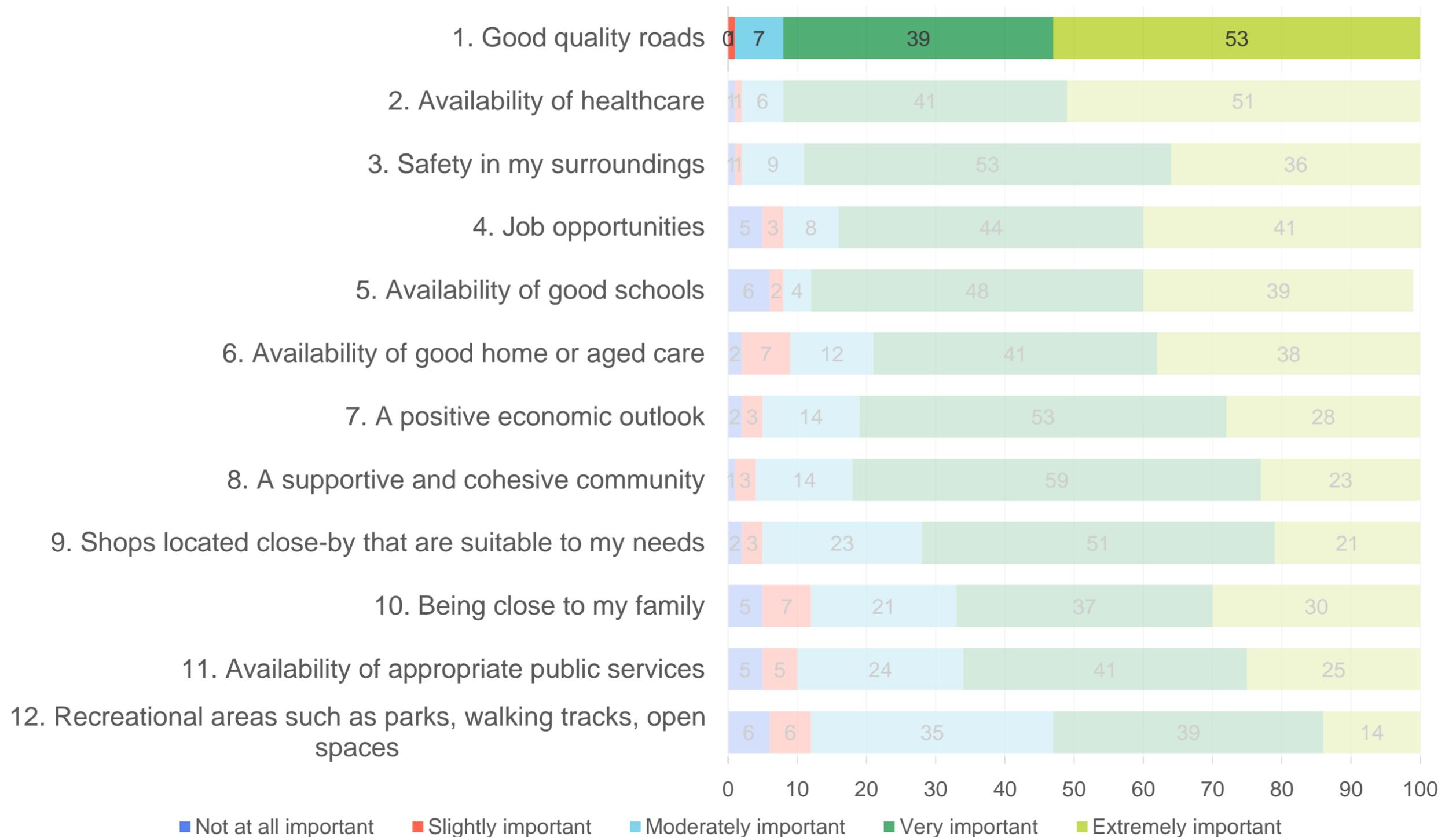


About Maps

Degree of crash
Fatal Serious Injury Moderate Injury Minor/Other Injury Non-casualty (towaway)

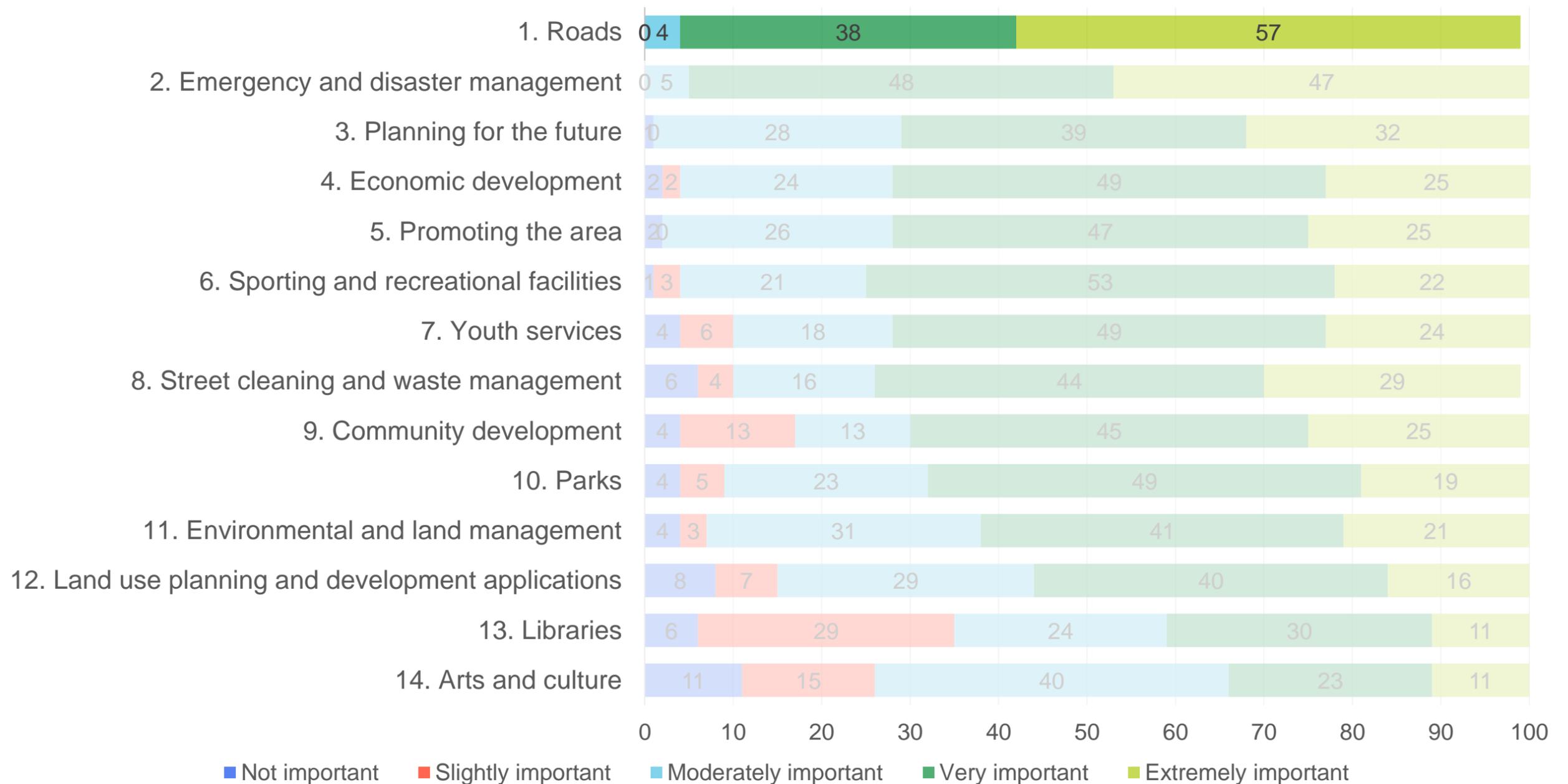
Lifestyle Factors

Q1. HOW IMPORTANT ARE EACH OF THE FOLLOWING TO YOU?



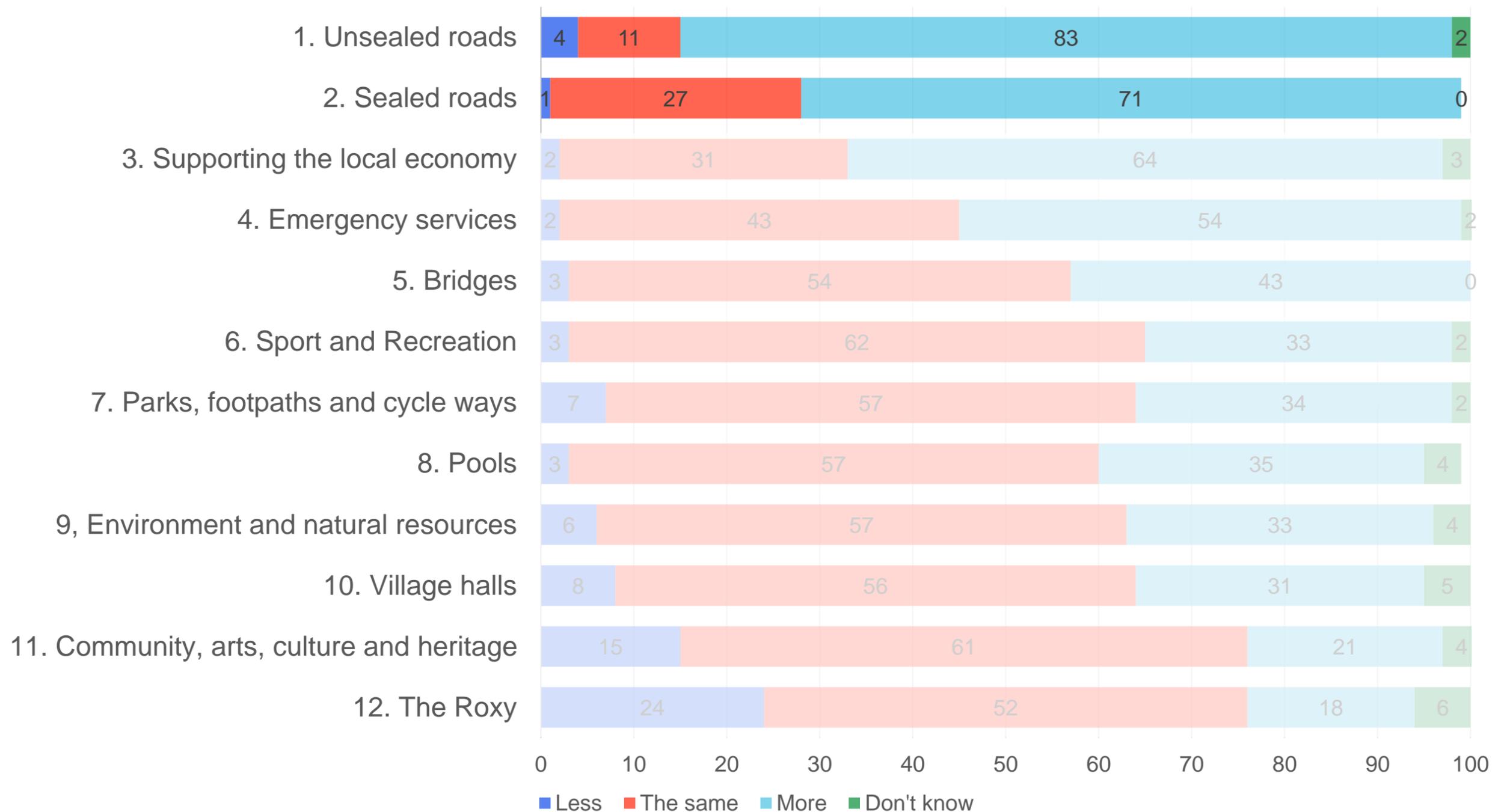
Provision and Maint. of Services

Q2. HOW IMPORTANT IS IT TO YOU THAT YOUR COUNCIL PROVIDES AND/OR MAINTAINS EACH OF THE FOLLOWING:



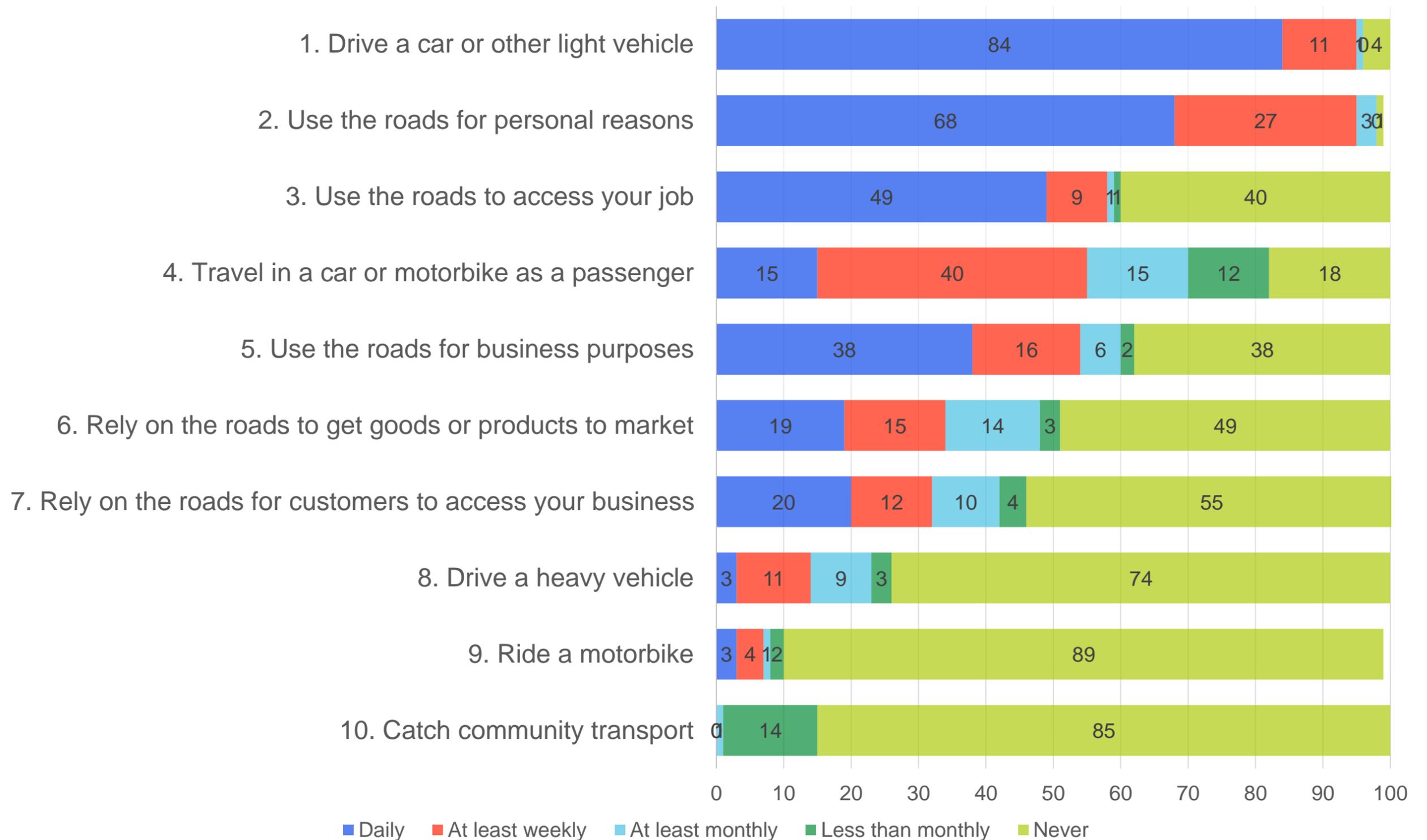
Council's Future Investments

Q3. WHAT DO YOU THINK COUNCIL'S INVESTMENT IN THESE AREAS SHOULD BE?



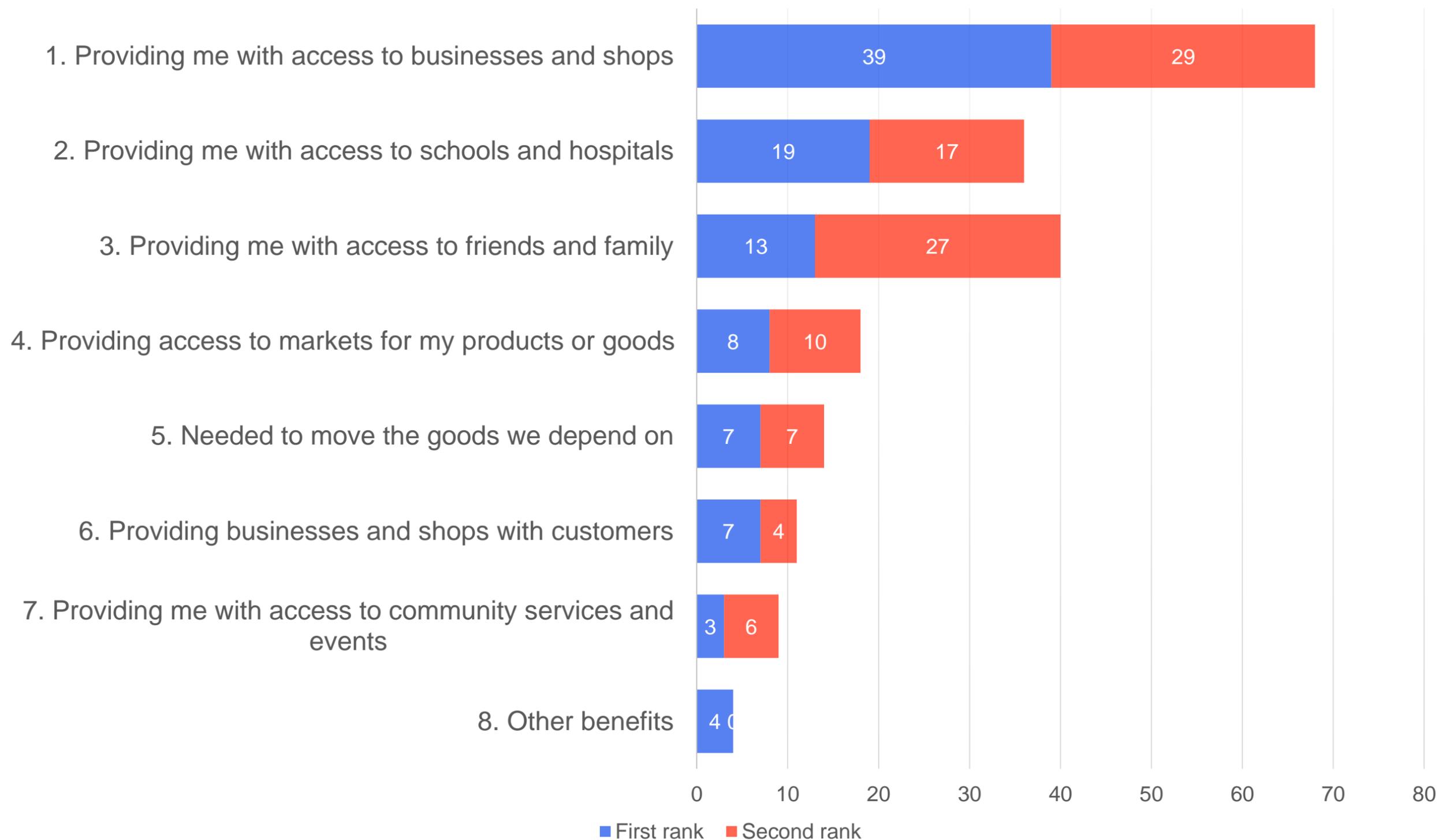
Road use

Q4A. HOW OFTEN DO YOU:



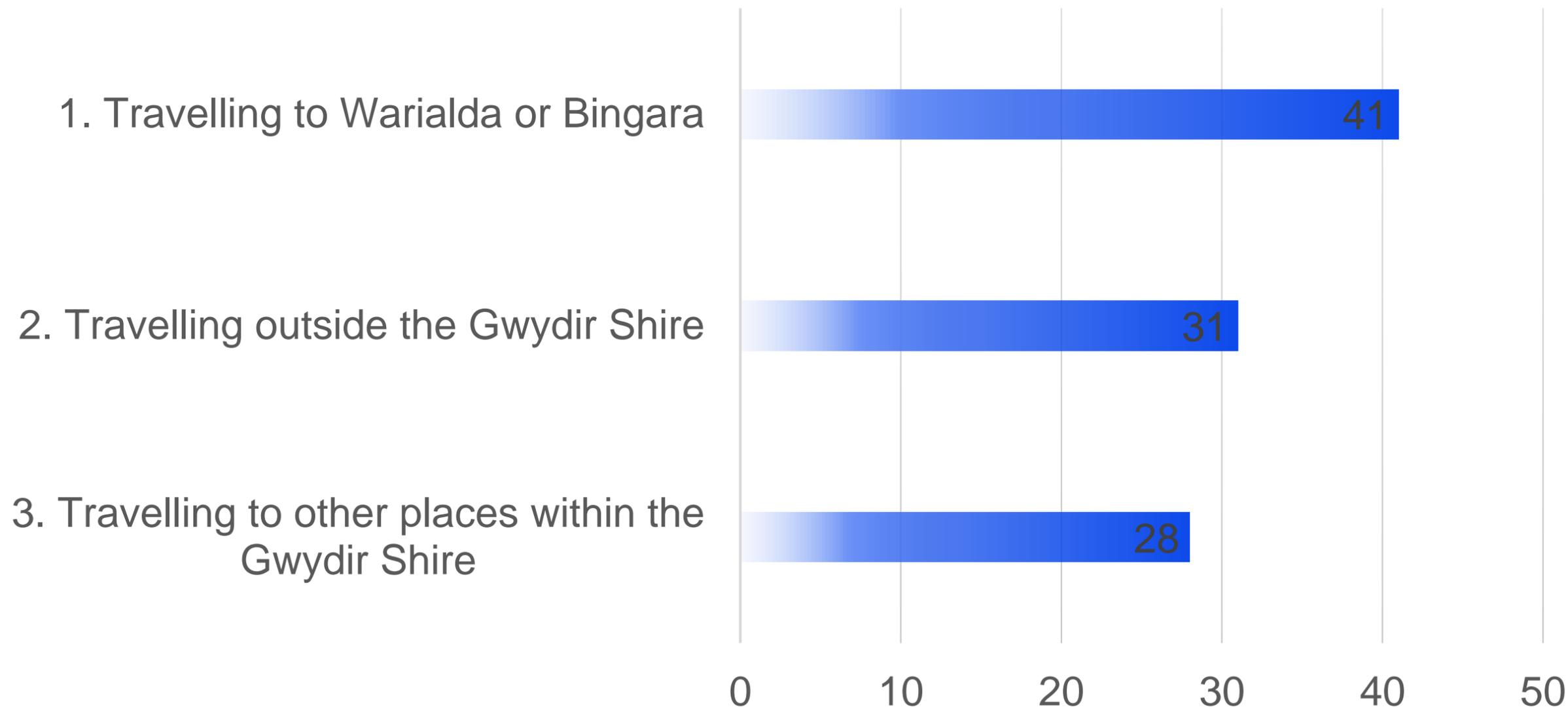
Benefits of Roads

Q5. PLEASE RANK THE TOP TWO BENEFITS OF THE ROADS IN YOUR AREA.

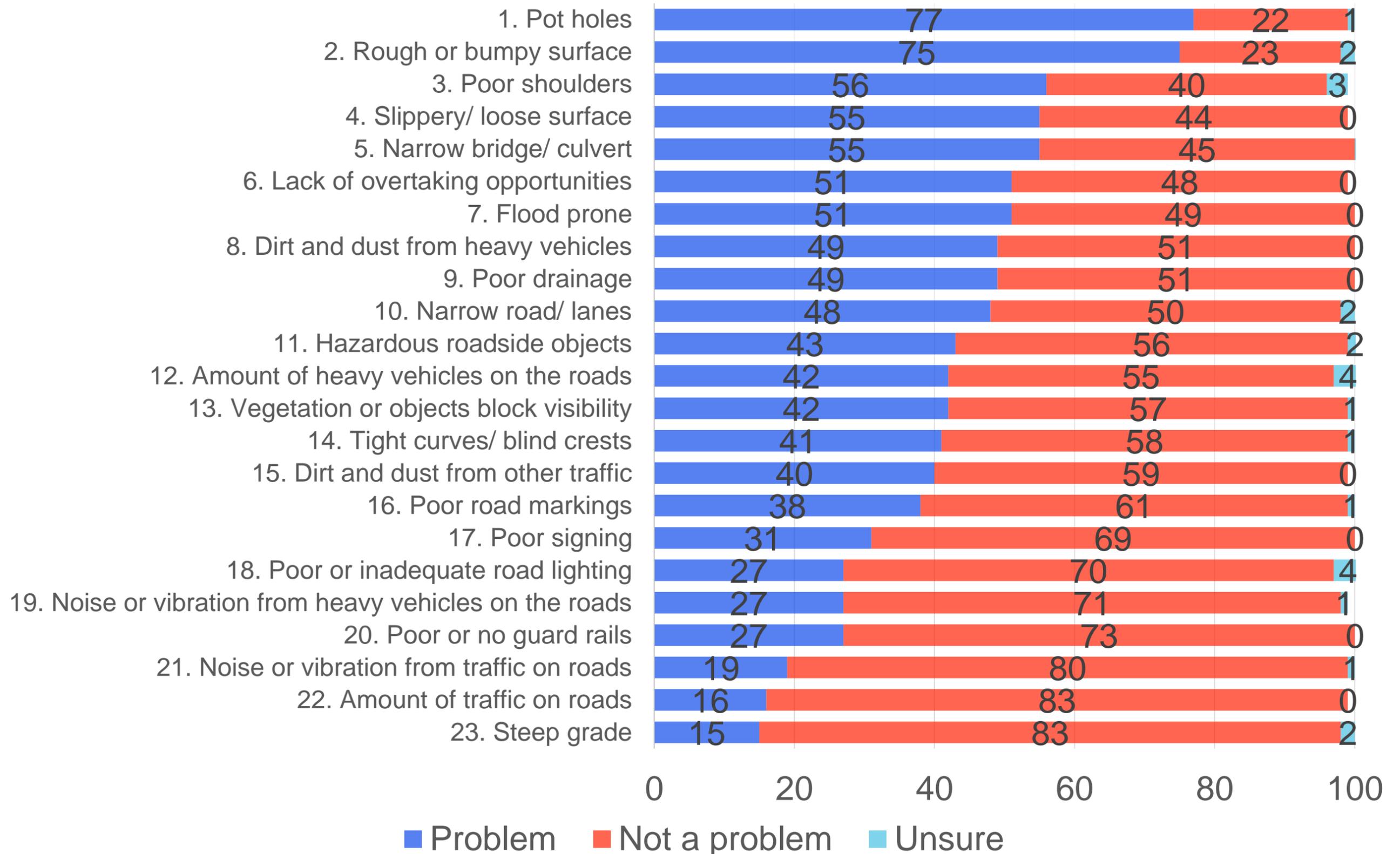


How do people use the roads?

Q4C. WHAT IS THE DESTINATION OF YOUR MOST USUAL DAILY OR WEEKLY TRIP?

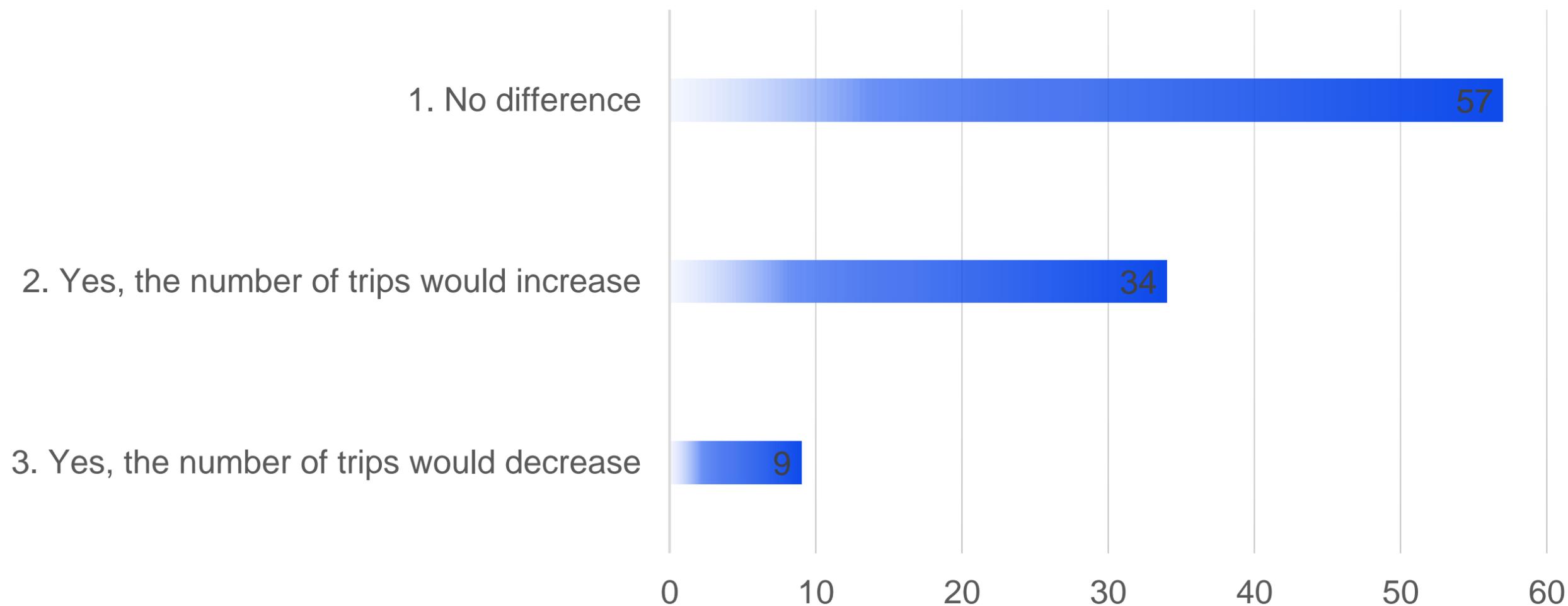


Problems with the roads



What might happen if road service levels are improved?

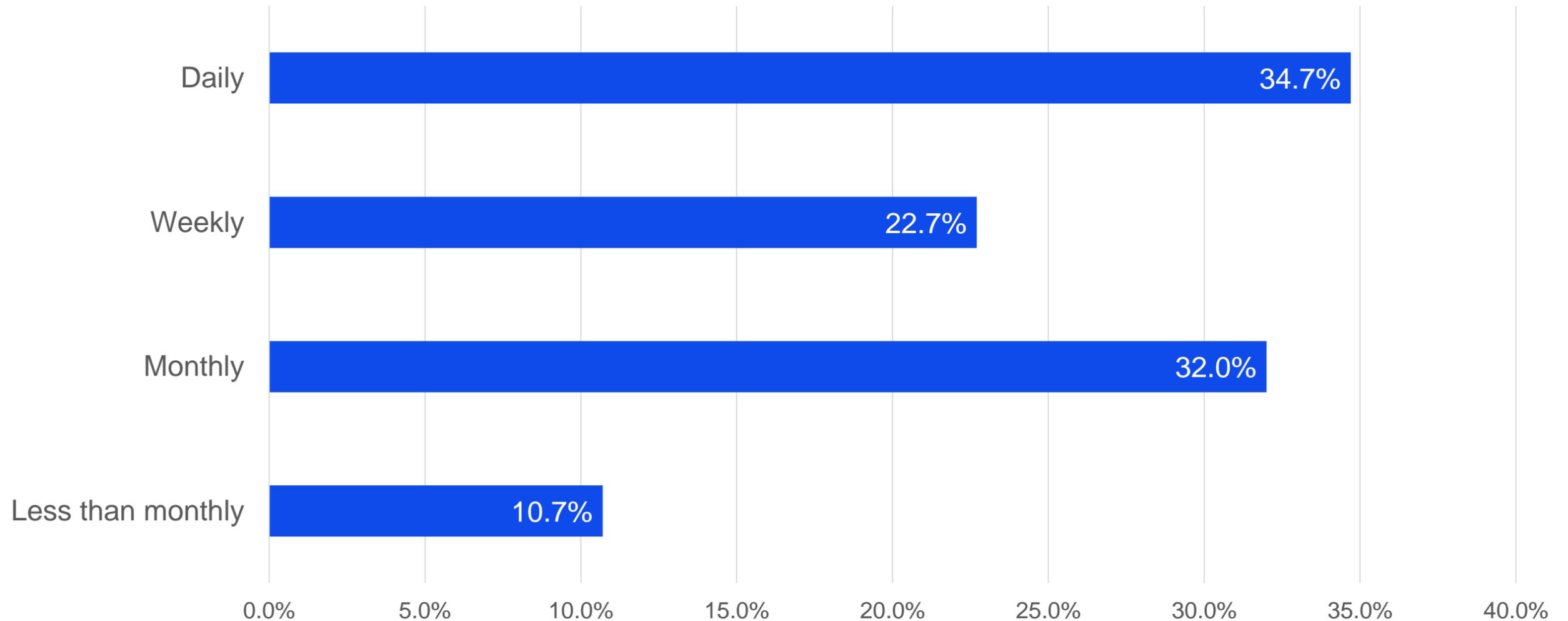
Q4B. IF THE ROADS IN YOUR AREA WERE IMPROVED, WOULD THE NUMBER OF TRIPS YOU MAKE INCREASE OR DECREASE?



Industrial Users

41% rely on the roads to get goods or products to market. Of these, 34.7% use the roads daily, 22.7% at least weekly, 32% at least monthly, and 10.7% less than monthly.

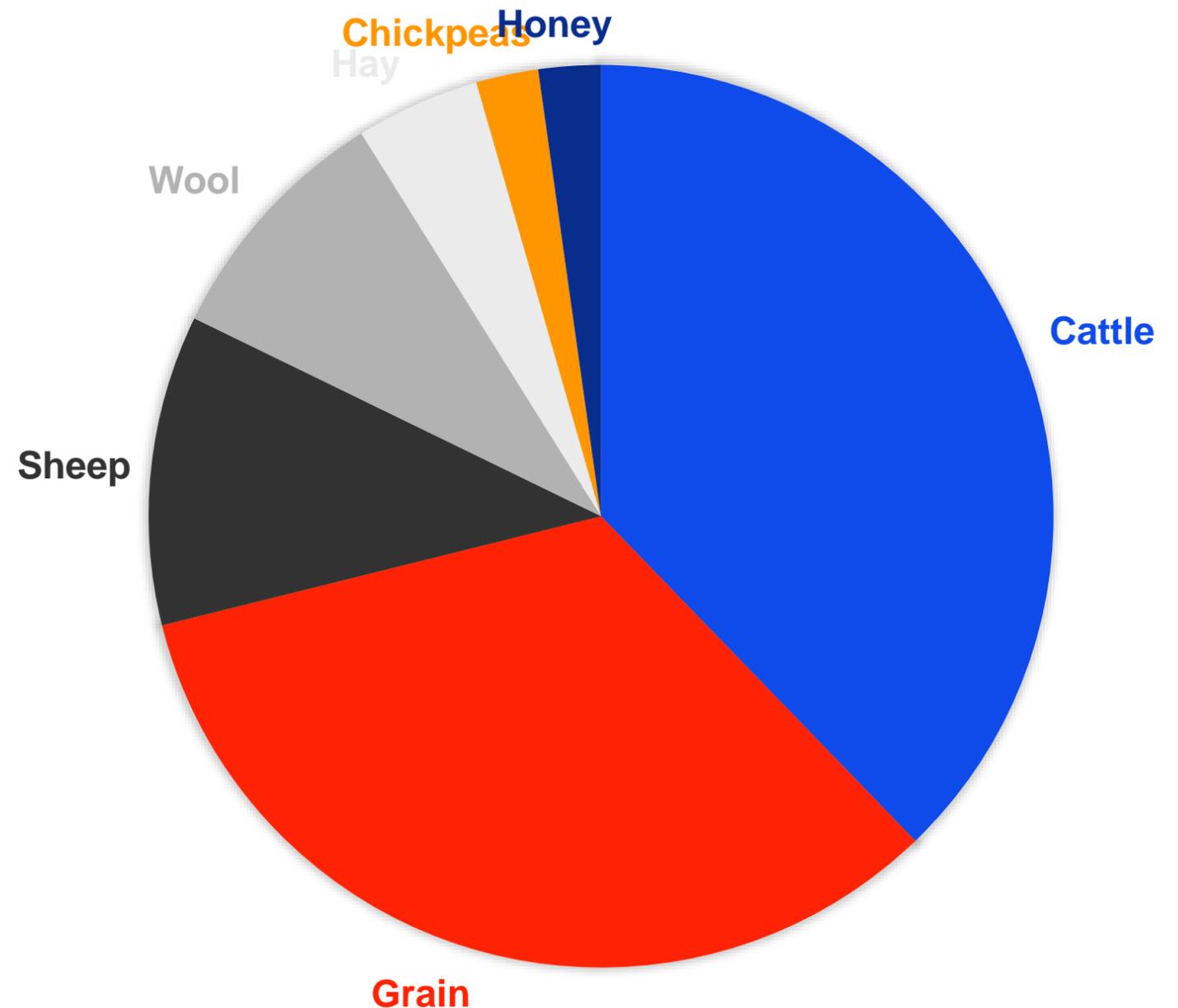
INDUSTRIAL USERS - FREQUENCY OF USE TO GET GOODS OR PRODUCTS TO MARKET



Industrial Users

- **Most rely on roads to get livestock and produce to market**, especially cattle, grain, sheep, wool, hay, chickpeas, and honey.
- Other products related to equipment and machinery (including car parts, computers, and refrigeration gas and parts), farm supplies, and medical supplies.

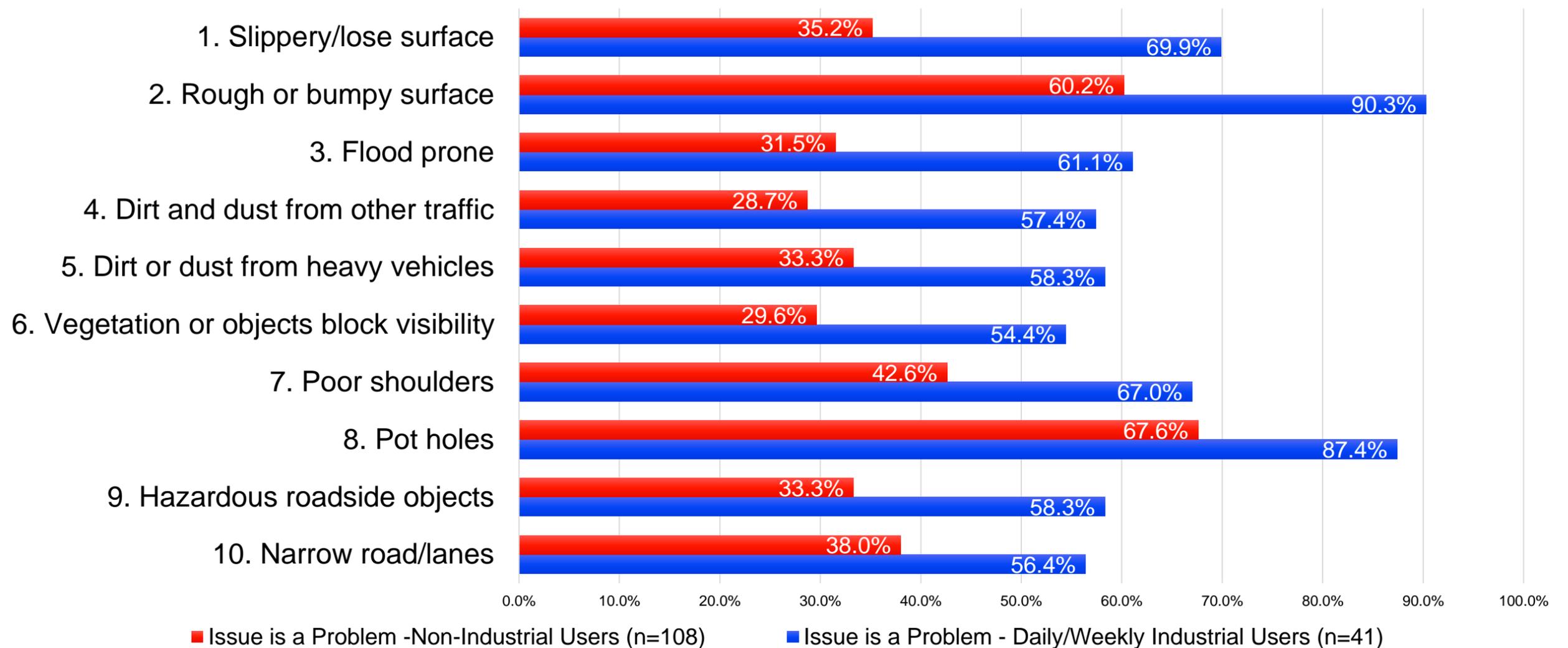
LIVESTOCK AND PRODUCE DELIVERED TO MARKET



Industrial Users

People who transport goods/products to market daily or weekly are **more likely to identify problems with roads** than those who don't.

INDUSTRIAL VERSUS NON-INDUSTRIAL USERS – PROBLEMS ORDERED BY DIFFERENCE



Industrial Users

Roads and Bridges Requiring Attention, According to Industrial Users

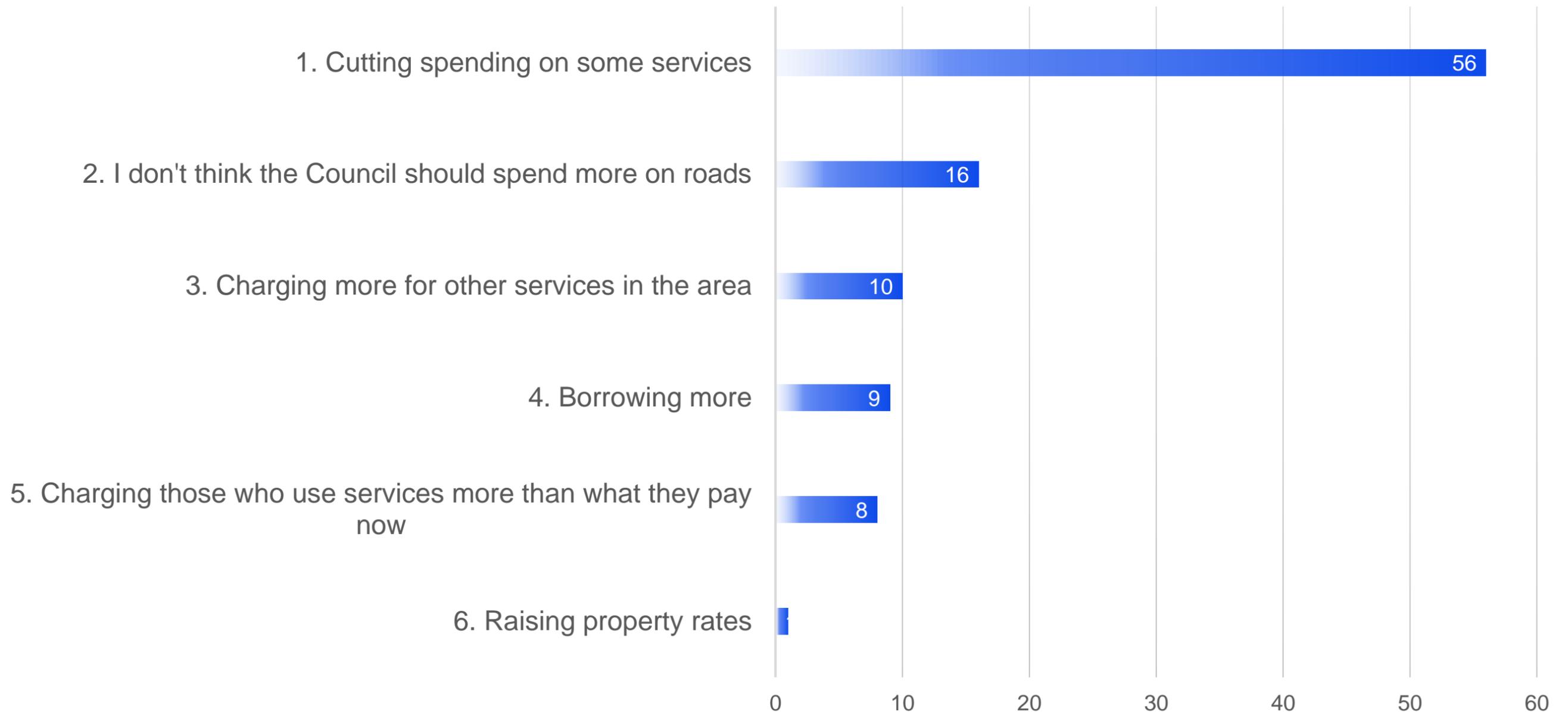
Daily Industrial Users (n=26)		
Agincourt Rd	Forrest Creek Rd (n=2)	Munsies Rd
Bangheet Rd	Gineroi Rd	North Star Rd
Bingara Creek Bridge	Gwydir Greyzen Bridge	Peats Rd
Coolatai Rd	Halls Creek Ave	Terrertee Rd
Elcombe Rd	Knox Bore Bridge	Yallaroi-Coolatai Rd
Weekly Industrial Users (n=17)		
Allan Cunningham Rd	Miles Creek Bridge	Spring Valley Rd
Bingara Rd (n=2)	North Star Rd	Towarra Rd
Falls Creek Rd	Oregon Rd	Warialda Rd
Monthly Industrial Users (n=24)		
Back Creek Rd	Gold Creek Rd	Langley Rd (n=2)
Buoundry Creek Rd	Gravesend Bridge	Old Bundarra Rd
Currangandi Rd	Halls Creek Ave	Pallal Rd
Elcombe Rd	Halls Creek Bridge	Town Bridge
Gineroi Rd	Kerra Rd	
Less-than-Monthly Industrial Users (n=8)		
Back Creek Rd	Gwydir River Bridge	Langley Rd (n=2)
Currangandi Rd	Halls Creek Ave	Old Bundarra Rd
Elcombe Rd	Halls Creek Bridge	Pallal Rd
Gineroi Rd	Kerra Rd	Town Bridge
Gravesend Bridge		

Overall Satisfaction with Individual Roads

Satisfied (n=98)		
Allan Cunningham Rd (n=4) Argoon St Arndell St Ashton Rd (Warialda) Barraba Rd (n=2) Bassett St Bells Creek Rd Balcombe Rd Bingara Delgra Rd Bingara Rd Bombelli St (n=2) Boundry Creek Rd Brigalow St Byrens St Cabbadah Rd Cunningham St (n=4) Dinoga St Elcombe Rd (n=3) Eulourie Rd (n=2) Finch St (n=3) Fossickers Rd	Fraser St Gragin Rd (n=4) Gugluf Creek Rd Gwydir Highway (n=10) Gwydir Tce Haber St Hever Rd High St (n=4) Hill St (n=2) Holden St (n=3) Hope St Howton Rd Junction St Keera Rd Kellys Access Rd Killarney Gap Rd (n=2) Kulaba Ave Langley Link St Long St (n=2)	Maitland St (n=3) Market St (n=2) Martin St Moore St (n=2) Mosquito Creek Rd (n=2) Olive Pyrke Tce Oregon Rd Plunket St Pound St Queen St (n=3) Rest St Riddell St (n=2) Ridell St Stephens St (n=2) Stewart Ave (n=5) Trevallyn Rd Warielda St West St White St Yagobie St (n=2)
Not Satisfied (n=68)		
Alma Lane Backcreek Rd Bangheapp Rd (extension) Bingara Rd Bligh St Boggabilla Rd (Northstar) Bombelli St Campbells Lane Coolatai Rd (n=2) Covadah St Cunningham St (n=2) Fairford Rd Frazer St Gargin Rd	Goat Rd Gragin St Gravesend Rd Gwydir Highway (n=6) Gwydir St Heber St Hope St (n=2) James St Langley Rd Long St Martin St Munsies Rd (n=2) North Star Rd (n=2)	Oregon Rd (n=2) Peates Rd Plunkett St (n=2) Pound St Riddell St Sheep Station Creek Rd (n=2) Stephen St (n=2) Strathisla Lane Towarra Rd Trevallyn Rd (n=2) Warialda Rd (n=2) West St Yetman Rd

Paying for Roads

Q8. YOU SAID GOVERNMENTS SHOULD SPEND MORE ON ROADS AND BRIDGES: HOW DO YOU THINK THIS MONEY SHOULD BE RAISED?



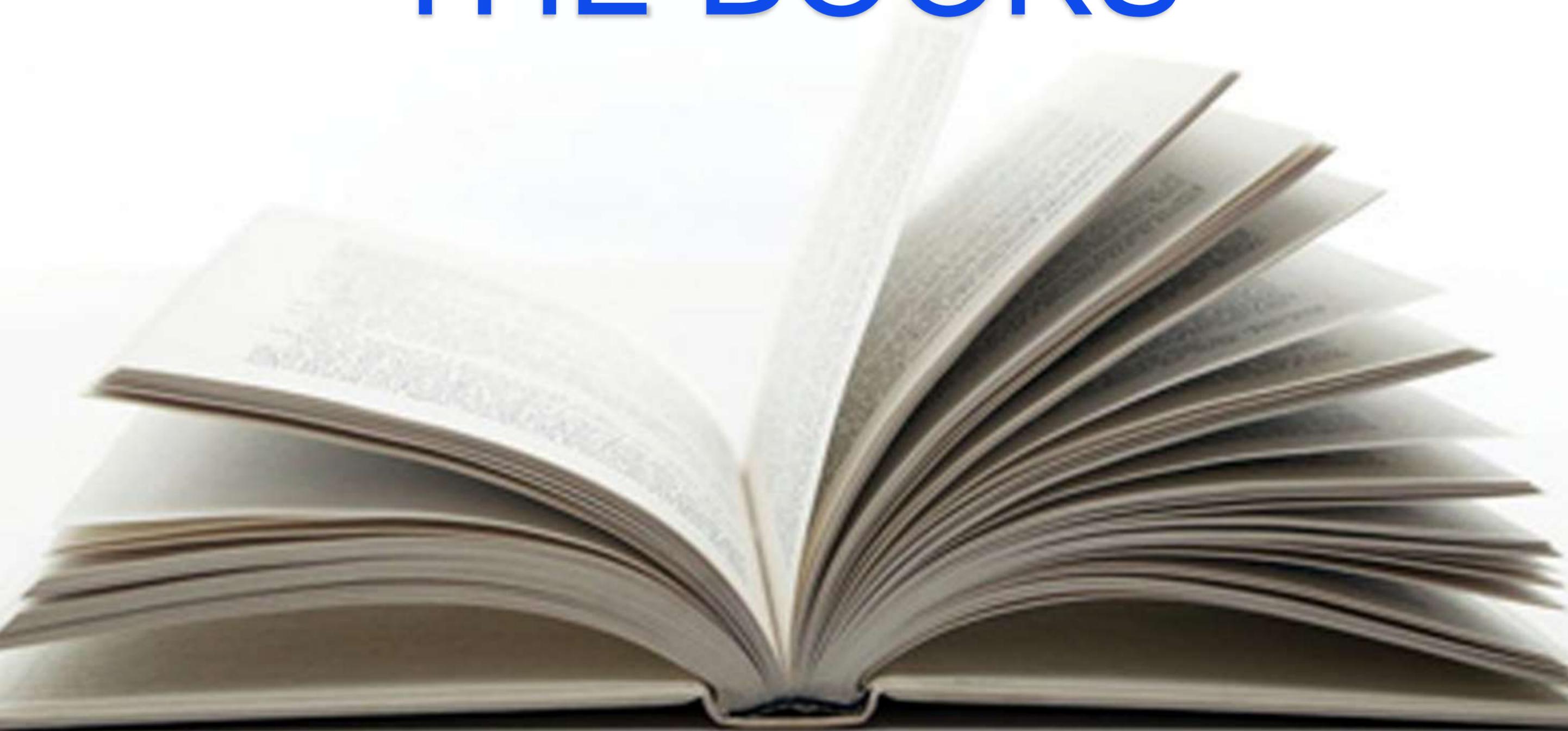
In small groups

1. What's most important for this community about roads?

2. Are current road service levels adequate?

Someone needs to report back the group view.

THROWING OPEN THE BOOKS



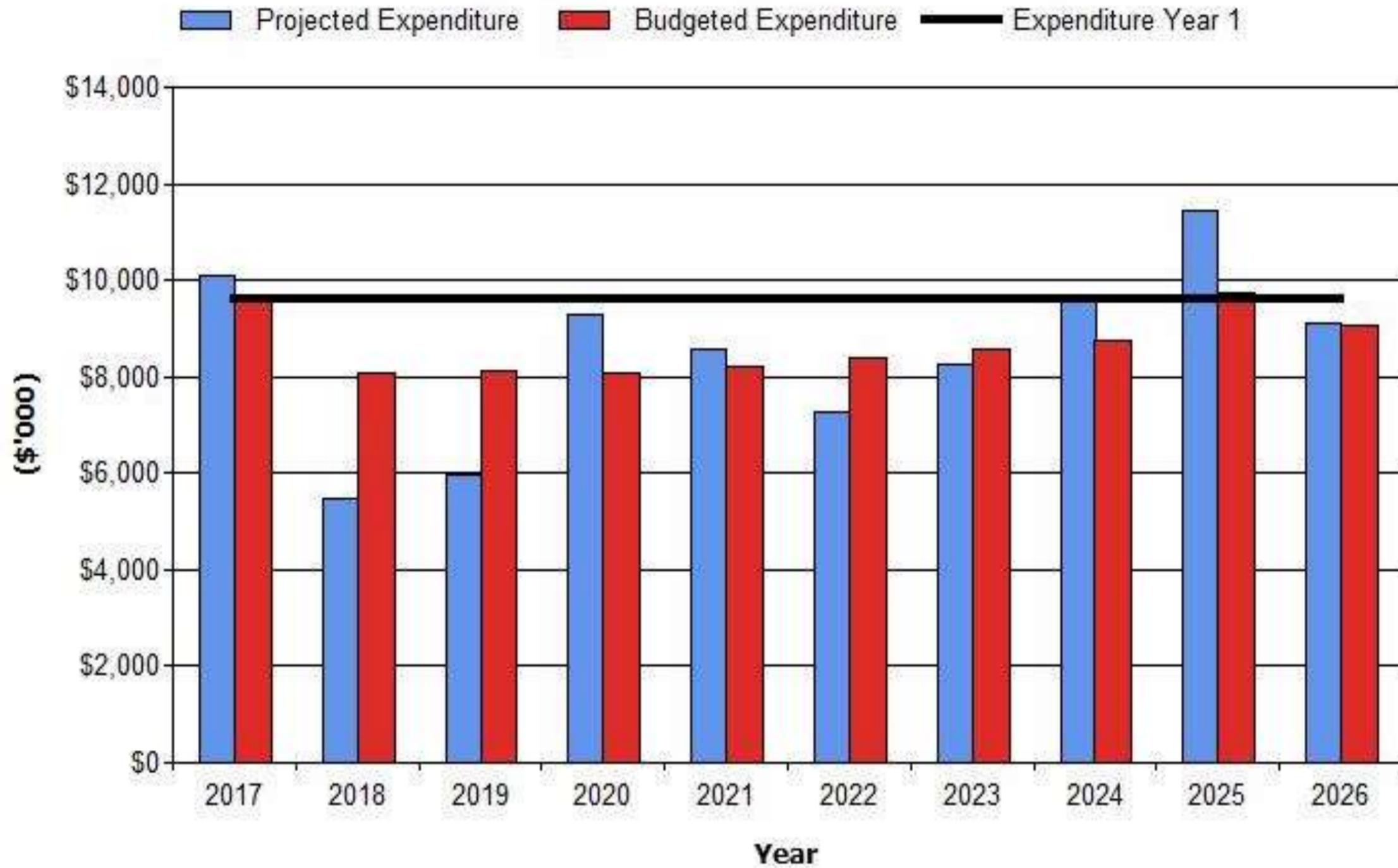
Road cost per year	\$8,502,000
Cost over 10 years	\$85,021,000
Available funding over 10 years	\$86,633,000
Funding per year	\$8,663,000
Funding surplus per year	\$161,000
Available funding as percentage of cost	1.02%

**operations, maintenance, renewal and upgrade*

**existing assets only*

**10-year planning period*

What does it cost?



What Council plans to do

- Operate, maintain, renew and upgrade of sealed/unsealed roads to meet service levels set in annual budgets;
- Warialda High Productivity Vehicle Route (subject to successful grant application);
- Maintain wet weather accessibility at greater than 90% for unsealed roads; and
- Enhance the accessibility of Shire Roads during flood events to allow residents to access services as soon as economically viable

What Council cannot do at present

Services that **cannot be provided under present funding levels** are:

- Increase **sealed local road** length without considering the impact this will have on operating, maintaining and renewing existing ones; and
- Convert all causeways that are impassable after storms with an annual recurrence interval less than 1 year, to bridges within the next 10 years.



Benchmarking with Peers

	Total Road Length (including local, regional & state) (km)	Meter Road Length per '000 capita	Total Roads, Bridges & Footpaths Expenditure (\$,000)	Total Roads, Bridges & Footpaths Expenditure (\$,000) per km of road
Berrigan Shire Council	1,385.90	164.7	5,179	3.7
Bland Shire Council	3,093.50	519.1	6,798	2.2
Blayney Shire Council	730.2	98.9	4,421	6.1
Cobar Shire Council	2,320.00	466.3	7,463	3.2
Dungog Shire Council	725.2	78.9	10,714	14.8
Forbes Shire Council	1,869.20	191.6	8,353	4.5
Glen Innes Severn Council	1,167.40	129.7	5,498	4.7
Gwydir Shire Council	2,018.70	398.3	5,609	2.8
Junee Shire Council	879.2	141.1	4,888	5.6
Kyogle Council	1,217.30	127.6	11,671	9.6
Lachlan Shire Council	3,981.50	588.4	7,367	1.9
Liverpool Plains Shire Council	1,394.30	179.7	9,643	6.9
Narrandera Shire Council	1,555.60	262.8	4,081	2.6
Narromine Shire Council	1,571.80	230.4	3,810	2.4
Oberon Council	953.7	179.3	3,744	3.9
Temora Shire Council	1,240.20	204.3	3,882	3.1
Tenterfield Shire Council	1,689.20	241.8	6,684	4
Upper Lachlan Shire Council	1,985.40	252.1	6,389	3.2
Uralla Shire Council	961.1	149.9	6,034	6.3
Walgett Shire Council	2,374.90	349.7	7,438	3.1
Warrumbungle Shire Council	2,667.70	274.2	8,233	3.1
AVERAGE	1,703.90	249	6,567	4.65
MEDIAN	1,555.60	204.3	6,389	3.74
GWYDIR VERSUS AVERAGE	18%	60%	-15%	-40%
GWYDIR VERSUS MEDIAN	30%	95%	-12%	-26%

Arterial Shire Road

Arterial Sealed - Baroma Downs Road



Arterial Unsealed - Country Boundary Road



Major link road between service centres or tourism route used for access and transport for through traffic and providing a link to Collector, Local and Minor roads.

- Bitumen road renewal or upgrade standard – 9 metre formation with 8 metres seal (where achievable, particularly where the road is likely to be used for High Productivity Vehicles).
- Bitumen **resealing on a 15-year cycle**. Gravel road renewal standard – 8 metre 200mm depth gravel surface.
- Gravel material to be well-graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12.
- Gravel resheeting on a 12-year cycle, where required.
- Full maintenance activity including a minimum of 2 x gradings per year (additional grading required if excessive wet weather/flooding), drainage works.

Arterial – Bitumen

Current Construction and Maintenance Standard:	Minimum Level	Bronze	Silver	Gold
<p>Major service link road between centres, or tourism route used for access and transport for through traffic and providing a link for Collector, Local and Minor shire roads.</p> <p>Bitumen road renewal or upgrade standard – 9 metre formation with 8 metres seal (where achievable, particularly where the road is likely to be used for High Productivity Vehicles). Bitumen resealing on a 15 year cycle.</p> <p>2014/15: \$346,374</p> <p>2015/16: \$1,624,728</p> <p>2016/17: \$2,737,350</p>	<p><u>Maintenance ONLY.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching and heavy patching but not resealing. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in overall Level of Service (LOS) over time; • Will result in an incremental increase in overall renewals due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching, heavy patching (0.6%pa) and resealing (4%pa surface consumption). <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in Pavement LOS over time; • Will result in an incremental increase in pavement renewal due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Pavement Renewal .</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching, heavy patching (0.6%pa) and resealing (6.6%pa surface consumption) and pavement renewal (2.5%pa) to existing standard (pavement consumption). <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with no change in Surface or Pavement LOS; • Will result in keeping up with seal and pavement consumption; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Upgrade to Modern Standards – 'Fit for Purpose'.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching, heavy patching (0.6%pa) and resealing (6.6%pa surface consumption) and pavement upgrade (5%pa) to modern standards for strength and geometry. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental increase in Surface and Pavement LOS; • Will result in improving the network to meet changing demands; • Improvement of facility to meet changing demands with the road becoming increasingly 'fit for purpose'.
	<p>Cost: \$461,120/yr Current annual maintenance cost ONLY.</p>	<p>Cost: \$971,938/yr Current annual maintenance cost + heavy patching + resealing.</p>	<p>Cost: \$2,344,500/yr Annual maintenance cost + heavy patching + resealing + renewal.</p>	<p>Cost: \$4,671,750/yr Annual maintenance cost + heavy patching + upgrade.</p>

Arterial – Gravel

Current Construction and Maintenance Standard:	Minimum Level	Bronze	Silver	Gold
<p>Major service link road between centres, or tourism route used for access and transport for through traffic and providing a link for Collector, Local and Minor shire roads.</p> <p>Gravel road renewal standard – 8 metre 200mm depth gravel surface. Gravel material to be well graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12. Gravel resheeting on an 12-year cycle, where required. Full maintenance activity including a minimum of 2 x gradings per year (additional grading required if excessive wet weather/flooding), drainage works.</p> <p>2014/15: \$669,464</p> <p>2015/16: \$1,994,458</p> <p>2016/17: \$791,891</p>	<p><u>Maintenance ONLY.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading once per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in overall Level of Service (LOS) over time; • Will result in an incremental increase in overall renewals due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in Pavement LOS over time; • Will result in an incremental increase in pavement renewal due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching + Gravel Resheeting (Pavement Renewal) .</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%). <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with no change in Surface or Pavement LOS; • Will result in keeping up with seal and pavement consumption; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Upgrade to Bitumen Surface (Modern Standards – 'Fit for Purpose').</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%) and upgrade to bitumen surface 5%pa) <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental increase in Surface and Pavement LOS; • Will result in improving the network to meet changing demands; • Improvement of facility to meet changing demands with the road becoming increasingly 'fit for purpose'.
	<p>Cost: \$94,320/yr 0.5 of current annual maintenance cost.</p>	<p>Cost: \$157,200/yr Current annual maintenance cost.</p>	<p>Cost: \$351,500/yr Annual maintenance cost + resheeting (renewal to current standard).</p>	<p>Cost: \$2,131,050/yr Annual maintenance cost + resheeting + upgrade to be 'fit for purpose'.</p>

Collector Shire Road

Collector Sealed - Oregon Road



Collector Unsealed - Gineroi Road



Service link roads between centres or route used for non-local access, transport for through traffic and providing a link for Category Local and Minor shire roads.

- Bitumen road renewal or upgrade standard – 8 metre formation with 7 metres seal (where achievable, particularly where the road is likely to be used for High Productivity Vehicles).
- Bitumen resealing on an 18-year cycle. Gravel road renewal standard – 6.5 metre 150mm depth gravel surface.
- Gravel material to be well-graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12.
- Gravel resheeting on a 15-year cycle, where required.
- Full maintenance activity including a minimum of 2 x gradings per year (additional grading required if excessive wet weather/flooding), drainage works.

Collector – Bitumen

Current Construction and Maintenance Standard:	Minimum Level	Bronze	Silver	Gold
<p>Service link road between centres or route used for non-local access, transport for through traffic and providing a link for Category Local and Minor shire roads.</p> <p>Bitumen road renewal or upgrade standard – 8 metre formation with 7 metres seal (where achievable, particularly where the road is likely to be used for High Productivity Vehicles). Bitumen resealing on a 18 year cycle.</p> <p>2014/15: \$61,476</p> <p>2015/16: \$195,080</p> <p>2016/17: \$64,647</p>	<p><u>Maintenance ONLY.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching and heavy patching but not resealing. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in overall Level of Service (LOS) over time; • Will result in an incremental increase in overall renewals due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching, heavy patching (0.6%pa) and resealing (4%pa surface consumption). <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in Pavement LOS over time; • Will result in an incremental increase in pavement renewal due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Pavement Renewal .</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching, heavy patching (0.6%pa) and resealing (6.6%pa surface consumption) and pavement renewal (2.5%pa) to existing standard (pavement consumption). <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with no change in Surface or Pavement LOS; • Will result in keeping up with seal and pavement consumption; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Upgrade to Modern Standards – 'Fit for Purpose'.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - includes pothole patching, heavy patching (0.6%pa) and resealing (6.6%pa surface consumption) and pavement upgrade (5%pa) to modern standards for strength and geometry. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental increase in Surface and Pavement LOS; • Will result in improving the network to meet changing demands; • Improvement of facility to meet changing demands with the road becoming increasingly 'fit for purpose'.
	<p>Cost: \$60,685/yr Current annual maintenance cost ONLY.</p>	<p>Cost: \$129,235/yr Current annual maintenance cost + heavy patching + resealing.</p>	<p>Cost: \$318,350/yr Annual maintenance cost + heavy patching + resealing + renewal.</p>	<p>Cost: \$864,675/yr Annual maintenance cost + heavy patching + upgrade.</p>

Collector – Gravel

Current Construction and Maintenance Standard:	Minimum Level	Bronze	Silver	Gold
<p>Service link road between centres or route used for non-local access, transport for through traffic and providing a link for Category Local and Minor shire roads.</p> <p>Gravel road renewal standard – 6.5 metre 150mm depth gravel surface. Gravel material to be well graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12. Gravel resheeting on an 15-year cycle, where required. Full maintenance activity including a minimum of 2 x gradings per year (additional grading required if excessive wet weather/flooding), drainage works.</p> <p>2014/15: \$634,058</p> <p>2015/16: \$486,692</p> <p>2016/17: \$584,609</p>	<p><u>Maintenance ONLY.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading once per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in overall Level of Service (LOS) over time; • Will result in an incremental increase in overall renewals due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in Pavement LOS over time; • Will result in an incremental increase in pavement renewal due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching + Gravel Resheeting (Pavement Renewal) .</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with no change in Surface or Pavement LOS; • Will result in keeping up with seal and pavement consumption; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Upgrade to Bitumen Surface (Modern Standards – 'Fit for Purpose').</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%) and upgrade to bitumen surface 5%pa) <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental increase in Surface and Pavement LOS; • Will result in improving the network to meet changing demands; • Improvement of facility to meet changing demands with the road becoming increasingly 'fit for purpose'.
	<p>Cost: \$119,530/yr 0.5 of current annual maintenance cost.</p>	<p>Cost: \$239,060/yr Current annual maintenance cost.</p>	<p>Cost: \$698,950/yr Annual maintenance cost + resheeting (renewal to current standard).</p>	<p>Cost: \$5,516,630/yr Annual maintenance cost + resheeting + upgrade to be 'fit for purpose'.</p>

Local Shire Road

Local Unsealed - Allandale Road



Local Shire Roads are local access or non-through roads used by more than three properties with occupied residences.

- Bitumen road renewal or upgrade standard – 7 metre formation with 6 metre seal (where achievable, particularly where the road is likely to be used for High Productivity Vehicles).
- Bitumen resealing on a 20-year cycle.
- Gravel road renewal standard – 5.5 metre 100mm depth gravel surface.
- Gravel material to be well-graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12.
- Gravel resheeting on an 18-year cycle, where required.
- Limited maintenance activities restricted to 1 x grade/year (additional grading required if excessive wet weather/flooding) minor drainage works.
- Gravel resheeting on a less frequent basis.

Local – Gravel

Current Construction and Maintenance Standard:	Minimum Level	Bronze	Silver	Gold
<p>Local access or non through road used by more than three properties with occupied residences.</p> <p>Gravel road renewal standard – 5.5 metre 100mm depth gravel surface. Gravel material to be well graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12. Gravel resheeting on an 18-year cycle, where required.</p> <p>Limited maintenance activities restricted to 1 x grade/year (additional grading required if excessive wet weather/flooding) minor drainage works. Gravel resheeting on a less frequent basis.</p>	<p><u>Maintenance ONLY.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading once per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in overall Level of Service (LOS) over time; • Will result in an incremental increase in overall renewals due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in Pavement LOS over time; • Will result in an incremental increase in pavement renewal due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching + Gravel Resheeting (Pavement Renewal) .</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%). <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with no change in Surface or Pavement LOS; • Will result in keeping up with seal and pavement consumption; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Upgrade to Bitumen Surface (Modern Standards – 'Fit for Purpose').</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%) and upgrade to bitumen surface 5%pa) <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental increase in Surface and Pavement LOS; • Will result in improving the network to meet changing demands; • Improvement of facility to meet changing demands with the road becoming increasingly 'fit for purpose'.
<p>2014/15: \$608,214</p> <p>2015/16: \$1,283,413</p> <p>2016/17: \$887,478</p>	<p>Cost: \$163,750/yr 0.5 of current annual maintenance cost.</p>	<p>Cost: \$327,500/yr Current annual maintenance cost.</p>	<p>Cost: \$1,198,500/yr Annual maintenance cost + resheeting (renewal to current standard).</p>	<p>Cost: \$11,761,000/yr Annual maintenance cost + resheeting + upgrade to be 'fit for purpose'.</p>

Minor Shire Road

Minor Unsealed - Inverness Road



Minor Shire Roads are minor access no-through roads providing access to 1, 2 or 3 properties with occupied residences.

- Maintenance and renewals to not extend past the boundary of the last occupied property.
- Bitumen road renewal or upgrade standard – 4 metre formation with 3.6 metre seal (where achievable, particularly where the road is likely to be used for High Productivity Vehicles).
- Bitumen resealing on a 22-year cycle. Gravel road renewal standard – 3.5 metre 75mm depth gravel surface.
- Gravel material to be well-graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12.
- Gravel resheeting by use of self-help program on a 20-year cycle, where required or requested under the self-help program.
- Restricted Maintenance Only. 1 grade/2 year (additional grading required if excessive wet weather/flooding) drainage work in table and mitre drain only.

Minor – Gravel

Current Construction and Maintenance Standard:	Minimum Level	Bronze	Silver	Gold
<p>Minor access no through road providing access to 1, 2 or 3 properties with occupied residences. Maintenance and renewals to not extend past the boundary of the last occupied property.</p> <p>Gravel road renewal standard – 3.5 metre 75mm depth gravel surface. Gravel material to be well graded granular material with 100% passing 37.5 mm sieve and a Plasticity Index (PI) greater than 6 and less than 12. Gravel resheeting by use of self-help program on a 20 year cycle, where required or requested under the self-help program.</p> <p>Restricted Maintenance Only. 1 grade/2 year (additional grading required if excessive wet weather/flooding) drainage work in table and mitre drain only.</p> <p>2014/15: \$139,026 2015/16: \$193,236 2016/17: \$243,720</p>	<p><u>Maintenance ONLY.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading once per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in overall Level of Service (LOS) over time; • Will result in an incremental increase in overall renewals due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching.</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year but not resheeting. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental decrease in Pavement LOS over time; • Will result in an incremental increase in pavement renewal due to not meeting consumption requirements; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Gravel Patching + Gravel Resheeting (Pavement Renewal) .</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%. <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with no change in Surface or Pavement LOS; • Will result in keeping up with seal and pavement consumption; • No improvement of facility to meet changing demands with the road becoming less 'fit for purpose'. 	<p><u>Maintenance + Heavy Patch + Reseal + Upgrade to Bitumen Surface (Modern Standards – 'Fit for Purpose').</u> Maintain and repair at existing standard:</p> <ul style="list-style-type: none"> - Maintenance grading twice per year and resheeting on 15 year cycle – 6.7%) and upgrade to bitumen surface 5%pa) <p>Result:</p> <ul style="list-style-type: none"> • Average condition across the Arterial Road Network with an incremental increase in Surface and Pavement LOS; • Will result in improving the network to meet changing demands; • Improvement of facility to meet changing demands with the road becoming increasingly 'fit for purpose'.
	<p>Cost: \$36,045/yr 0.5 of current annual maintenance cost.</p>	<p>Cost: \$72,085/yr Current annual maintenance cost.</p>	<p>Cost: \$566,545/yr Annual maintenance cost + resheeting (renewal to current standard).</p>	<p>Cost: \$7,245,300/yr Annual maintenance cost + resheeting + upgrade to be 'fit for purpose'.</p>

Regional Road

Regional Sealed - Warialda Road



Regional Roads connect State Roads and council controlled roads.

Due to their network significance, Regional Roads are **entirely funded by the NSW Government funds.**

Council can spend money on Regional Roads if it chooses too.

Council does not currently spend money on Regional Roads because of the high priority on providing all-weather access to occupied properties.



OPTIONS

Options

- **Four options for for each class of road (excl. regional):**
 1. **Gold** – maintenance, patching, resealing, upgrading
 2. **Silver** – somewhere in between
 3. **Bronze** – somewhere in between
 4. **Minimum** – maintenance only
- **Changes to roads service levels need to be considered in the context of Council's overall expenditure**
- They will affect other services that are also important to the community.

Options

- Council's expenditure on roads, bridges and footpaths per km was **about 40% less than the average and 26% less than the median of similar councils** in 2015/16.
- The **silver options** (*21% higher than Council's three-year average*) **would bring Council roads to the same standard as.**

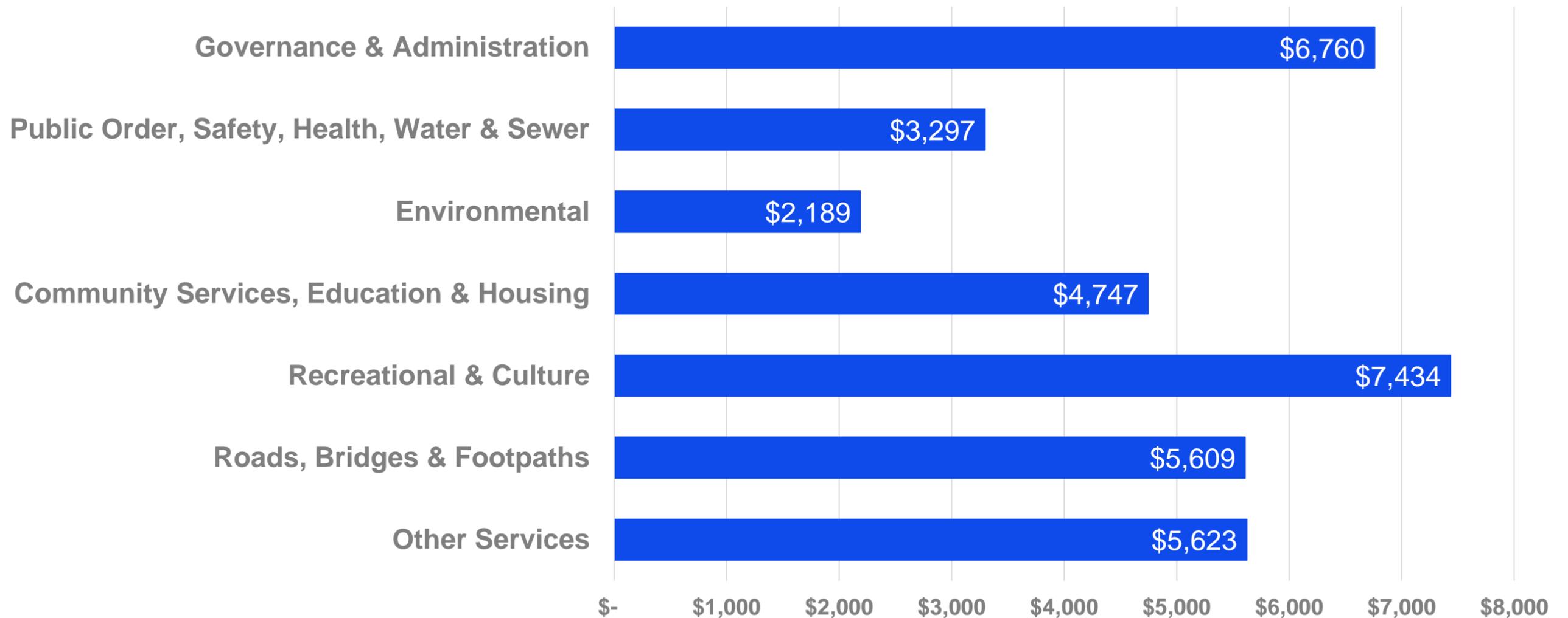
To do this, Council would need to find another \$948,214 every year

It currently has a 1% annual roads surplus of roughly \$50,000

Gwydir's expenses

In 2015/16, Council's total expenditure from continuing operations was \$35.7m. Below is a breakdown by service area.

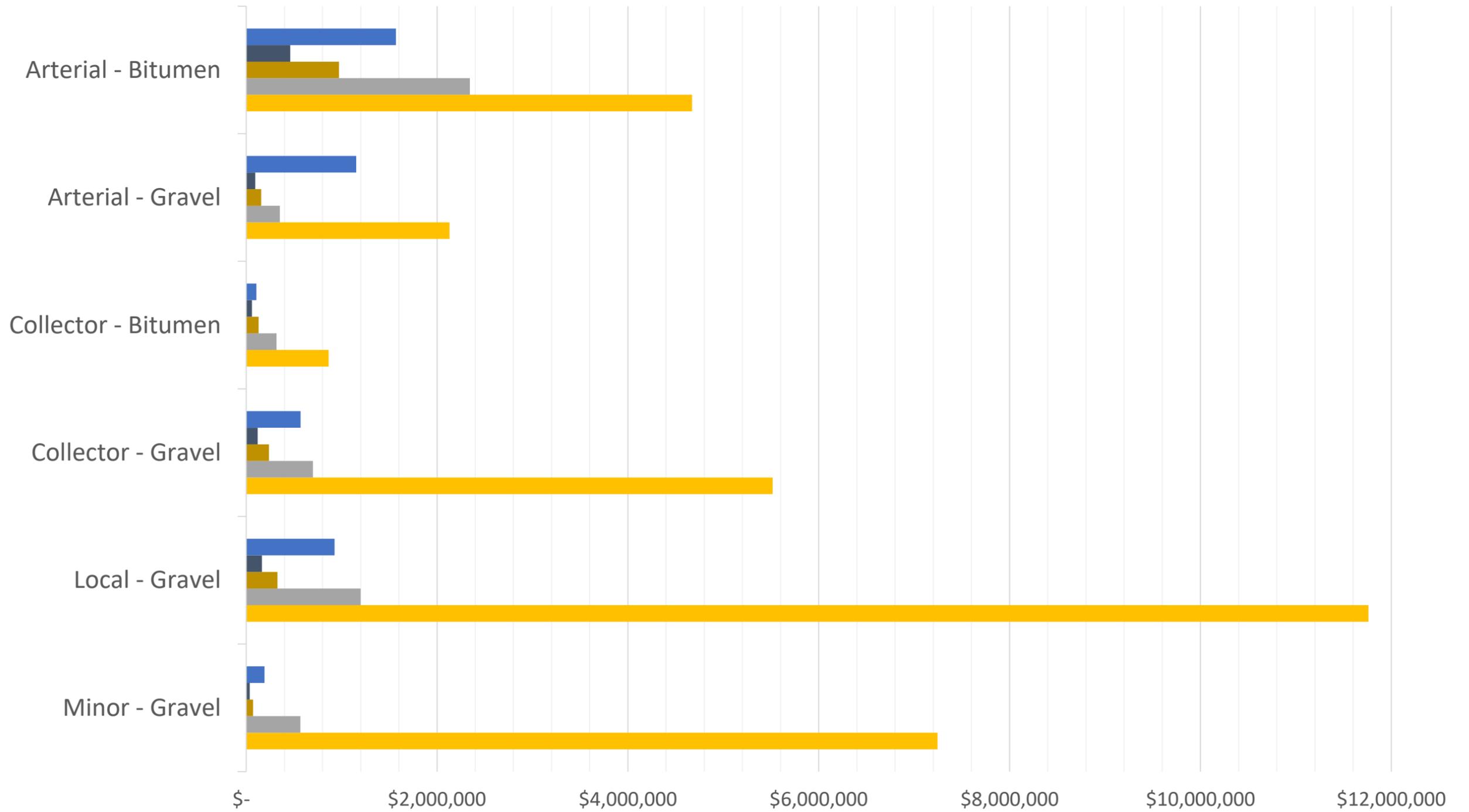
GWYDIR'S EXPENDITURE BY SERVICE IN 2015/16 (\$,000)



Options

Options for Roads Service Levels - Cost Comparison

■ 3-Year Trailing Average ■ Minimum ■ Bronze ■ Silver ■ Gold

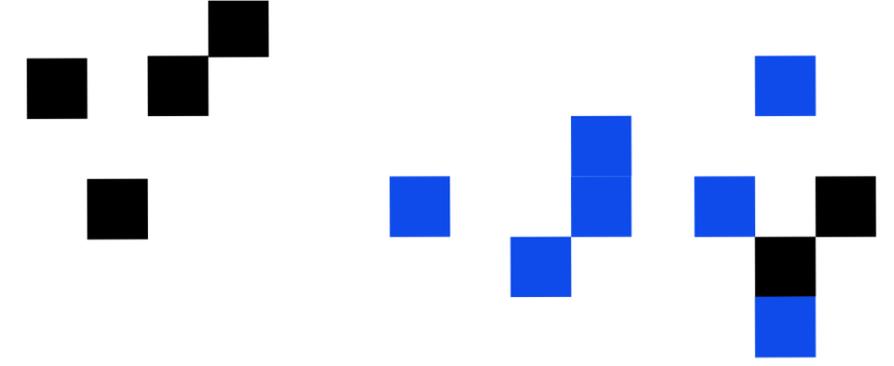
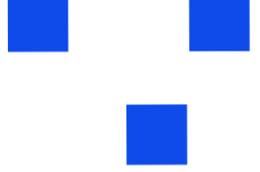


A silhouette of a person stands in a field of tall grass, looking towards a sunset sky. Several birds are flying in the sky. The text "DECISIONS, DECISIONS" is overlaid on the right side of the image.

DECISIONS,
DECISIONS

In small groups

1. What roads or road classes should be prioritised, and why?
2. For each class - minimum, bronze, silver or gold?
 - a) Arterial – Bitumen
 - b) Arterial – Gravel
 - c) Collector – Bitumen
 - d) Collector – Gravel
 - e) Local – Gravel
 - f) Minor – Gravel



Report back

Starting with your advice on minor and local,

Then collector, arterial etc..

In small groups

1. How should any increase be paid for (cut other services, rate increases, other options, etc.)?



YES

NO

MAYBE

DON'T
KNOW

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Finale

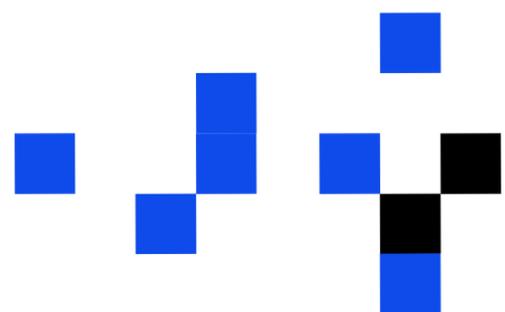
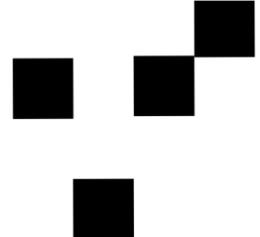
On a piece of paper, please write the following:

1. Your name
2. What roads or road classes should be prioritised, and why?
3. What is your recommended option for each class of road (minimum, bronze, silver or gold): Arterial – Bitumen; Arterial – Gravel; Collector – Bitumen; Collector – Gravel; Local – Gravel; and Minor - Gravel
4. How should any increase be paid for (e.g. cut other services, other options, etc.)?

YOUR COUNSEL

TO

YOUR COUNCIL



Advice to Council



WHAT

NEXT?

Next steps

- We will collate your advice to Council.
- We will then test this advice with the wider community via another phone survey.
- Finally, we will provide Council with a report detailing the advice and the wider community response to it.

Thank
you!