



# **ATTACHMENTS**

**UNDER SEPARATE COVER**

**Ordinary Council Meeting**

**10 April 2024**



---

## Table of Contents

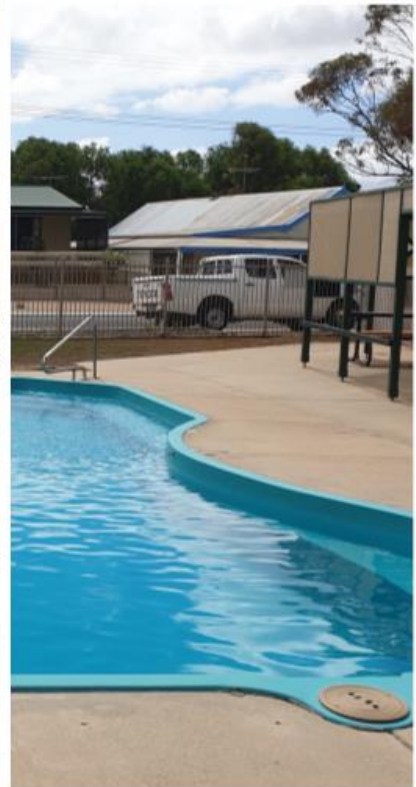
---

17.1	Survey Response - Annual Report for the State Disability Inclusion Plan - Inclusive SA 2019-2023	
	Attachment 1 Yorke Regional Alliance Disability Access and Inclusion Plan 2020-2024...	4
22.1	Long Term Financial Plan 2025-2034	
	Attachment 2 Draft Long Term Financial Plan 2025-2034 .....	52
24.2	Strategy Response to Network Level Heavy Vehicle Route Assessment and Risk Analysis	
	Attachment 1 Council Report (Laid on the Table) - 13/09/2023 - Strategy Response to Network Level Heavy Vehicle Route Assessment and Risk Analysis .....	89
25.2	Land Management Agreement - Request Waiver - 6 and 8 Mills Gully Road Stansbury	
	Attachment 3 Land Management Agreement - Seaview Road and Mills Gully Road Stansbury - Multiple Assessments .....	205



# Disability Access and Inclusion Plan 2020 - 2024

## Yorke Regional Alliance





# Contact Us

This Regional Disability Access and Inclusion Plan was developed with valuable input from our communities. If you would like to provide feedback on how we can improve the Plan or if you require a copy in an alternative format, please contact us. A local action plan is available by contacting your Council.

**Barunga West Council**

(08) 8635 2107

[barunga@barungawest.sa.gov.au](mailto:barunga@barungawest.sa.gov.au)

[www.barungawest.sa.gov.au](http://www.barungawest.sa.gov.au)

@DCBarungaWest

**Copper Coast**

(08) 8828 1200

[info@coppercoast.sa.gov.au](mailto:info@coppercoast.sa.gov.au)

[www.coppercoast.sa.gov.au](http://www.coppercoast.sa.gov.au)

@coppercoastcouncil

**Yorke Peninsula Council**

(08) 8832 0000

[admin@yorke.sa.gov.au](mailto:admin@yorke.sa.gov.au)

[www.yorke.sa.gov.au](http://www.yorke.sa.gov.au)

@YorkePeninsulaCouncil

# Access and Inclusion Statement

The Yorke Regional Alliance (the Alliance) acknowledges that everyone plays a part in making sure we all have opportunities and choices to lead full and healthy lives, based on principles of dignity, equality and respect, shared across cultures and communities.

The Alliance acknowledges the Narungga people who are the traditional owners of the land and offer respect to their Elders past and present.

The Alliance recognises that access and inclusion is the cornerstone of its communities - where everyone who lives, works and visits the region can contribute and feel included.



Inclusive Play Facilities, Kadina

# Contents

Introduction .....	1
Our Community .....	4
Community Ideas .....	8
Focus Areas .....	11
Joining in with tourism, events and sports .....	12
Having a say in Council decisions .....	18
Moving around the region .....	22
Finding information easily .....	28
Working with Council .....	32
Implementation .....	36
Acknowledgements .....	38
Acronyms and Definitions .....	39





# Introduction

This Regional Disability Access and Inclusion Plan relates to an area that extends from the foot of the Yorke Peninsula north to the Upper Yorke Peninsula.

The region comprises an area over 8,300 square kilometres and supports a population of about 28,750 people. It offers a mix of rural and seaside lifestyles with small towns, larger urban centres and holiday settlements.

The region is known for some of South Australia's best holiday beaches and is a major tourism destination for both local and international visitors.

The Disability Access and Inclusion Plan for the Yorke Peninsula Alliance (the Regional Plan) has been prepared by the local government areas of Barunga West, Copper Coast and Yorke Peninsula (Alliance Councils).

# Introduction

The purpose of the Plan is to identify regional priorities for disability access and inclusion that the Alliance Councils can work on together as well as to provide guidance for each of the Councils' own four-year action plan.

It is consistent with international, national and state priorities for disability access and inclusion including the United Nations Convention on the Rights of Persons with Disabilities, the National Disability Strategy and the State Disability Inclusion Plan and responds to the Councils' obligations under the Disability Inclusion Act 2018 (SA)

The focus areas in the Plan align with the themes in the State Disability Inclusion Plan.



**2**



# Introduction

## INTERNATIONAL

The United Nations  
Convention on the  
Rights of Persons with  
Disability

## NATIONAL

National Disability  
Strategy 2010 - 2020

National Disability  
Insurance Scheme

National Disability  
Agreement

## STATE

Disability Inclusion Act  
2018

State Disability  
Inclusion Plan 2019

State Government  
Disability Access and  
Inclusion Plans 2020

## LOCAL

Yorke Regional Alliance Disability Access and Inclusion Plan 2020



# Our Community

The Yorke Peninsula Alliance understands that disability is not a special condition of a few. It is ordinary and affects most of us for some part of our lives. People's experience of disability is diverse and may happen alongside other barriers to participation such as age, gender, language, culture, and income.

Priority population groups that may be more vulnerable due to disability include Aboriginal and Torres Strait Islanders, people living in rural and remote areas, people experiencing social disadvantage, culturally and linguistically diverse communities, older people, youth, children and visitors to our region.

# Our Community

## People Living with Disability

About 1 in 5 people in the region have a profound or severe disability (7.3%) or are caring for a person with a disability, long term illness or old age (13.5%).

There is a greater proportion of people under 65 years of age living with disability in Copper Coast than for Regional SA.

There is a greater proportion of people over 65 years of age living with disability in Barunga West than for Regional SA.

Over 2,200 people in the region reported needing help in their day-to-day lives due to disability.

Over 11% of the region's population received a disability support pension in 2016 compared to 8.6% for Regional SA.

The region had more people assisting others in the community when compared with Regional SA, suggesting a high number of carers in the local population.

# Our Community

## Older People

The region has an older population that is getting older. People aged over 60 is the fastest growing part of the population with 1,600 more people of this age group added to the population between 2011 and 2016.

Just over 39% of the region's population is over 60 years of age. Barunga West has 41% of population over 60 years of age and Yorke Peninsula has 42%.

## Aboriginal/Torres Strait Islanders

The region's Aboriginal / Torres Strait Islander population is smaller than other regional areas but much more than the metropolitan average.

Nearly 50% of the region's Aboriginal/Torres Strait Island population is under 20 years of age.

# Our Community

## Social Disadvantage

The region has a comparatively high amount of concession card holders and unemployment beneficiaries.

Copper Coast has 9% of the population receiving youth unemployment benefits compared to 6% for Regional SA.

Over 37% of the region's population has a pension card compared with 30% for Regional SA.

About 1 in 3 children are living in low income families and over a quarter of children are reported as developmentally vulnerable.

# Community Ideas

Over 300 people across the region gave us ideas and feedback to help us prepare this draft Regional Disability Access and Inclusion Plan 2020-2024. We learned from people experiencing disability, their friends and relatives, carers, community organisations, health and education providers, advocacy groups, individuals, local businesses, Aboriginal and Torres Strait Islanders, as well as people providing services to, or working for, Council.

Many of you shared personal experiences of disability which has improved our understanding of the actions we need to take as a Council and community. Information was shared in conversation, at meetings and via online and hard copy surveys.

## Where our responses came from:

**22%**

people with disability

**34%**

family members, friends and carers of people with disability

**17%**

business owner or operator

**14%**

disability, health, social support and education organisations

**11%**

aged 18 to 39 years

**51%**

people aged 60 and over

**14%**

people that live outside of a township

# Community Ideas

We heard that in some areas we are doing well, such as providing public signage and access to buildings, parks and public toilets. Better footpaths, community transport options and access ramps, pathways and equipment for people with disability in Council buildings are key areas to focus on. A review of disabled parking in towns and better access to the beach and foreshore areas is important to our community.





Accessible Barbecue, Port Broughton

10



# Focus Areas

This Regional Plan identifies five focus areas to improve disability access and inclusion for residents, workers and visitors to our region.

The Alliance Councils acknowledge the input received from individuals and communities across the region to help shape the five focus areas and supporting regional priorities.

- 1** **Joining in with Tourism, Events and Sports**
- 2** **Having a Say in Council Decisions**
- 3** **Moving Around the Region**
- 4** **Finding Information Easily**
- 5** **Working with Council**



## Joining in with Tourism, Events and Sports

---

Tourism is important to the region and many people visit the area or live here for only part of the year. Visitors come from within South Australia, from other States and from overseas.

About 1 in 5 people across the world and in Australia are living with a disability. It is important that the region plan for **Accessible and Inclusive Tourism Experiences and Events** for its communities and visitors.

Sports are an important part of regional life and provide opportunities for social connection and team-based participation in township communities. Councils provide and lease significant infrastructure that supports volunteer committees deliver **Opportunities for Participation in Sport** by a broad cross section of the community.

State theme: Inclusive communities for all

Social inclusion is a priority for people living with disability as it affects all aspects of their lives. It is our aim that the contributions and rights of people living with disability are valued and understood by all South Australians and that their rights are promoted, upheld and protected. We also want to ensure that people living with disability are supported to advocate for their own rights.



## Joining in with Tourism, Events and Sports

---

### Accessible and Inclusive Tourism, Events and Sports

Disability friendly tourism destinations could increase the number of visitors to the region. These destinations could give equal access to attractions like the beach and jetties and activities like fishing, have disability friendly public toilets, have disability friendly accommodation and trained and welcoming operators.

Councils in the Region own holiday accommodation. Council owned accommodation could lead the delivery of disability friendly destinations.

There is a lot of available information promoting events, activities and locations. Easy to recognise symbols identifying disability friendly destinations, welcoming operators, appropriate facilities, all access environments or special accessibility features will help all visitors and residents participate in tourism experiences or events.

Events are a major part of Yorke Peninsula Tourism and Council community building activities. Councils often provide event planning tools to assist organisations running events on community land.

Information on planning inclusive events could improve event accessibility and inclusive volunteering and event management outcomes.



## Joining in with Tourism, Events and Sports

---

### Priorities

- 1 Support Yorke Peninsula Tourism and Legatus to create a disability friendly accreditation program for tourism operators.
- 2 Review Council owned tourism accommodation and recreation facilities, features and assets for access improvement opportunities.
- 3 Review Council event planning tools and procedures to promote inclusive event management.

### Outcomes

- Tourism products for people of all abilities.
- Increased awareness of inclusive tourism opportunities.
- Increased participation in tourism experiences and opportunities by visitors with disability.



## Joining in with Tourism, Events and Sports

---

### Opportunities for Participation in Sport

The Alliance Councils develop and maintain many sports facilities and they have regular contact with community sports and recreation clubs. The Alliance Councils also offer community grants each year to support organisations and individuals to participate in and contribute to the community including through recreation.

There are opportunities to work with state sports bodies, sports clubs and with local NDIS service providers to match people with a disability to meaningful volunteer vacancies or identify opportunities to field sports teams in disability sports competitions utilising existing club facilities.



## Joining in with Tourism, Events and Sports

---

### Priorities

- 4 Through the StarClub program, partner with state sports bodies and NDIS service providers to identify volunteering and participation opportunities for people of all abilities.
- 5 Use existing community grants programs to support people with a disability take part in supported sporting competitions or major events.

### Outcomes

- Increased participation in community life through volunteering.
- Equal participation in competitive sport and events.



Accessible Park Facilities, Kadina

17



## 2 Having a Say in Council Decisions

---

The main role of Council is to provide for the government of a local community. To do this, people are elected to Council to **represent the needs of all people in the community** when making decisions.

About half of the region's population voted in the 2018 local government elections. The election had 60 candidates stand for 31 places across the Alliance Councils. Of the 31 successful candidates, one Elected Member of the Councils has a disability.

Sometimes, Council will talk to its communities about decisions it plans to make. This is called **Consultation and Engagement** and can help Council to understand community needs and ideas.

Representation and consultation are two very important roles of Council.

State theme: Leadership and collaboration

People living with disability want to have a greater role in leading and contributing to government and community decision-making. It is our aim that the perspectives of people living with disability are actively sought and that they are supported to participate meaningfully in government and community consultation and engagement activities.

## 2 Having a Say in Council Decisions

---

### **Represent the Needs of All the People in the Community**

The region's community is ageing and there is a high proportion of people living with disability. The Councils manage a large number of assets that require repair and replacement each year and deliver a wide range of programs to support community health and wellbeing.

In addition, the Councils prepare plans for new construction projects or receive applications for big developments.

This requires very important decisions to be made by Council during monthly Council meetings.

The Yorke Peninsula Council has an Access Advisory Working Party and the Copper Coast Council has a Disability Discrimination Act Advisory Committee as a part of each Council's planning and decision making.

There is potential to strengthen the role of access advisory committees in Council decision making structures in the region. There may also be an opportunity for the Alliance Councils to make meetings more accessible to more people in the community.



## 2 Having a Say in Council Decisions

---

### Priorities

- 6 Support people of all abilities and representing all communities to participate on Working Groups and/or Committees of Council to support all communities to participate in decision making.
- 7 Identify opportunities to improve information exchange with stakeholders in the region.
- 8 Work with the Local Government Association on methods to improve community participation in Council meetings (such as virtual meetings, sub-titles, provision of aids and equipment, etc).

### Outcomes

- Increased representation by people with disability.

## 2 Having a Say in Council Decisions

---

### Consultation and Engagement

Each Alliance Council has a community consultation and engagement policy that explains the importance of community participation in decision making to Council staff, Elected Members and the public.

The policies for Barunga West and Copper Coast include principles for effective and easy to understand communication.

### Priorities

- 9 Review Council consultation and engagement policies to strengthen accessibility (such as nominating specific consultations that will be undertaken in accessible formats).
- 10 Prepare accessible formats of Council consultation and signage such as EasyRead, braille, audio and video.
- 11 Establish a Disability and Priority Populations Register to improve targeted engagement and consultation with interested individuals, community groups and service providers in the region.

### Outcomes

- Increased participation in community consultation by people with disability.

## 3 Moving Around the Region

---

The Alliance Councils play an important role in planning and improving physical access to local environments for all members of the community. If a design works well for people with disability, it works better for everyone.

The community values the role the Councils play in providing **Infrastructure** such as footpaths, libraries, sport and community facilities and programs, waste collection, community events, public places and open space.

The community also places high importance on services such as **Passenger Travel** as a part of accessing these locations and opportunities.

State theme: Accessible communities

The accessibility of the built environment, quality services and information is key to ensuring people living with disability are included and have the opportunity to equally participate in all aspects of community life. It is our aim to increase accessibility to public and community infrastructure, transport, services, information, sport and recreation and the greater community.

## 3 Moving Around the Region

---

### Infrastructure

There is evidence of significant investment in accessibility and inclusion projects of different sizes across the region.

This includes all access paths along the coast and between townships, all access town centre developments, installation of accessible toilets and play equipment, mobility scooter charge points in park furniture, accessible holiday park accommodation and beach access equipment, and inclusive indoor sports and recreation facilities.

And there are plans for more investment into the future.

## 3 Moving Around the Region

---

### Priorities

- 12 Improve access to local environments through a program of planned public infrastructure works.
- 13 Audit existing Council premises and public buildings to establish a priority schedule for access modifications.
- 14 Continue to progress improved foreshore and beach access and township walking trails.
- 15 Seek funding to deliver further recreation and play areas designed for families of all abilities.

### Outcomes

- Increased use of Council premises and public buildings.

## 3 Moving Around the Region

---

### Passenger Travel

Transport is an issue. Although community transport providers do exist in the region, transport for wheelchair passengers was identified as a gap.

With greater funding certainty, community transport providers could invest in flexible passenger transport fleets to cater for a greater diversity of access needs.

However, the NDIS sets rigid fee structures for different community services delivered to participants. Community transport fees under this fee structure are expensive when compared to the annual travel allowance provided to NDIS participants.

While the fee structure for community transport may be intended to provide security and certainty to service users, they may not reflect the needs of NDIS participants in regional communities and can contribute to isolation from services, community activity or special needs appointments.

# 3

## Moving Around the Region

---

### Priorities

- 16 Support existing and new community transport options in the region through partnerships and advocacy.

### Outcomes

- Number of people using community transport.







## 4 Finding Information Easily

---

Making it easy for people to find out what's happening in the region is a good way to improve participation in community life.

Council **Communication and Engagement** including face-to-face, hard copy documents, via social media and online formats, and through signage and wayfinding can improve accessibility and inclusion in the region.

State theme: Accessible communities

The accessibility of the built environment, quality services and information is key to ensuring people living with disability are included and have the opportunity to equally participate in all aspects of community life. It is our aim to increase accessibility to public and community infrastructure, transport, services, information, sport and recreation and the greater community.

# 4 Finding Information Easily

## Communication and Engagement

Consultation identified that most people in the community are getting information from local newspapers.

There is a need to support hard copy, signage and online communication.

A small number of people would like to see information in alternative formats such as EasyRead, large font, audio and captioning.



# 4 Finding Information Easily

The most popular ways to communicate with Council on a day to day basis is face-to-face and by telephone. Our community would most like Council to consult and engage with them via surveys or in person.

### Day to Day Communication with Council:



### Consultation with Council:



**30**

## 4 Finding Information Easily

---

### Priorities

- 17 Update information outlets such as Visitor Information Centre and notice boards to include options for Easy Read, braille, voice recordings and other formats.
- 18 Seek partnerships with Progress Associations and other community groups to disseminate community and Council information.
- 19 Advocate for NBN delivery and technology that improves connectivity and digital access for the community.

### Outcomes

- Community satisfaction with access to information.

## 5 Working with Council

---

Councils employ **Staff, Contractors and Volunteers** and can contribute to increased employment pathways for people with disability and improve acceptance of employee and workplace diversity.

The Alliance Councils employ about 268 people. There are more males (60%) than females (40%) and the workforce shows signs of ageing. Five employees across the region are from non-English speaking countries and 4 employees identify as Aboriginal/Torres Strait Islander.

Council **Procurement and Purchasing Policies** could also play a role in promoting diverse local employment outcomes for people with disability. Barunga West Council has a landscape maintenance contract with a local agency that employs 3 staff with disability.

State theme: Learning and employment

Workforce participation is fundamental to social inclusion. It provides economic independence and choice, social connections and friendships, value, identity and belonging. It is our aim that people living with disability have access to inclusive places of study and that education and training provides pathways to meaningful and inclusive employment and volunteering opportunities.

## 5 Working with Council

---

### **Staff, Contractors and Volunteers**

Council policy and practices guide the way that Council works with its community and external groups as well as internal work practices.

Elected Members and Council employees have a Code of Conduct to act in a fair and equal way when working for the community.

The Councils of Barunga West and Copper Coast have also adopted policy in relation to creating safe working environments for children and vulnerable persons. This includes training for staff, Elected Members, volunteers, contractors and consultants working with vulnerable persons on behalf of the Councils.

Behavior in the workplace is guided by Work Health and Safety systems and Human Resource policies that seek to create safe working environments free from discrimination.

A Volunteer Policy is in place at the Councils. Yorke Peninsula Council has also adopted a Fair Treatment Policy that promotes the recognition, acceptance and right of all people to be treated with fairness, equity and justice.

Induction and ongoing training opportunities are available to Elected Members, Council employees and volunteers to support development in areas of need.



## 5 Working with Council

---

### **Procurement and Purchasing Policies**

Every year the Councils pay a lot of money to buy goods and services. There is potential, through Council procurement policy, to provide equal opportunities for disability employment providers to tender for Council contracts.

# 5 Working with Council

---

## Priorities

- 20 Support Council employees to value the benefits of workplace diversity and flexible job design.
- 21 Provide Council job advertising in an accessible format and encourage people with disability and priority populations to apply.
- 22 Establish or maintain Council policy and practices for creating safe working environments.
- 23 Review or develop contractor management practices to encourage consideration of access, universal design and inclusion opportunities through external contracts.
- 24 Review volunteer management practices to encourage participation by people of all abilities.
- 25 Review procurement and purchasing policies and practices to promote equal access to select and competitive tenders.

## Outcomes

- Workplace diversity
- Number and diversity of Council volunteers
- Contracts that support disability access and inclusion.

# Implementation

## Advocacy

Advocacy is important to people with disability. Council can play a role by inviting advocates to events that celebrate ability. Council can also invite service providers to its meetings. The Alliance Councils will seek to improve access to advocacy for the region.

## Community Participation

Ongoing community participation in the Plan is encouraged and may occur through membership on Council Committees, Advisory and Working Groups, community partnerships, individual contributions, volunteering, participation in consultation and engagement activities and feedback to the Councils.



Leisure Options Participants, Yorke Peninsula

# Implementation

## Regional Cooperation

The Plan builds upon the cooperative arrangements and resource sharing that already occurs between the Councils of the region. A nominated employee from each Council will participate in a Regional Staff Advisory Group responsible for monitoring, reporting and reviewing the Plan.

## Council Strategic Plans

The Alliance Councils has each prepared a four-year Action Plan that aligns with that Council's Strategic Plan and delivers on this Plan. Each Council is responsible for implementing actions in respect of their local government area and will nominate an employee responsible for oversight of the Plan.

## Reporting

The Regional Staff Advisory Group will communicate regularly to facilitate delivery of the Plan and will meet annually for the purpose of monitoring regional priorities. Reporting of regional priorities will be completed annually through each Council's Annual Report.

## Review

The Plan can be reviewed at any time in accord with legislative requirements. The time frame for evaluation and review of the Plan is otherwise every four years. The next four-year review is scheduled for 2024.

# Acknowledgements

The Alliance Councils thank everyone who shared their ideas, stories and experiences about disability access and inclusion. Over 300 people across the region participated in consultation providing us with feedback that has helped to shape this plan.

# Acronyms and Definitions

## **Access**

Access (sometimes referred to as universal access) means that regardless of ability a person can approach, enter, pass to or from, and make use of an area and its facilities without assistance.

Access design ensures products and buildings can be used by everyone, regardless of their level of ability or disability. It means designing and planning products, buildings, and exterior spaces to be usable by all people to the greatest extent possible.

## **Alliance Council**

The Yorke Peninsula Alliance includes the Barunga West Council, Copper Coast Council and Yorke Peninsula Council.

## **Carer (Australian Bureau of Statistics)**

A person who provides any informal assistance, in terms of help or supervision, to older people (aged 65 years and over) and those with disability.

A primary carer is the person who provides the most informal assistance to a person with disability with one or more of the core activities of mobility, self care and communication.



# Acronyms and Definitions

## **Disability (Disability Discrimination Act (DDA) Act)**

The DDA Act covers the following broad groups of disability:

- Physical
- Intellectual
- Psychiatric
- Sensory
- Neurological
- Learning disabilities
- Physical disfigurement
- The presence in the body of disease-causing organisms

## **Disability (Australian Bureau of Statistics)**

A person has disability if they report they have a limitation, restriction or impairment, which has lasted, or is likely to last, for at least six months and restricts everyday activities. Disability may affect a person's mobility, communication or learning. It can also affect their income and participation in education. Social activities and the labour force.

# Acronyms and Definitions

## Social Inclusion

Social inclusion refers to a sense of being included in the social life of the community and being treated with equality and dignity.

Where all people live in a dignified and simplified society where they have the confidence and self esteem to speak their mind and have the opportunities that everyone has.

## NDIS

National Disability Insurance Scheme.

## Regional SA

Provides an average situation for regional areas of South Australia.

## The Region

This Regional Disability Access and Inclusion Plan relates to the local government areas of Barunga West Council, Copper Coast Council and Yorke Peninsula Council.

## Universal Design

Universal design is a way of thinking about environments that meet the needs of all members of the community. Universal design also considers changing needs over the life course.



Boat Ramp, Barunga West

# 2025-2034 DRAFT LONG TERM FINANCIAL PLAN



Yorke Peninsula Council



[www.yorke.sa.gov.au](http://www.yorke.sa.gov.au)

## Document Information

- Document Details

<b>Document Title:</b>	Long Term Financial Plan 2025-2034
<b>Document Version:</b>	Draft for endorsement by Council following public consultation
<b>File Reference:</b>	24/1151

- Document Authorisation

<b>Prepared by:</b>	Manager Financial Services
<b>Authorised by:</b>	Chief Executive Officer
<b>Adopted by Council:</b>	TBC

- Council Details

<b>Name:</b>	Yorke Peninsula Council
<b>ABN:</b>	82 179 825 615
<b>Address:</b>	PO Box 57 Maitland SA
<b>Phone:</b>	(08) 88320000
<b>E-Mail:</b>	admin@yorke.sa.gov.au



**Table of Contents**

Overview .....5

Chief Executive Officer’s Report on Financial Sustainability .....5

    Key Targets.....5

    Rating Strategy.....5

    Financial Sustainability Indicators (Ratios) .....7

    Overall Impact.....8

Key Challenges and Opportunities.....8

Planning Framework .....9

Measuring our performance.....11

    Operating Surplus Ratio .....11

    Net Financial Liabilities Ratio .....12

    Asset Renewal Funding Ratio.....13

Key assumptions, influences and priorities .....15

    External .....15

    Internal.....15

    CPI .....15

    Borrowings .....16

    Indexation .....16

    Operating Income .....17

        Rates and Service Charges .....18

        Statutory Charges.....20

        User Charges .....20

        Grants & Subsidies .....20

        Investment Income .....21

        Reimbursements.....22

        Other Revenue .....22

    Operating Expenses .....22

        Employee Costs.....23

        Materials, Contracts and Other Expenses.....24

        Depreciation.....25

        Finance Costs .....25

Capital Expenditure.....25



Asset Renewal.....28

New or Upgraded Assets.....29

Attachment 1 – Statement of Comprehensive Income .....30

Attachment 2 – Statement of Financial Position .....30

Attachment 3 – Statement of Cashflows .....30

Attachment 4 – Statement of Changes in Equity.....30

Attachment 5 – Uniform Presentation of Finances .....30

Attachment 6 - Financial Terms Glossary .....36

## Overview

Section 122 (1a) (a) of the Local Government Act 1999 requires Councils to develop a Long Term Financial Plan (LTFP) as a key part of their Strategic Management Plans.

The objective of this LTFP for the financial year commencing 2024/2025 through to 2033/2034, is to ensure that Council is financially sustainable in the short to medium term (1 - 5 years) and able to provide at least the current level of services and infrastructure over the ten (10) years of the Plan in line with Council's goals as stated in its 2021 - 2025 Strategic Management Plan (SMP) and Asset Management Plans (AMP).

To this end Council will review its LTFP annually using the latest available financial and service level data, cost indices and incorporating all known future projects and variations to ensure a realistic forecast is presented to the community.

This LTFP is an update to the LTFP 2024 - 2033 previously endorsed by Council in April 2023 and will replace it should Council adopt this version following public consultation. This LTFP is reflective of current data (financial and service levels), cost indices, internal and external factors, current economic and political environment, revenue streams, updated asset information, limitations and known community needs.

## Chief Executive Officer's Report on Financial Sustainability

The revised LTFP indicates that Council is on track to achieving its aim of being financial sustainable. Financial sustainability is achieved in the short term (Y2) and is maintained over the life of the plan. However, it must be noted, that the measure to which the outcomes forecast in the plan are achieved rest upon the extent to which, future operations and movements in the boarder economic environment, occur in accordance with the underlying assumptions of the plan. Given a 10-year time horizon the reader should keep in mind that projections contained within this plan are inherently less reliable as time progresses. To ensure responsiveness to changing conditions, Council conducts an annual review of its LTFP revisiting assumptions based on the latest data.

## Key Targets

The key targets in this LTFP remain unchanged as follows:

- Positive Operating Surplus Ratio (OSR) i.e. operating surplus, in the short to medium term (1 – 5 years);
- Spending on asset renewal consistent with AMP identified needs and Asset Renewal Funding Ratio (ARFR) to be a minimum 100% annually (where practical);
- Net Financial Liabilities Ratio (NFLR) to be within the recommended Local Government target of 100% of Operating Income annually;
- No new services or assets or increases to existing services to be introduced without consideration of the impact on the LTFP.

The key targets require the support of an appropriate rating strategy which is outlined below.

## Rating Strategy

Section 150a of the Local Government Act 1999 provides that rates constitute a system of taxation for local government purposes (generally based on the value of land). This LTFP recommends a rating strategy that seeks to achieve a degree of stability, predictability and equity

over the next ten (10) years, while ensuring current levels of service and infrastructure are maintained for the Community. Rates will be set at affordable levels having regard to Council’s strategic direction, social and economic goals and external economic environment, balanced against the Community’s ability to pay and its desire for services and infrastructure.

Rate revenue forecasts are set relative to Consumer Price Index (CPI) assumptions plus a Road Maintenance and Renewal Loading (RMRL) which is to be applied over and above CPI to ensure to ensure targets are met and asset renewal backlog is reduced. CPI inflation results for the December Quarter 2023 (Adelaide City) and the Reserve Bank of Australia (RBA) November 2023 Economic Outlook have been used for Y1 and Y2 respectively. It is further assumed that inflation will gradually return to the RBA targeted range (2.5%) by Y3 of the plan. It should be noted, for context, that the annual CPI (All groups, Adelaide) for the 2023 September quarter was 5.9%.

The table below shows the forecast CPI compared to the general rate increases<sup>1</sup> proposed.

General Rates	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
<b>General Rate Increase</b>	4.80%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
<b>Road Maintenance and Renewal Loading (RMRL)*</b>	2.00%	2.00%	1.75%	1.50%	1.50%	1.25%	1.25%	1.00%	0.75%	0.75%
<b>Total Rate Increase</b>	<b>6.80%</b>	<b>5.25%</b>	<b>4.25%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>3.75%</b>	<b>3.75%</b>	<b>3.50%</b>	<b>3.25%</b>	<b>3.25%</b>
<b>LTFP CPI Estimate</b>	4.80%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%

*\* Income generated through the RMRL will be quarantined specifically for use in capital road renewal projects within the Council area. Historic reductions to Financial Assistance Grant (General Component), largely driven by the increasing value of Primary Production land and relatively low rating thereof, have contributed to the need for this loading.*

Rate revenue is vital in enabling the delivery of Council services over the next ten (10) years and beyond. General rate revenue (i.e. - excluding service charges, special rates and the regional landscape levy) provides 60.2% of total operating income across the life of the plan. Rate revenue funds many Council services, is used to create new and upgrade existing Council assets and to maintain and renew existing Council assets to ensure they operate at a safe and functional standard in line with Community needs and expectations. Council’s ten (10) year rate revenue forecasts are explained in detail later in this LTFP. Council is presently conducting an independent review of its approach to rating. The outcome of this review may impact future rating assumptions and future rating practices.

<sup>1</sup> The phrase “general rate increase” refers to the percentage increase in total general raised by Council for a given year (e.g. – If Council raised \$22.4M rates, inclusive of rebates, in the prior year and then applied a general rate increase of 6.8% this would equate to an approximate increase of \$1.5M in total general rates raised in the current year). **It must be stressed that the actual change in general rates payable by any individual ratepayer may be more or less than the forecast general rate increase depending on the relative movement in the capital value of their property, as set by the Valuer General (externally), and setting of differential rates for land use categories, as set by Council (internally), for each individual year of the Plan.**

### Other Rate Income

Other rate income includes service charges, separate rates and the State Government landscape levy and represents approximately 15% of total operating income over the life of the Plan. Council raises service charges on rateable land where it provides or makes available a prescribed service, such that, the beneficiaries effectively pay for the service they receive. Council applies a service charge in relation to the following services: Community Wastewater Management System, Water Supply and Waste Collection and Recycling. Service charges are set with reference to the cost to Council of establishing, operating, maintaining, improving and replacing the services in its area and any additional external pricing regulation which may apply.

Legislation requires Council to collect the landscape levy, a State Government tax, through its rating process. The levy raised is remitted to the Northern and Yorke Landscape Board less a small fee (<\$10,000 per annum) for Council's services. In the 2023/2024 financial year Council was required to collect \$1.15m from Council ratepayers which was then provided directly Northern and Yorke Landscape Board after subtracting externally predetermined collection fee. Separate rates are payable to Council, in addition to general rates and service charges, by a select group of rate payers in Chinaman Wells and Point Turton to cover the cost of finance facilitated by Council to enable the construction of seawalls to protect specific private property.

### Other Sources of Income

Other sources of revenue provide the remaining 24.8% of total operating income across the life of the plan. Other sources of revenue include statutory charges, user charges (e.g. – caravan parks, boat ramps, bush camping, disability services), grants, subsidies and contributions, investment income, reimbursements and other income. Many of these other sources of revenue continue to provide a similar proportion of income to that forecast in the previous plan. Effort continues to be made to ensure other sources of income are maximised. However, Council will likely rely on increases to rate revenue to fund operations and achieve its strategic objectives.

### Capital Expenditure

Continuing its focus on the renewal of existing assets, Council over the life of this LTFP, is proposing to allocate \$160.9m towards renewal and replacement of existing assets. An additional \$14.3m over ten (10) years is allocated for upgrades to assets and acquisition of new assets. It should be noted, that both renewal and new/upgrade allocations assume receipt of grant funding for several major projects (refer table on page 21 for further information).

### Financial Sustainability Indicators (Ratios)

This LTFP shows that Council will return to a positive Operating Surplus Ratio (OSR) in 2025/2026 (Y2) which matches the forecast of the current adopted LTFP. However, the revised LTFP provides for a more subtle return to positive territory on account of updated operating expenditure estimates and reduced expectations around future increases to Council rates over and above CPI in the later part of the plan.

It should be noted, that from time to time, during the period of the LTFP Council's financial results are materially distorted by individually significant events (i.e. – amounts that are either unusual in nature, or usual in nature but unusual in amount) which may convey a false impression of Council's underlying operations. The revised draft LTFP contains several one-off grant funded projects which are individually significant and as such have the potential to create material variances in the plan should these projects not proceed.



Council's forecast Net Financial Liabilities Ratio (NFLR) continues to be well below Local Government recommended maximum limits and Council's LTFP maximum threshold of 100% of Operating Income. Two new loans are planned to be drawn down in 2025/2026 with a third new loan to be drawn upon in 2026/27. This will see the NFLR peak early in the LTFP but with no further loans predicted the ratio will then decline over the life of the plan. Should Council generate sufficient operating surpluses there is scope to increase future borrowings to fund major renewal requirements and net positive business case projects.

The Asset Renewal Funding Ratio (ARFR) fluctuates significantly compared to Council's minimum target of 100% annually, however the annual average over the ten (10) year period is 136% which is higher than Council's 100% minimum annual target and represents an 6% increase on the current LTFP annual average result.

The reasons for variations to Council's financial sustainability ratios are detailed in the 'Measuring Our Performance' section of this LTFP.

### Overall Impact

The LTFP builds on Council's historical efforts to improve its financial performance. The Plan seeks to secure the level of income required to achieve financial sustainability, whilst seeking to manage expenditure in a responsible manner. The data, graphs and financial statements in this Plan provide more detail on Council's financial position over the next ten (10) years.

If Council's financial performance and position continues as proposed in this LTFP, Council will achieve its objectives as stated. Council must also continue to review its operations to realise savings resulting from increased productivity, efficiency and effectiveness. Any such gains will be reflected in future revisions of the LTFP.

Council expects to achieve financially sustainable in the short term and maintain this position over the life of the plan where the underlying assumptions of the plan are realised. However, possible variances from plan assumptions exist, further unforeseen situations have the possibility of modifying forecasts requiring reassessment of Council the financial sustainability.

### Key Challenges and Opportunities

The key challenges and opportunities faced by Council in achieving the objectives of this LTFP are:

- Ensuring ongoing financial sustainability of Council.
- Meeting ongoing expectations of our community for increased, or new, services.
- Maximising funding for renewal and replacement of ageing assets in line with improved asset management principles and practices.
- Improved data for Council's asset base and ongoing review of asset inventory.
- Managing impact of cost shifting from other levels of Government.
- Managing political and legislative changes and their impact.
- Minimising the impact of economic instability and inflationary pressure.
- Monitoring impact of decisions made outside this LTFP.
- Rationalisation of underutilised or surplus assets to provide one-off capital injections and reduce maintenance and other operating costs.

- Use of debt to leverage funding for asset renewal and acquisition of assets.
- Review of services to reduce expenditure, increase efficiency and effectiveness and increase value for money to ratepayers.
- Use technology to reduce costs, increase productivity, efficiency and effectiveness.
- Explore ways to increase existing revenue streams, and find new ones, by taking a commercial approach to Council business.
- Environmental and climate related risks.

### Planning Framework

The financial basis of this LTFP is consistent with the audited Annual Financial Statements as at 30 June 2023, the 2023/2024 Annual Business Plan and the 2023/2024 Budget. The LTFP forecasts have been based on the September 2023 (and significant December 2023) quarter revised Budget along with current Asset Management Plans (AMP), financial policies and a set of assumptions which are necessary, given the high-level nature of an LTFP and the long-term assumptions which sit beneath all forecasts proposed.

The LTFP is primarily used as a tool to establish and communicate Council's general financial direction over the longer term (10 years) and to assist in the assessment of Council's current financial position in conjunction with its Annual Business Plan and Annual Budget preparation together with ongoing quarterly Budget reviews.

This is intended to be a "live" document requiring adjustment and assessment as Council makes financial decisions which may impact its long-term financial position. Council will review this Plan at least annually, post audit of its Financial Statements, and prior to development of its Annual Business Plan and Budget. Other updates will be made when considered necessary.

Council's Annual Business Plan and Budget will be prepared with reference to this LTFP and with consideration of new information at hand regarding economic, political and social factors at time of preparation.

The LTFP is prepared using multiple assumptions, especially regarding projected rate income, fees, charges, grants, future operational and capital expenditure requirements. Given the long-term nature of this Plan and forecasts derived from an estimate of future performance, it should be noted that actual results have the potential to vary from the information contained in this LTFP. It should also be noted that some of these variations could be material.

The accuracy of predictions decreases over time and difficulties can arise in accurately predicting capital expenditure requirements for Council's significant asset base. Council has prepared AMP's for its major asset classes to assist in determining the funding impact of maintaining and replacing assets when required. These projections are based on current understanding of asset management needs at a point in time and with reference to Council's LTFP. Council's AMPs seek to ensure that assets are maintained at a safe and functional standard to meet Community needs and expectations within the funding available while keeping rates affordable. It should be noted that all AMPs of Council are required to be updated during the 2024 calendar year.

This LTFP does not rely on asset sales to fund core services or renewal of infrastructure, however, three (3) new loans totalling \$4.6m of which have been included. These loans represent Council's contribution (or a portion thereof) towards the following major projects:



- Upgrade of Robert Street, Maitland - \$3.0M loan with a fixed term of fifteen (15) years.
- Renewal of Clinton Road (Stage 1) - \$1.1M loan with a fixed term of ten (10) years.
- Yorketown Power Line Undergrounding Project - \$500k loan with a fixed term of ten (10) years.

More detail about these projects can be found later in this LTFP. These project and subsequent loan borrowings are forecast to commence in 2025/26 (Y2) and 2026/27 (Y3) of the plan.

Debt will be regarded primarily as a strategic tool to be used for the acquisition of new assets or upgrade or renewal of existing assets.

Debt will be considered:

- In the context of Council's SMP;
- In the context of LTFP forecasts and targets;
- In the context of AMP asset renewal requirements;
- As funding for long term asset acquisition;
- To enable intergenerational equity; and
- As a mechanism to fund temporary cash shortfalls.

Financial sustainability will be measured using the Local Government (Financial Management) Regulations 2011 specified financial indicators (ratios). The three ratios used are:

- Operating Surplus Ratio (OSR) – measures the extent to which operating income meets operating expenditure.
- Net Financial Liabilities Ratio (NFLR) – indicates the extent to which the net financial liabilities of Council could be met by its operating income.
- Asset Renewal Funding Ratio (ARFR) – measure of the amount spent by Council on renewing or replacing existing assets compared to expenditure required in its AMP's.

Ideally, at a minimum, Council should raise enough operating revenue to cover all operating expenditure including depreciation on an annual basis. When this occurs, Council will have a positive or break even OSR meaning that ratepayers in that year are paying for all resources consumed. Operating deficits are not sustainable or equitable in the long term as they result in services consumed by current ratepayers being paid for by future ratepayers (i.e. intergenerational inequity). A fair and equitable tax system is one in which taxes paid by each generation are proportional to the benefits which that generation receives.

The LTFP forecasts are presented as a series of reports and financial statements (ten (10) year forecasts) in a format required in the SA Model Financial Statements and comprise the following:

- Statement of Comprehensive Income
- Statement of Financial Position
- Statement of Cashflows
- Statement of Changes in Equity
- Uniform Presentation of Finances

*Please refer to Attachments 1 – 5 for more information.*

**Measuring our performance**

The Local Government (Financial Management) Regulations 2011 set out three (3) financial indicators (ratios) that allow assessment of Council’s long term financial performance and financial sustainability. Each of the three (3) ratios have been forecast over the life of this LTFP and compared to Council targets which have been set relative to recommendations provided in the LGA’s Financial Sustainability Information Paper 9: Financial Indicators.

Council’s targets aim to achieve and maintain a positive OSR and to maximise the ARFR, over the term of the Plan, building a solid foundation beyond Year 10 of this LTFP. Achieving and maintaining financial sustainability assists Council in minimising the impact of future risks and uncertainty while maintaining current levels of service and infrastructure without excessive rate increases.

The annual targets set by Council are:

Financial Sustainability Indicator	Target
Operating Surplus Ratio	0% to 10%
Net Financial Liabilities Ratio	<100%
Asset Renewal Funding Ratio	>100%

**Operating Surplus Ratio**

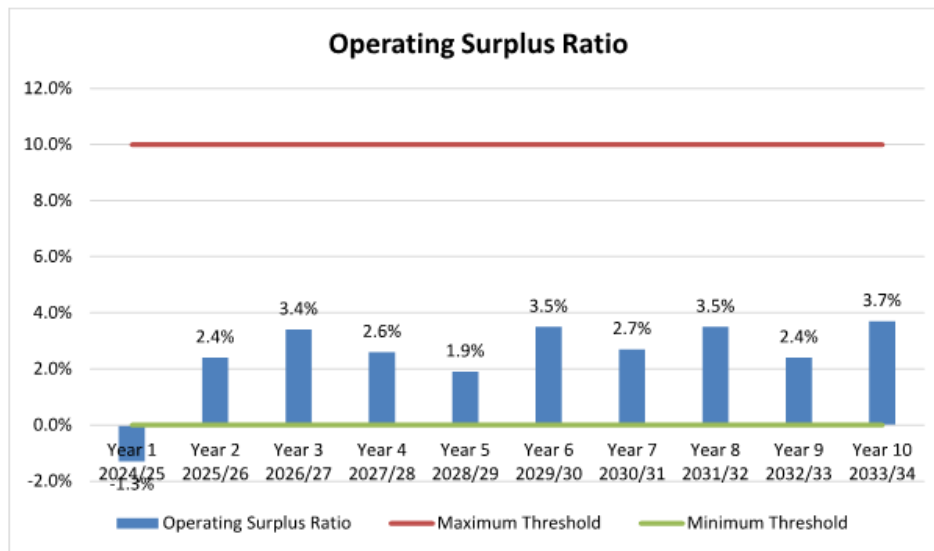
This ratio measures the extent to which operating income covers operating expenditure (including depreciation). It is calculated by expressing the operating surplus (deficit) as a percentage of operating income. This indicator is by far the most important. If Council consistently achieves a modest positive operating surplus ratio and has soundly based forecasts showing that it can continue to do so in future, having regard to asset management and its community’s service level needs, then it is financially sustainable. Council’s forecast ten (10) year Operating Surplus/(Deficit) is shown in the graph below.



The graph on page 11 shows that Council will achieve an Operating Surplus in Y2 (2025/2026) and maintain an Operating Surplus over the life of the Plan. This result is in line with the objectives of this LTFP.

Though returning consistent operating surplus Council has the flexibility to invest additional funds to into renewal of existing assets, afford repayments on any potential new loans, consider the provision of new services to meet the needs of its community and meet its financial sustainability targets as stated in this LTFP.

Based on the Operating Surplus/(Deficit) forecast in the graph on page 10 above the forecast OSR for this LTFP is shown in the graph below.

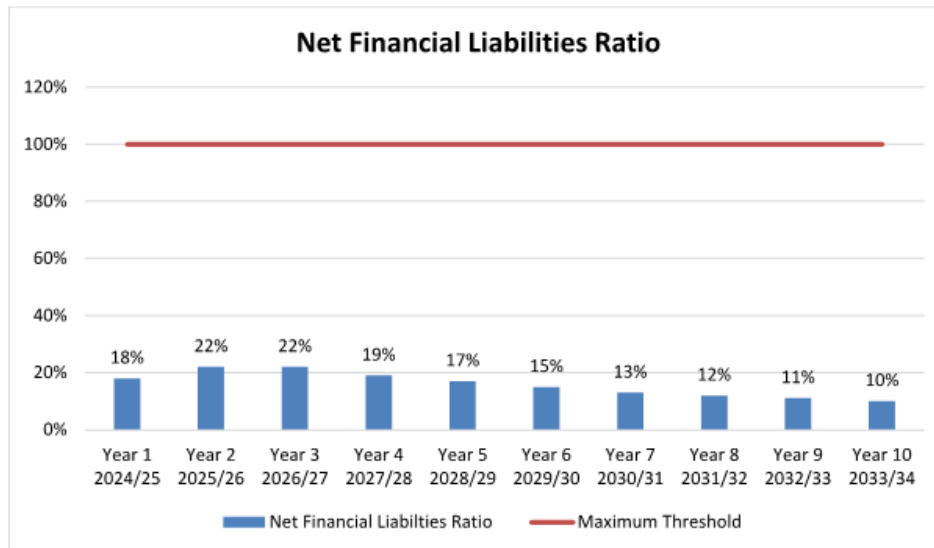


The trends in the OSR graph above is reflective of the movement in the forecast operating surplus/ (deficit) shown in the graph on page 11.

**Net Financial Liabilities Ratio**

This ratio indicates the extent to which the net financial liabilities of Council can be met by its annual operating income. Net financial liabilities can be defined as the total liabilities (debt, employee leave entitlements and other amounts payable in future) of Council less financial assets (cash holdings, invested funds etc.). This ratio is calculated by expressing net financial liabilities at the end of the financial year as a percentage of operating income for the year. If the ratio falls over time, this indicates that Council’s capacity to meet its financial obligations from operating income is strengthening. It may also allow Council to increase its borrowings for strategic capital expenditure.

Over the life of the Plan this ratio is forecast as shown in the graph below.



The graph shows that Council's forecast NFLR is well below the ceiling of 100% over the life of this LTFP, with 22% being the highest (Y2 and Y3) and 10% being the lowest (Y10). This is well within the financial sustainability targets of this LTFP.

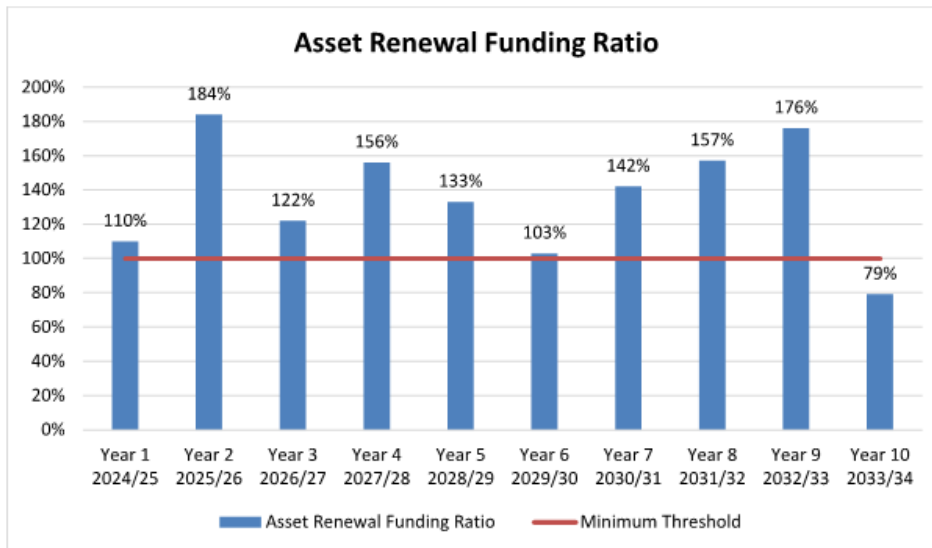
As stated, earlier three (3) new loans totalling \$4.6m are forecast over Y2 and Y3 to assist in Council's contribution to several major projects.

The decreasing ratio provides Council with the opportunity to continue borrowing to undertake strategic capital projects as long as the capacity to repay exists.

**Asset Renewal Funding Ratio**

This ratio indicates the extent to which Council's non-financial assets are being renewed and replaced compared to expenditure identified in Council's AMP. It is calculated by measuring capital expenditure on renewal and replacement of assets in any given year divided by the expenditure required on renewal of assets in Council's AMP in that year. This Plan uses AMP to calculate this ratio and allocate available capital renewal funding across Council's various asset classes.

The ARFR results are provided in the graph below.



The minimum Asset Renewal Funding Ratio target of 100% is achieved throughout the Plan except for Y10. The average ratio result over the life of the revised LTFP is 136% which is 6% greater than the average result for the ratio in the current adopted LTFP. An average ratio greater than the minimum target of 100% ensures that portion of the asset renewal backlog is being addressed. An asset renewal backlog is created when required asset renewal is not undertaken in accordance with the timing indicated in the AMP. When this continues over a length of time assets generally deteriorate at a rapid rate due to lack of investment and require increased funding to bring them up to a satisfactory standard.

The inconsistent nature of the revised ratio is reflective of the use of AMP renewal targets (rather than depreciation) in calculation of this ratio. AMP's are a better measure of asset renewal than depreciation as they more accurately and consistently reflect the timing and quantity asset of renewal required to be undertaken annually. A ratio greater than 100% indicates that Council is addressing some of the asset renewal backlog that exists from previous years. For the purposes of this plan AMP values have been indexed from the date of last revaluation using a combination of the Local Government Price Index (LGPI) and CPI indices.

It should be noted that whilst the Plan contains assumptions around asset revaluations, the actual outcomes of the revaluation of several major asset classes, presently in progress, are unknown. Further, Asset Management Plans (AMP) for all major asset classes are due to be updated by November 2024. These updates are likely to see adjustments to asset renewal requirements impacting the calculation of this ratio and projections into the future. The results of asset revaluations and updated AMPs will be reflected in future iterations of the Plan.

### Key assumptions, influences and priorities

This LTFP is based on a 'business as usual' model, as far as practicable, inclusive of potential grant funding for, and expenditure on several major projects. The plan includes known impacts of completed service level reviews, variations to current levels of service and Council's current asset stock. Based on the historical data for the Council area, nil growth in the number rateable assessments has been assumed.

The external and internal influences which impact this LTFP are listed below. Furthermore multiple assumptions have been made in the preparation of this plan and are detailed later in this document.

#### External

- CPI (All groups, Adelaide)
- Local Government Price Index (LGPI)
- Landscape Levy
- Solid Waste Levy increases and associated refuse and recycling costs
- Utility and fuel costs
- Interest rates and current fiscal environment
- Legislative compliance cost increases
- Government policy changes
- Broader economic environment
- Government grants and subsidy amounts and distribution models
- Climate change and environmental policy
- Risk management and insurance
- ESCOSA full cost recovery requirement for CWMS and Water supply operations

#### Internal

- Enterprise Bargaining Agreements (EBA) and associated employee costs
- Asset sustainability and service levels
- Asset revaluations
- New and upgraded assets
- Increased focus on asset renewal
- Treasury management policy
- Service level reviews leading to real savings
- Need to increase productivity, efficiency and effectiveness leading to real savings
- One-off Council decisions outside the LTFP
- Caravan parks funding framework
- IT Strategic Plan requirements

#### CPI

While individual income and expenditure items will have varying degrees of increases, an underlying CPI has been assumed to determine variations in this LTFP. A mixture of The Australian Bureau of Statistics December 2023 CPI (All groups, Adelaide) and the RBA's November 2023 Economic Outlook assumptions have been used to forecast CPI for this LTFP's Y1 and Y2. From Y3 CPI is assumed normalise to the RBA target rate of 2.5% which is then retained for the life of the plan. Forecast CPI can be found in the table on page 6 of this Plan.



**Borrowings**

As stated earlier, three (3) new loans totalling \$4.6m has been included in this LTFP, to be drawn down in Y2 (2025/2026) and Y3 (2026/27). These new loans enable and/or assist Council in providing its required contribution to the following projects without drawing on its existing cash balance:

- Upgrade of Robert Street, Maitland – \$3.0M loan with a fixed term of fifteen (15) years.
- Renewal of Clinton Road (Stage 1) – \$1.1M loan with a fixed term of ten (10) years.
- Yorketown Power Line Undergrounding Project – \$500k loan with a fixed term of ten (10) years.

**Indexation**

The table below summarises the approximate changes in income and expenditure types compared to the September 2023 quarter (and significant major December 2023) quarterly budget reviews. It should be noted that there are individual items which may have increased or decreased at a different rate than stated below and that the list below is not exhaustive. These the reasons for the movements are outlined in more detail later in this LTFP.

Income Type	Y1 24/25	Y2 25/26	Y3 26/27	Y4 27/28	Y5 28/29	Y6 29/30	Y7 30/31	Y8 31/32	Y9 32/33	Y10 33/34
General Rates	6.80%	5.25%	4.25%	4.00%	4.00%	3.75%	3.75%	3.50%	3.25%	3.25%
Landscape Levy	4.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Waste Charge	5.00%	4.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
CWMS Charge	4.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Water Supply Charge	4.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Statutory Charges	4.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
User Charges	4.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Income	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Other Income (Fuel Credits)	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%

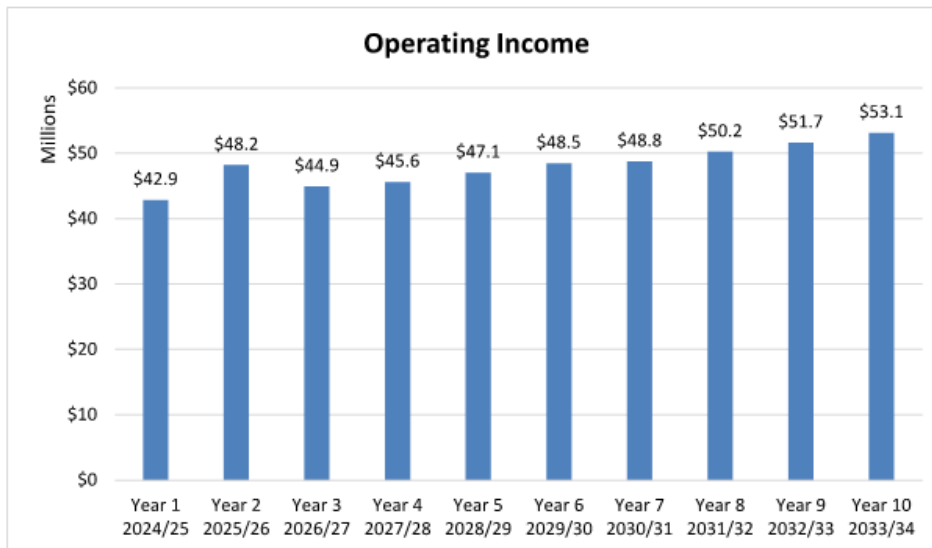
Expenditure Type	Y1 24/25	Y2 25/26	Y3 26/27	Y4 27/28	Y5 28/29	Y6 29/30	Y7 30/31	Y8 31/32	Y9 32/33	Y10 33/34
Employee (Salary/Wage)	Assumptions not provided as EBA negotiations are currently in progress.			3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Employee (Leave Expense)				3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Employee (Workers Compensation)				3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Employee (Income Protection)				3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Superannuation				3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

<b>Insurance</b>	5.00%	5.00%	5.00%	15.00%	5.00%	5.00%	5.00%	5.00%	15.00%	5.00%
<b>Landscape Levy</b>	4.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
<b>Utilities (Electricity &amp; Gas)</b>	0.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
<b>Utilities (Water)</b>	0.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
<b>Waste &amp; Recycling</b>	5.00%	4.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

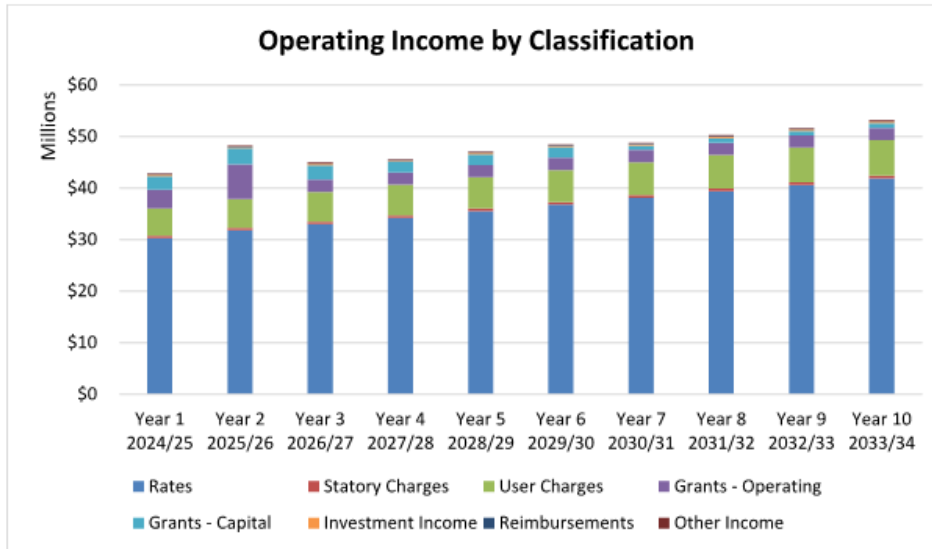
**Operating Income**

Council’s operating income base on which this Plan is built is \$42.9m (Y1) of which approximately 71% is derived from Rates (inclusive of service charges, separate rates and the landscape levy). At the end of the Plan (Y10), operating income is forecast to be \$53.1m (keeping in mind that \$1 today will not be worth that in Y10 2033/2034). Values as presented in this LTFP are in future (nominal) values (i.e. they have been adjusted each year by a forecast inflation rate – CPI or higher).

The forecast for operating income over the life of this LTFP is best shown by the following graph:



The graph on page 18 provides a visual breakdown of operating income by classification. From the graph below it can be observed that there is an increased reliance upon rates (Y1 70.6%; Y10 78.8%) and user charges (Y1 12.3%; Y10 12.9%) to generate operating income over the life of the plan and a decline in the overall contribution of grants, subsidies and contributions (Y1 14.6%; Y10 6.1%).



For more information on Council's forecast operating income and the various income streams refer to Attachment 1: Statement of Comprehensive Income.

**Rates and Service Charges**

Rates (\$30.3m Y1 base) include revenue from General Rates, Service Charges (Refuse Collection, CWMS and Water Supply), Landscape Levy collected on behalf of State Government, Special Rates (where applicable), fines for late payment and rebates available for each category.

The table on page 6 and below, lists the total proposed annual general rate revenue increase for this LTFP including the additional financial sustainability increase over and above the forecast CPI related annual increase. The increase shown in the table below is the overall increase to general rate revenue, actual changes to rates will vary dependant on valuations and other criteria<sup>2</sup>. As mentioned previously at this stage no growth has been modelled over the life of this LTFP.

General Rates	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Rate Increase	6.80%	5.25%	4.25%	4.00%	4.00%	3.75%	3.75%	3.50%	3.25%	3.25%

As stated earlier, the LTFP includes a Road Maintenance and Renewal Loading (RMRL) which is to be applied over and above CPI to ensure to ensure to ensure targets are met and asset renewal backlog is reduced. Rate increases proposed in this LTFP range between 3.25% and 6.8% with increases being higher earlier in the plan to assist Council in navigating known cost pressures in current operations.

Council has tried to ensure rate increases are manageable, consistent and adhere to the principles of intergenerational equity with no large spikes across this LTFP. The rate increases are set to ensure current levels of service and infrastructure continue to be provided while

<sup>2</sup> Refer also to footnote one on Page 6.

managing ongoing cost pressures and internal and external factors impacting Council's operations.

The proposed rate increases are the minimum required to meet the objectives of this LTFP and maintain it for the remainder of this LTFP and beyond.

Rates are Council's main source of income. They are used to provide the funds to deliver services and maintain infrastructure required by the community. Rates are a form of property taxation and property values play an important part in determining how much each individual ratepayer contributes. As it is a system of taxation, the rates paid may not directly relate to the services used by each ratepayer. Generally, the higher the value of the property the higher the rates paid. Along with most other Councils, we use capital value to value all properties. Capital value is the value of the land and all improvements.

In determining how rates are applied, Council uses a differential rating system with a fixed charge. Differential rates allow us to set a different rate depending on the use to which the land is put - whether it be residential, commercial, primary production, etc. A fixed charge is a fixed, or flat amount, which all ratepayers must contribute to equally. Differential rates are calculated on top of a fixed charge.

In addition to General Rates, as described above, Council also raises service charges for waste collection and recycling, CWMS and water supply.

#### Waste Collection and Disposal

Refuse and recycling service charges (\$2.8m Y1 base) are modelled in the revised LTFP at approximately 3% increase p.a. (except for Y1 5.0% and Y2 4.0%) based on inflationary expectations, contract terms, forecast variations in the cost of fuel, forecast increases to the State Government's waste levy impacting disposal costs, growth in collections and forecast increases to recycling processing costs. As permitted by legislation this service is charged on a full cost recovery basis and funds the collection and disposal of waste and recycling material collected from properties. Council calculates one service charge for properties entitled to receive a two-bin service and another for those properties entitled to receive a three-bin service. This service charge is subject to a specific provision of the Local Government Act 1999 and Council is required to reduce the amount payable by residents depending on the distance of their property access point to the nearest collection point. Therefore the two-bin service charge may be reduced depending on a property's distance to the nearest collection point. The proposed LTFP has not modelled any potential changes to Council's waste collection and disposal income (or expenditure) which might occur under implementation of a food organics/green organics waste management collection service in the future.

#### Community Wastewater Management System (CWMS) and Water Supply

CWMS (community effluent or sewerage: \$2.1m Y1 base) and Water Supply (\$199k Y1 base) service charges are currently forecast to increase in line with inflation for the purpose of the plan. Further modelling is undertaken during annual budget preparation utilising a Local Government Association (LGA) costing model compliant with LG legislation and Essential Services Commission of South Australia (ESCOSA) full cost recovery requirements. Council operates 18 CWMS sites and provides water supply to 3 settlements (excluding Marion Bay desalination plant which seeks to meet cost recovery requirements solely based on usage).

A service charge is calculated each year with the intention of achieving full cost recovery including the cost of capital and an allowance for risk for CWMS and Water supply operations. A different CWMS service charge is set each year for occupied and unoccupied properties.

#### Landscape Levy

The forecast annual increase to the Landscape Levy (\$1.2m Y1 base) is based on CPI assumptions. Exact annual amounts are generally confirmed by the Board in May/June each year. Council is required to collect an amount each year as advised by the Board. The amount collected (net of rebates) is then paid to the Board. Capital value of properties are used to determine how much each ratepayer will pay.

#### **Statutory Charges**

Statutory Charges (\$427k Y1 base) are fees related to the regulation of activities including Development Applications (set by State Government), Animal Registration and various Licence Fees.

Total income from these charges is expected to increase by 25.8% between Y1 and Y10 of the Plan. The timing and quantum of increases is in accordance with forecast CPI assumptions.

#### **User Charges**

This category of income (\$5.3m Y1 base) consists of fees and charges for recovery of service delivery costs (i.e. user pays). This includes income from Caravan Parks, Council's Leisure Options service (NDIS), Boat Ramps and Bush Camping sites. Bush camping and Council operated Caravan Parks have seen a significant increases due to changes in travel patterns over recent years leading to a substantial increase to the base and a flow on effect throughout over the course of the LTFP.

The amount charges for the individual fees and charges which generate user charges income are generally set at the discretion of Council and are reviewed annually during the Annual Business Plan and Budget setting process. A full list of all Council fees and charges can be found on Council's website. User charges income is expected to increase in line with CPI assumptions over the life of this LTFP. Council operated Caravan Parks generate average of 67% of the total user charges income generated by Council each year.

#### **Grants & Subsidies (Operating and Capital)**

This income source (\$6.3m Y1 base) is forecast to fluctuate significantly over the life of the plan due to the inclusion on anticipated one-off/major project operating grant income (refer table on page 21). However, there is an underlying assumption that regular sources of grant income will reduce early in the Plan before stabilising.

Some variations to regular grant income are as follows:

- Supplementary Local Roads Funding – provided to SA Councils by the Federal Government. These funds are not tied to any specific purpose and can be used at Council's discretion. Council received an annual allocation of approximately \$400k per between 2019/2020 and 2023/2024. This funding is not anticipated to continue beyond Y2 of the plan.
- Local Government Grants Commission – made up of two (2) components: General and Roads. These funds are not tied to any specific purpose and can be used at Council's



discretion. Between 2015/2016 and 2023/2024 Council's annual general-purpose allocation has declined by \$315k. Council is wary of further reductions to the general-purpose allocation. A decline in this grant is assumed for Y1 of the plan as a safeguard.

- Roads to Recovery (R2R) – provided by the Federal Government to all Councils in Australia and while Council can decide which projects to spend it on, it must be spent on roads. Council's present annual allocation is approximately \$822k. This grant commences a new five-year funding period in Y1 of the plan, an annual allocation of \$850k has been included (unindexed) across the life of the plan.
- Point Pearce MUNS funding – Council received approximately \$107k in 2023/2024 to provide maintenance services to the Point Pearce community. This amount has been maintained at historical levels for the life of this LTFP.
- Leisure Options grants – reduction to historical levels in Y1 then stable for the life of this LTFP, increased reliance on user pays NDIS income.
- Library grants - no increase due to uncertainty of funding. Maintained at historical levels for the life of this LTFP.

*Impact of Major Projects on Grant Income*

The table below provides an overview of major projects included in the LTFP and assumed funding sources. Many of these projects materially impact financial results in the year they are undertaken.

Project	Anticipated Timing <sup>3</sup>	Classification	Total Cost (\$'000)	External Funding (\$'000) <sup>4</sup>	Required Contribution (\$'000)	Funded by General Revenue (\$'000)	Funded by New Loans (\$'000)
Clinton Road (Stages 1 to 5)	2025/2026 to 2029/2030	Capital (Renewal)	12,260	7,800	4,460	(3,360)	(1,100)
Edithburgh Dive Stairs	2024/2025	Capital (New/Upgrade)	788	552	236	(236)	Nil
Future Major Projects Allowance	2030/2031 to 2033/2034	Capital (Renewal)	5,500	Nil	5,500	(5,500)	Nil
North Coast Road (Stage 3)	2024/2025	Capital (Renewal)	3,250	1,720	1,530	(1,530)	Nil
Robert Street Maitland Upgrade (DPTI)	2025/2026	Operating Expense	3,000	3,000	Nil	Nil	Nil
Robert Street Maitland Upgrade (Council)	2025/2026	Capital (New/Upgrade)	9,000	6,000	3,000	Nil	(3,000)
Yorketown PLEC	2024/2025 to 2025/2026	Operating Expense	3,000	2,000	1,000	(500)	(500)
<b>Totals</b>			<b>36,798</b>	<b>21,072</b>	<b>15,726</b>	<b>(11,126)</b>	<b>(4,600)</b>

<sup>3</sup> The anticipated timing of these major projects is often subject to circumstances outside of Council's ability to control (i.e. – availability of grant funding).

<sup>4</sup> Funding assumptions are subject to change and are dependent on circumstances outside of Council's ability to control. Changes to the level of funding provided to Council for specific projects can increase and decrease at the discretion of the funding body.



### Investment Income

Investment Income (\$299k base) is derived from interest on Council investments and surplus cash at bank and includes reimbursement of interest paid by Council on community loans. Income has been forecast based on government bond rates applied to cash flow projections over the life of the Plan and scheduled community loan reimbursements. The current cash rate and investment rates have also been used as a guide.

Council's Treasury Management Policy ensures available funds are managed on a regular basis to maximise returns.

Interest rates on offer have risen significantly over following the Reserve Bank's multiple increases to the cash rate since May 2022. With inflation easing this LTFP has forecast a decrease to interest rates over the early part of the plan with stabilisation through the middle and latter part of the plan.

### Reimbursements

This category includes reimbursements by Community Groups, Sporting Clubs and individuals for expenses incurred by Council on their behalf and on-charged. This category also includes any amounts charged for Private Works performed by Council. With a \$148k Y1 base this makes up a very small component of Council's total operating income. This income source is forecast to remain unchanged over the life of the plan.

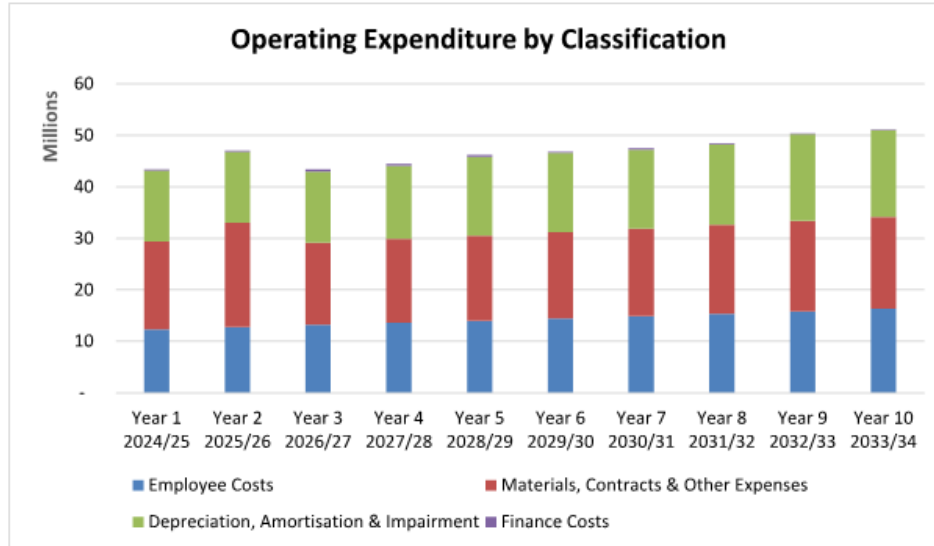
### Other Revenue

All income that cannot be classified in the categories above is included here. The Y1 base is \$151k with the biggest item being the ATO's fuel tax credits.

### Operating Expenses

Council's operating expense base, on which this LTFP is built, is \$43.4m of which approximately 39% (or \$17.0m) consists of materials, contracts and other expenses. Approximately one third consists of employee costs (operating only), one third is for depreciation and the balance is for finance costs (interest on loans). At the end of this LTFP operating expenditure is forecast to be \$51.2m (keeping in mind that \$1 today will not be worth that in Y10: 2033/2034). Values as presented in this LTFP are in future (nominal) values i.e. they have been adjusted each year by a forecast inflation rate – CPI or higher.

The forecast for operating expenditure over the life of this LTFP is best shown by the following graph:



There is a steady increase to total operating expenditure based on the proposed indexation factors detailed earlier. Annual variations range between -7.8% and 8.4% (1.9% average). When compared to the previously endorsed LTFP 2024 - 2033, overall LTFP expenditure is \$42.6m greater across a ten (10) year period. While an underlying CPI has been applied to most expense types, one-off adjustments and forecast increases above CPI have been applied to a multiple of expenditure items where required over the life of the plan. The inclusion of several major operating projects accounts for the significant fluctuations anticipated in Y1 to Y3.

For more information on Council's forecast operating expenses refer to Attachment 1: Statement of Comprehensive Income.

**Employee Costs**

Includes all operating employee costs and is inclusive of salaries, wages and overheads such as allowances, superannuation, leave entitlements and workers compensation insurance. Wage costs (including allocation of staff overheads) relating to capital projects are included in the total capital expenditure for renewal and replacement of existing assets. The split between operating and capital can vary from year to year depending on capital projects approved by Council, however overall the LTFP assumes the trend on this split remains reasonably consistent across the life of this LTFP. Approximately \$1.4m (indexed annually) has been allocated in capital wages every year. The remaining total employee cost base (operating) is approximately \$12.3m in Y1 (including labour on cost and other overheads).

The LTFP continues to provide for legislated annual increases in the superannuation guarantee rate moving from 10% to 12% between 2021/2022 to 2025/2026 in annual increments of 0.5%.

Salary and wage increases are forecasts of the Enterprise Bargaining Agreements (EBA's) currently being negotiated. The current EBA's conclude on 30 June 2024. Future iterations of the LTFP will reflect the most up to date EBA's once finalised.

An annual allowance of 0.5% has been forecast for reclassifications, step increments, contract negotiations and market factors. No increases in FTE are factored into this LTFP.

This LTFP forecasts an average annual increase of approximately 3.2% over the life of the plan.

#### Materials, Contracts and Other Expenses

Materials cover payments for physical goods including the purchase of road making materials, water, fuel, electricity and office consumables. Contracts include payments to external entities for provision of services to Council including Waste Management, electrical, plumbing, fire and safety, building maintenance, line marking, insurance etc. This category also includes payments to consultants and legal fees incurred by Council and all other expenses that do not fit into the categories Employee Costs, Depreciation or Finance Costs. The total materials, contracts and other expenses base (operating only) is approximately \$17.0m.

As mentioned earlier, while an underlying CPI increase is built into most expense lines in this category of expenditure, some expense lines have increased by more than CPI or have had to be adjusted to reflect their one-off nature. Further savings have been made to several discretionary expense lines based on efficiency in operations, reviewing of costs and service level reviews. One-off adjustments made to the base have impacted overall expenditure for this category in Y1 (2024/2025) resulting in a net reduction of approximately \$0.9m (5%) compared to the September 2023 (including significant December 2023) quarter budget review projections for 2023/2024 year end.

Major variations that have impacted this iteration of the LTFP are:

- Roadside tree trimming – \$200k increase to annual allocation;
- Jetty pylon replacement – \$400k increase to annual allocation;
- Electricity expenditure – \$110k decrease to Y1 based on new contract, then CPI adjustment annually;
- Waste collection, disposal and processing – increase by 5.0% in Y1, 4.0% in Y2 and then 3% from Y3 onwards on a base of \$2.8m. Costs are reflective of inflation, historical increases, contract terms, and variations in fuel costs, forecast increases to the State Government's waste levy impacting disposal costs, growth in collections and forecast increases to recycling processing costs. Costs are recovered through an annual service charge levied to users as permitted by legislation;
- Water costs to remain at current year budget allocation for Y1, then forecast to increase by CPI annually;
- Insurance increases over the life of this Plan;
- Undergrounding of powerline project at Yorketown \$3m over two (2) years dependent on grant funding; and
- Robert Street, Maitland Upgrade facilitation of Department of Infrastructure and Transport (DIT) component of project (dependent on grant funding for Council portion of the project and full reimbursement by DIT for their component).

### Depreciation

Depreciation is an accounting charge to Operating Expenses showing the rate of consumption of Council's infrastructure, buildings, plant and equipment and other fixed assets.

Depreciation in the LTFP is calculated based on best estimates of consumption of Council's assets over their useful lives. The estimate is also reflective of existing AMP's, latest asset revaluations, current asset data held and updated by Council and the strategic direction taken by Council to increase renewal expenditure on assets and minimise spending on new assets unless significant grant funding can be sourced to assist.

The average annual increase in this LTFP is 2.3%. Base depreciation has been set at \$13.8m which represents a significant increase on forecasts provided in the previous LTFP. This increase is based upon knowledge of Council's current inventory of assets, their age and condition, replacement value, increased capital investment over the last few years and improving accuracy of Council's asset management data. Assumptions regarding the outcome of asset revaluations for several major asset classes (transport, CWMS, Stormwater and Water) which are presently in progress have also been included.

Increases in depreciation have an unfavourable impact on Council's operating bottom line and its Operating Surplus Ratio.

As mentioned earlier this LTFP proposes to provide approximately \$160.9m over ten (10) years for renewal of existing assets with an additional \$14.3m for upgrade of existing assets and acquisition of new assets.

### Finance Costs

Finance Costs include interest on borrowings inclusive of community loans and are based on loan repayment schedules for existing loans.

As stated earlier in this LTFP three (3) new loans totalling \$4.6m are included in the plan.

Financing forecasts in the LTFP have been made with consideration of Council's current Treasury Management Strategy. For more information please refer to Council's Treasury Management policy available on its website.

### Capital Expenditure

In line with Council's SMP and AMP's one of the major aims of this Plan is to maximise the provision of funds for the renewal and replacement of existing assets.

The table on page 26 highlights the individual asset classes and the indexed AMP asset renewal requirements over the life of this LTFP. AMP values are required to be indexed for inclusion in the LTFP to account for the effect of inflation on prices since the time the AMP was prepared. Both the Local Government Price Index (Capital) and CPI have been used in calculating indexed renewal values for the LTFP. Failure to index AMP renewal values may result in an overstatement of Council's ability to meet renewal requirements.

Asset Class	LTFP Renewal Allowance 2025-2034 (\$'000)	AMP Required Renewal 2025-2034 (\$'000)	Current AMP Endorsement Date	Last Revaluation Date
Transport	120,010	65,944	Mar-21	Jul-19
Building & Other Structures	10,714	34,521	Nov-19	Jul-22
CWMS	3,884	3,884	Mar-21	Jul-19
Water	591	591	Mar-21	Jul-19
Stormwater	1,000	1,000	Mar-21	Jul-19
Major Plant	17,904	20,724	Mar-21	Held at Cost
Minor Plant, Equipment & Other Assets*	6,759	7,266	N/A	Held at Cost
<b>Total</b>	<b>160,861</b>	<b>133,930</b>		

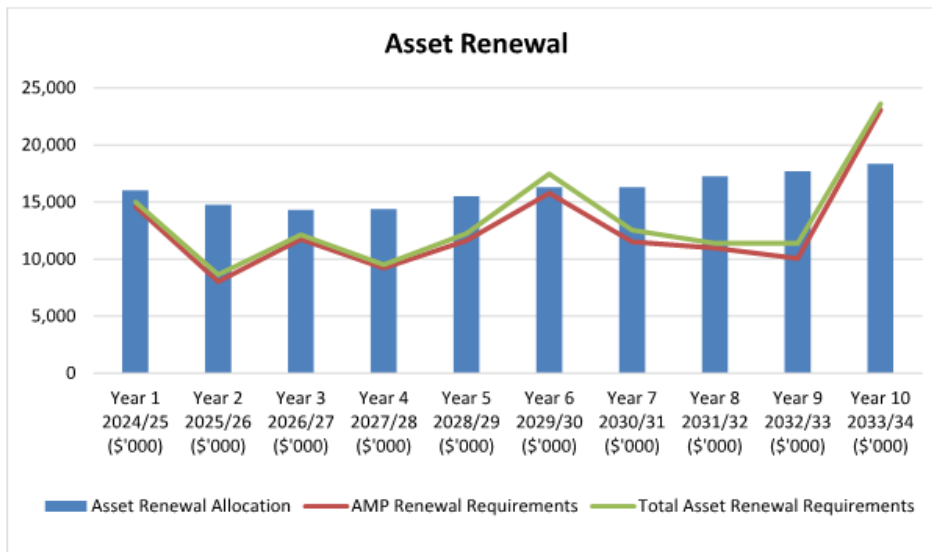
\* Asset renewal requirements for Minor Plant, Equipment & Other Assets have been calculated using unindexed asset expiry dates in the absence of a formal asset management plan. The renewal projections for this asset class have not been included in calculation of the denominator for the Asset Renewal Funding Ratio.

It is clear from the table above that the Transport asset class (majority Road assets), which is Council’s biggest asset class, requires the largest investment. It is followed by Land, Buildings and Structures and Major Plant.

The table below and graph which follows provide indexed AMP identified asset renewal requirements by asset class which have been used as a starting point to allocate the \$160.9m funding available for renewal and replacement of existing assets in this LTFP.

Asset Class	Year 1 24/25 (\$'000)	Year 2 25/26 (\$'000)	Year 3 26/27 (\$'000)	Year 4 27/28 (\$'000)	Year 5 28/29 (\$'000)	Year 6 29/30 (\$'000)	Year 7 30/31 (\$'000)	Year 8 31/32 (\$'000)	Year 9 32/33 (\$'000)	Year 10 33/34 (\$'000)
Transport	7,922	4,216	7,256	5,088	7,682	7,387	5,644	2,847	1,230	16,674
Building & Other Structures	4,194	2,417	1,356	914	2,061	5,180	4,099	4,978	6,537	2,786
CWMS	337	266	679	350	256	355	385	171	760	325
Water	37	-	121	24	80	63	49	131	40	46
Stormwater	79	70	33	87	167	190	210	27	69	69
Major Plant	2,028	1,064	2,303	2,762	1,388	2,614	1,131	2,813	1,417	3,203
<b>Total AMP Renewal Requirements</b>	<b>14,597</b>	<b>8,032</b>	<b>11,747</b>	<b>9,224</b>	<b>11,634</b>	<b>15,789</b>	<b>11,518</b>	<b>10,968</b>	<b>10,053</b>	<b>23,102</b>
Minor Plant, Equipment & Other Assets (no AMP)	406	612	389	285	622	1,687	1,032	405	1,319	509
<b>Total Asset Renewal Requirements</b>	<b>15,003</b>	<b>8,644</b>	<b>12,136</b>	<b>9,509</b>	<b>12,256</b>	<b>17,476</b>	<b>12,550</b>	<b>11,373</b>	<b>11,372</b>	<b>23,611</b>
<b>Less: Forecast LTFP Renewal</b>	<b>-16,012</b>	<b>-14,750</b>	<b>-14,300</b>	<b>-14,400</b>	<b>-15,500</b>	<b>-16,300</b>	<b>-16,300</b>	<b>-17,250</b>	<b>-17,700</b>	<b>-18,350</b>
<b>(Over)/Under Renewal</b>	<b>-1,009</b>	<b>-6,106</b>	<b>-2,164</b>	<b>-4,890</b>	<b>-3,244</b>	<b>1,176</b>	<b>-3,750</b>	<b>-5,877</b>	<b>-6,328</b>	<b>5,260</b>





Graphs presented earlier in this Plan show that Council meets the minimum ARFR target of 100% in all years of the plan except Y10 with the average ARFR over the life of this LTFP is 136%. An average ARFR result greater than 100% means Council's backlog<sup>5</sup> is being somewhat addressed.

It should be noted that the table and chart above do not consider Council's infrastructure backlog. Further funding in addition to that provided for in this LTFP is likely required to address this backlog. The table below presents for a \$42.9m backlog in asset renewal at 30 June 2023.

The table below is a snapshot of how the level of funding for renewal and replacement of assets compares to the AMP's and Council's backlog or renewal gap. The forecast funding of \$160.9m for asset renewal over the period 2025 – 2034 is approximately \$26.9 more than what is required per Council's AMP and asset register renewal data for the period. However, this extra funding still falls just short of addressing the total asset renewal backlog as demonstrated in the table below.

Asset Class	Amount (\$'000)
AMP Renewal Requirements (indexed AMP and unindexed asset register)	133,930
Asset Register Identified Backlog (indexed values representing calculated asset renewal backlog as at 30/06/2023, excluding 23/24 capital renewal)	42,929
<b>Less:</b>	
LTFP Renewal Allocation	(160,862)
<b>Equals:</b>	
Estimated Remaining Asset Renewal Backlog (Y10)	15,997

<sup>5</sup> Asset Renewal Backlog (Unfunded Renewal) refers to the total value of renewal works that need to be undertaken to bring a Council's (or other entity's) asset stock up to an acceptable standard. The backlog value presented above has been generated by Council's asset management system. Further inspection of the physical condition of Council's assets may be required to further refine calculation.

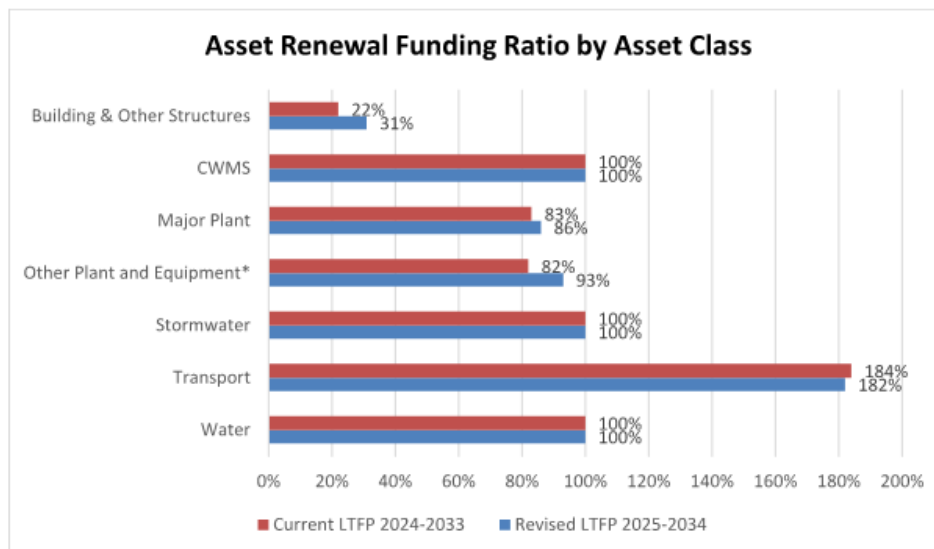


**Asset Renewal**

The table below sets out the annual proposed allocation (estimate only) for each asset class for renewal and replacement of existing assets. The funding provided each year is the forecast cash available after funding operating expenses, loan repayments and other liabilities and maintaining a small working capital allocation (\$800k annual average).

Asset Class	Year 1 24/25 (\$'000)	Year 2 25/26 (\$'000)	Year 3 26/27 (\$'000)	Year 4 27/28 (\$'000)	Year 5 28/29 (\$'000)	Year 6 29/30 (\$'000)	Year 7 30/31 (\$'000)	Year 8 31/32 (\$'000)	Year 9 32/33 (\$'000)	Year 10 33/34 (\$'000)	Total 2025- 2034
Transport	12,250	12,100	11,800	11,920	12,120	12,320	11,700	11,900	12,100	11,800	120,010
Building & Other Structures	839	483	271	183	762	1,036	1,517	1,842	1,830	1,950	10,714
CWMS	337	266	679	350	256	355	385	171	760	325	3,884
Water	37	0	121	24	80	63	49	131	40	46	591
Stormwater	79	70	33	87	167	190	210	27	69	69	1,000
Major Plant	2,064	1,219	1,103	1,562	1,492	1,049	1,408	2,773	1,581	3,652	17,904
Minor Plant, Equipment & Other Assets	406	612	293	274	622	1,287	1,032	405	1,319	509	6,759
<b>Total Funding</b>	<b>16,012</b>	<b>14,750</b>	<b>14,300</b>	<b>14,400</b>	<b>15,500</b>	<b>16,300</b>	<b>16,300</b>	<b>17,250</b>	<b>17,700</b>	<b>18,350</b>	<b>160,861</b>

The table above shows that 74.6% of the \$160.9m funding is directed towards the Transport (primarily Roads) asset class. This is in keeping with the table presented earlier highlighting that Transport assets make up a substantial portion of the AMP required spend, thus requiring majority funding for renewal. The table below presents the Asset Renewal Funding Ratio by Asset Class.



Included within the amounts listed above and the following major renewal projects, most of which are dependent on the receipt of grant funding.

Major Project	Year 1 24/25 (\$'000)	Year 2 25/26 (\$'000)	Year 3 26/27 (\$'000)	Year 4 27/28 (\$'000)	Year 5 28/29 (\$'000)	Year 6 29/30 (\$'000)	Year 7 30/31 (\$'000)	Year 8 31/32 (\$'000)	Year 9 32/33 (\$'000)	Year 10 33/34 (\$'000)	Total 2025- 2034
North Coast Road - Stage 3	3,250										3,250
Clinton Road		2,900	2,400	2,320	2,320	2,320					12,260
Unclassified Major Renewal							1,500	1,500	1,500	1,000	5,500
<b>Total</b>	<b>3,250</b>	<b>2,900</b>	<b>2,400</b>	<b>2,320</b>	<b>2,320</b>	<b>2,320</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,000</b>	<b>21,020</b>

It should be noted that individual projects under each asset class will be determined annually as part of Council's Annual Business Plan and Budget preparation and are subject to Council approval. The allocations presented in the tables above is a guide only and may be varied during Annual Business Plan and Budget preparation.

**New or Upgraded Assets**

With a focus on renewal and replacement of assets a minimal regular allocation of \$450k p.a. (\$4.5m over 10 years) in this LTFP. In addition to this regular allocation Council has identified several major projects totalling a further \$9.8m for inclusion in the LTFP which it has reasonable prospects on achieving grant assistance for inclusion in the plan. The timing and value of these projects is provided in the table below:

Major Project	Year 1 24/25 (\$'000)	Year 2 25/26 (\$'000)	Year 3 26/27 (\$'000)	Year 4 27/28 (\$'000)	Year 5 28/29 (\$'000)	Year 6 29/30 (\$'000)	Year 7 30/31 (\$'000)	Year 8 31/32 (\$'000)	Year 9 32/33 (\$'000)	Year 10 33/34 (\$'000)	Total 2025- 2034
Robert Street, Maitland		9,000									\$9,000
Edithburgh Dive Stairs	788										\$788
<b>Totals</b>	<b>788</b>	<b>9,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,788</b>

It should be noted that individual projects will be determined annually as part of Council's Annual Business Plan and Budget preparation and are subject to Council approval.

**Attachment 1 – Statement of Comprehensive Income**

**Attachment 2 – Statement of Financial Position**

**Attachment 3 – Statement of Cashflows**

**Attachment 4 – Statement of Changes in Equity**

**Attachment 5 – Uniform Presentation of Finances**

Yorke Peninsula Council  
 10 Year Financial Plan for 2025-2034  
 STATEMENT OF COMPREHENSIVE INCOME - GENERAL FUND

	2024/25	2025/26	2026/27	2027/28	Projected Years					
	\$	\$	\$	\$	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Income</b>										
Rates	30,274,022	31,756,675	33,005,378	34,238,749	35,519,183	36,777,388	38,080,857	39,354,690	40,592,366	41,869,227
Statutory Charges	427,419	441,310	452,343	463,652	475,243	487,124	499,302	511,785	524,579	537,694
User Charges	5,285,382	5,629,938	5,784,899	5,929,521	6,077,759	6,229,703	6,385,446	6,545,082	6,708,709	6,876,427
Grants, Subsidies and Contributions - operating	3,700,022	6,738,306	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438
Grants, Subsidies and Contributions - capital	2,570,000	3,150,000	2,750,000	2,050,000	2,050,000	2,050,000	850,000	850,000	850,000	850,000
Investment Income	299,421	205,588	231,989	230,953	235,327	239,977	249,977	254,977	259,977	279,977
Reimbursements	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474
Other Income	150,714	153,427	156,191	159,007	161,877	164,801	167,780	170,816	173,909	177,061
Net gain - equity accounted Council businesses	-	-	-	-	-	-	-	-	-	-
<b>Total Income</b>	<b>42,855,453</b>	<b>48,223,718</b>	<b>44,921,711</b>	<b>45,612,794</b>	<b>47,060,301</b>	<b>48,489,904</b>	<b>48,774,274</b>	<b>50,228,261</b>	<b>51,650,451</b>	<b>53,131,297</b>
<b>Expenses</b>										
Employee Costs	12,330,053	12,785,693	13,226,488	13,617,975	14,000,234	14,435,960	14,885,197	15,348,363	15,825,886	16,318,208
Materials, Contracts & Other Expenses	17,047,516	20,230,392	15,961,058	16,270,321	16,499,449	16,736,326	16,981,234	17,234,466	17,594,918	17,870,850
Depreciation, Amortisation & Impairment	13,770,281	13,792,729	13,797,808	14,163,624	15,360,330	15,365,409	15,365,409	15,672,844	16,808,690	16,808,690
Finance Costs	262,605	248,232	407,907	361,793	315,413	271,719	233,045	209,936	186,399	160,770
Net loss - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>43,410,454</b>	<b>47,057,046</b>	<b>43,393,262</b>	<b>44,413,712</b>	<b>46,175,425</b>	<b>46,809,414</b>	<b>47,464,886</b>	<b>48,465,608</b>	<b>50,415,893</b>	<b>51,158,318</b>
<b>Operating Surplus / (Deficit)</b>	<b>(555,001)</b>	<b>1,166,671</b>	<b>1,528,450</b>	<b>1,199,082</b>	<b>884,875</b>	<b>1,680,490</b>	<b>1,309,388</b>	<b>1,762,653</b>	<b>1,234,558</b>	<b>1,972,979</b>
Asset Disposal & Fair Value Adjustments	-	-	-	-	-	-	-	-	-	-
Amounts Received Specifically for New or Upgraded Assets	1,591,747	6,000,000	-	-	-	-	-	-	-	-
Physical Resources Received Free of Charge	-	-	-	-	-	-	-	-	-	-
Operating Result from Discontinued Operations	-	-	-	-	-	-	-	-	-	-
<b>Net Surplus / (Deficit)</b>	<b>1,036,746</b>	<b>7,166,671</b>	<b>1,528,450</b>	<b>1,199,082</b>	<b>884,875</b>	<b>1,680,490</b>	<b>1,309,388</b>	<b>1,762,653</b>	<b>1,234,558</b>	<b>1,972,979</b>
<b>Other Comprehensive Income</b>										
Amounts which will not be reclassified subsequently to operating result										
Changes in Revaluation Surplus - LPP&E	4,823,965	-	-	4,758,976	15,315,563	2,967,171	-	-	2,449,753	-
<b>Total Other Comprehensive Income</b>	<b>4,823,965</b>	<b>-</b>	<b>-</b>	<b>4,758,976</b>	<b>15,315,563</b>	<b>2,967,171</b>	<b>-</b>	<b>-</b>	<b>2,449,753</b>	<b>-</b>
<b>Total Comprehensive Income</b>	<b>5,860,711</b>	<b>7,166,671</b>	<b>1,528,450</b>	<b>5,958,058</b>	<b>16,200,438</b>	<b>4,647,661</b>	<b>1,309,388</b>	<b>1,762,653</b>	<b>3,684,312</b>	<b>1,972,979</b>

Yorke Peninsula Council  
10 Year Financial Plan for 2025-2034  
STATEMENT OF CASH FLOWS - GENERAL FUND

	2024/25	2025/26	2026/27	2027/28	Projected Years					
	\$	\$	\$	\$	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Cash Flows from Operating Activities</b>										
<b>Receipts:</b>										
Rates Receipts	30,214,988	31,707,841	32,964,250	34,198,126	35,477,010	36,735,946	38,037,925	39,312,734	40,551,601	41,827,172
Statutory Charges	426,803	440,790	451,930	463,228	474,809	486,679	498,846	511,317	524,100	537,202
User Charges	5,277,461	5,617,025	5,779,091	5,924,101	6,072,204	6,224,009	6,379,609	6,539,099	6,702,577	6,870,141
Grants, Subsidies and Contributions (operating purpose)	3,682,657	6,747,121	2,312,802	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438
Investment Receipts	299,490	206,926	231,613	230,968	235,265	239,911	249,834	254,906	259,906	279,692
Reimbursements	149,056	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474
Other Revenue	70,726	73,325	122,147	163,519	166,474	169,485	172,553	175,679	178,864	182,110
<b>Payments:</b>										
Payments to Employees	(12,267,252)	(12,761,498)	(13,202,840)	(13,596,508)	(13,979,115)	(14,412,280)	(14,860,807)	(15,323,241)	(15,800,010)	(16,291,556)
Payments for Materials, Contracts & Other Expenses	(17,089,219)	(20,078,945)	(16,161,561)	(16,254,551)	(16,487,441)	(16,723,929)	(16,968,433)	(17,221,247)	(17,576,610)	(17,856,318)
Finance Payments	(262,905)	(248,232)	(407,907)	(361,793)	(315,413)	(271,719)	(233,045)	(209,936)	(186,399)	(160,770)
<b>Net Cash provided (or used in) Operating Activities</b>	<b>10,502,106</b>	<b>11,852,826</b>	<b>12,237,997</b>	<b>13,308,002</b>	<b>14,184,704</b>	<b>14,989,014</b>	<b>15,817,393</b>	<b>16,580,223</b>	<b>17,194,939</b>	<b>17,928,586</b>
<b>Cash Flows from Investing Activities</b>										
<b>Receipts:</b>										
Amounts Received Specifically for New/Upgraded Assets	1,721,561	5,857,512	193,939	-	-	-	-	-	-	-
Grants utilised for capital purposes	2,625,868	3,150,000	2,750,000	2,050,000	2,050,000	2,050,000	850,000	850,000	850,000	850,000
Sale of Replaced Assets	300,000	330,000	360,000	480,000	510,000	600,000	600,000	600,000	600,000	600,000
Sale of Surplus Assets	-	-	-	-	-	-	-	-	-	-
Repayments of Loans by Community Groups	100,069	89,796	28,917	14,744	12,606	-	-	-	-	-
<b>Payments:</b>										
Expenditure on Renewal/Replacement of Assets	(16,011,790)	(14,750,001)	(14,300,000)	(14,400,000)	(15,500,000)	(16,300,000)	(16,300,000)	(17,250,000)	(17,700,000)	(18,350,000)
Expenditure on New/Upgraded Assets	(1,238,210)	(9,450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)
<b>Net Cash provided (or used in) Investing Activities</b>	<b>(12,502,482)</b>	<b>(14,772,693)</b>	<b>(11,417,145)</b>	<b>(12,305,256)</b>	<b>(13,377,394)</b>	<b>(14,100,000)</b>	<b>(15,300,000)</b>	<b>(16,250,000)</b>	<b>(18,700,000)</b>	<b>(17,350,000)</b>
<b>Cash Flows from Financing Activities</b>										
<b>Receipts:</b>										
Proceeds from CAD	-	-	-	-	-	-	-	-	-	-
Proceeds from Borrowings	-	4,100,000	500,000	-	-	-	-	-	-	-
<b>Payments:</b>										
Repayments of CAD	-	-	-	-	-	-	-	-	-	-
Repayments of Borrowings	(1,369,317)	(1,314,752)	(1,450,816)	(987,775)	(948,728)	(909,463)	(398,334)	(421,467)	(445,944)	(471,844)
<b>Net Cash Flow provided (used in) Financing Activities</b>	<b>(1,369,317)</b>	<b>2,785,248</b>	<b>(950,816)</b>	<b>(987,775)</b>	<b>(948,728)</b>	<b>(909,463)</b>	<b>(398,334)</b>	<b>(421,467)</b>	<b>(445,944)</b>	<b>(471,844)</b>
<b>Net Increase/(Decrease) in Cash &amp; Cash Equivalents</b>	<b>(3,369,693)</b>	<b>(134,619)</b>	<b>(129,963)</b>	<b>14,970</b>	<b>(141,419)</b>	<b>(20,449)</b>	<b>119,059</b>	<b>(91,244)</b>	<b>48,994</b>	<b>106,741</b>
plus: Cash & Cash Equivalents - beginning of year	4,584,143	1,214,450	1,079,831	949,868	964,838	823,419	802,970	922,029	830,785	879,779
<b>Cash &amp; Cash Equivalents - end of the year</b>	<b>1,214,450</b>	<b>1,079,831</b>	<b>949,868</b>	<b>964,838</b>	<b>823,419</b>	<b>802,970</b>	<b>922,029</b>	<b>830,785</b>	<b>879,779</b>	<b>986,520</b>
Cash & Cash Equivalents - end of the year	1,214,450	1,079,831	949,868	964,838	823,419	802,970	922,029	830,785	879,779	986,520
Investments - end of the year	-	-	-	-	-	-	-	-	-	-
<b>Cash, Cash Equivalents &amp; Investments - end of the year</b>	<b>1,214,450</b>	<b>1,079,831</b>	<b>949,868</b>	<b>964,838</b>	<b>823,419</b>	<b>802,970</b>	<b>922,029</b>	<b>830,785</b>	<b>879,779</b>	<b>986,520</b>



Yorke Peninsula Council  
10 Year Financial Plan for 2025-2034  
STATEMENT OF FINANCIAL POSITION - GENERAL FUND

	2024/25	2025/26	2026/27	2027/28	Projected Years					
	\$	\$	\$	\$	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>ASSETS</b>										
<b>Current Assets</b>										
Cash & Cash Equivalents	1,214,450	1,079,831	949,868	964,838	823,419	802,970	922,029	830,785	879,779	986,520
Trade & Other Receivables	1,851,141	2,060,295	1,802,414	1,853,631	1,894,533	1,947,634	2,002,631	2,056,920	2,112,375	2,167,788
Other Financial Assets	-	-	-	-	-	-	-	-	-	-
Inventories	568,523	668,519	536,133	546,545	554,473	562,659	571,111	579,839	591,928	601,391
Other Current Assets	-	-	-	-	-	-	-	-	-	-
Non-current assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
<b>Total Current Assets</b>	<b>3,634,114</b>	<b>3,808,645</b>	<b>3,288,414</b>	<b>3,365,013</b>	<b>3,272,425</b>	<b>3,313,262</b>	<b>3,495,770</b>	<b>3,467,543</b>	<b>3,584,081</b>	<b>3,755,699</b>
<b>Non-Current Assets</b>										
Financial Assets	56,267	27,350	12,606	-	-	-	-	-	-	-
Equity Accounted Investments in Council Businesses	-	-	-	-	-	-	-	-	-	-
Investment Property	-	-	-	-	-	-	-	-	-	-
Infrastructure, Property, Plant & Equipment	321,283,147	331,360,419	331,952,611	336,917,963	352,313,196	356,064,959	356,849,551	358,276,707	361,467,771	362,859,081
Intangible Assets	-	-	-	-	-	-	-	-	-	-
Non-current assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
Other Non-Current Assets	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Current Assets</b>	<b>321,339,414</b>	<b>331,387,769</b>	<b>331,965,217</b>	<b>336,917,963</b>	<b>352,313,196</b>	<b>356,064,959</b>	<b>356,849,551</b>	<b>358,276,707</b>	<b>361,467,771</b>	<b>362,859,081</b>
<b>TOTAL ASSETS</b>	<b>324,973,529</b>	<b>335,196,414</b>	<b>335,253,631</b>	<b>340,282,976</b>	<b>355,585,622</b>	<b>359,378,221</b>	<b>360,345,321</b>	<b>361,744,251</b>	<b>365,051,852</b>	<b>366,614,780</b>
<b>LIABILITIES</b>										
<b>Current Liabilities</b>										
Cash Advance Debenture	-	-	-	-	-	-	-	-	-	-
Trade & Other Payables	3,386,328	3,701,001	3,199,128	3,255,668	3,304,033	3,355,815	3,409,192	3,464,216	3,530,680	3,589,650
Borrowings	1,295,734	1,440,798	996,775	957,728	918,463	407,334	430,467	454,944	480,844	406,007
Provisions	2,289,782	2,289,782	2,289,782	2,289,782	2,289,782	2,289,782	2,289,782	2,289,782	2,289,782	2,289,782
Other Current Liabilities	-	-	-	-	-	-	-	-	-	-
Liabilities relating to Non-Current Assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
<b>Total Current Liabilities</b>	<b>6,971,844</b>	<b>7,431,581</b>	<b>6,485,685</b>	<b>6,503,178</b>	<b>6,512,278</b>	<b>6,052,931</b>	<b>6,129,441</b>	<b>6,208,943</b>	<b>6,301,307</b>	<b>6,285,440</b>
<b>Non-Current Liabilities</b>										
Cash Advance Debenture	-	-	-	-	-	-	-	-	-	-
Trade & Other Payables	202,149	158,441	139,897	142,420	144,990	147,609	150,278	152,997	155,767	158,590
Borrowings	3,578,072	6,218,256	5,711,463	4,762,735	3,853,272	3,454,938	3,033,471	2,587,527	2,115,682	1,718,675
Provisions	157,218	157,218	157,218	157,218	157,218	157,218	157,218	157,218	157,218	157,218
Liability - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
Other Non-Current Liabilities	-	-	-	-	-	-	-	-	-	-
Liabilities relating to Non-Current Assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Current Liabilities</b>	<b>3,937,438</b>	<b>6,533,914</b>	<b>6,008,577</b>	<b>5,062,372</b>	<b>4,155,480</b>	<b>3,759,765</b>	<b>3,340,966</b>	<b>2,897,741</b>	<b>2,428,667</b>	<b>2,034,483</b>
<b>TOTAL LIABILITIES</b>	<b>10,909,282</b>	<b>13,965,495</b>	<b>12,494,263</b>	<b>11,565,550</b>	<b>10,667,758</b>	<b>9,812,696</b>	<b>9,470,408</b>	<b>9,106,684</b>	<b>8,729,974</b>	<b>8,319,923</b>
<b>Net Assets</b>	<b>314,064,247</b>	<b>321,230,918</b>	<b>322,759,368</b>	<b>328,717,426</b>	<b>344,917,864</b>	<b>349,565,525</b>	<b>350,874,913</b>	<b>352,637,566</b>	<b>356,321,878</b>	<b>358,294,857</b>
<b>EQUITY</b>										
Accumulated Surplus	(2,035,718)	5,130,953	6,859,403	7,858,485	8,743,360	10,423,850	11,733,238	13,495,891	14,730,449	16,703,428
Asset Revaluation Reserves	311,232,965	311,232,965	311,232,965	315,991,941	331,307,504	334,274,675	334,274,675	334,274,675	336,724,429	336,724,429
Available for Sale Financial Assets	-	-	-	-	-	-	-	-	-	-
Other Reserves	4,867,000	4,867,000	4,867,000	4,867,000	4,867,000	4,867,000	4,867,000	4,867,000	4,867,000	4,867,000
<b>Total Equity</b>	<b>314,064,247</b>	<b>321,230,918</b>	<b>322,759,368</b>	<b>328,717,426</b>	<b>344,917,864</b>	<b>349,565,525</b>	<b>350,874,913</b>	<b>352,637,566</b>	<b>356,321,878</b>	<b>358,294,857</b>



Yorke Peninsula Council  
 10 Year Financial Plan for 2025-2034  
 STATEMENT OF CHANGES IN EQUITY - GENERAL FUND

	2024/25	2025/26	2026/27	2027/28	Projected Years		2030/31	2031/32	2032/33	2033/34
	\$	\$	\$	\$	2028/29	2029/30	\$	\$	\$	\$
<b>Opening Balance</b>	308,203,536	314,064,247	321,230,918	322,759,368	328,717,426	344,917,864	349,565,525	350,874,913	352,637,566	356,321,878
Net Surplus / (Deficit) for Year	1,036,746	7,166,671	1,528,450	1,199,082	884,875	1,680,490	1,309,388	1,762,653	1,234,558	1,972,979
Other Comprehensive Income										
- Gain (Loss) on Revaluation of I,PP&E	4,823,965	-	-	4,758,976	15,315,563	2,967,171	-	-	2,449,753	-
- Available for Sale Financial Instruments: change in fair value	-	-	-	-	-	-	-	-	-	-
- Impairment (loss) reversal relating to I,PP&E	-	-	-	-	-	-	-	-	-	-
- Transfer to Accumulated Surplus on Sale of I,PP&E	-	-	-	-	-	-	-	-	-	-
- Transfer to Acc. Surplus on Sale of AFS Financial Instruments	-	-	-	-	-	-	-	-	-	-
- Share of OCI - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
- Other Equity Adjustments - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
- Other Movements	-	-	-	-	-	-	-	-	-	-
<b>Other Comprehensive Income</b>	4,823,965	-	-	4,758,976	15,315,563	2,967,171	-	-	2,449,753	-
<b>Total Comprehensive Income</b>	5,860,711	7,166,671	1,528,450	5,958,058	16,200,438	4,647,661	1,309,388	1,762,653	3,684,312	1,972,979
Transfers between Equity	-	-	-	-	-	-	-	-	-	-
<b>Equity - Balance at end of the reporting period</b>	<b>314,064,247</b>	<b>321,230,918</b>	<b>322,759,368</b>	<b>328,717,426</b>	<b>344,917,864</b>	<b>349,565,525</b>	<b>350,874,913</b>	<b>352,637,566</b>	<b>356,321,878</b>	<b>358,294,857</b>

Yorke Peninsula Council  
10 Year Financial Plan for 2025-2034  
UNIFORM PRESENTATION OF FINANCES - GENERAL FUND

	Projected Years									
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Income</b>										
Rates	30,274,022	31,756,675	33,005,378	34,238,749	35,519,183	36,777,388	38,080,857	39,354,690	40,592,366	41,869,227
Statutory Charges	427,419	441,310	452,343	463,652	475,243	487,124	499,302	511,785	524,579	537,694
User Charges	5,285,382	5,629,938	5,784,899	5,929,521	6,077,759	6,229,703	6,385,446	6,545,082	6,708,709	6,876,427
Grants, Subsidies and Contributions - operating	3,700,022	6,738,306	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438	2,392,438
Grants, Subsidies and Contributions - capital	2,570,000	3,150,000	2,750,000	2,050,000	2,050,000	2,050,000	850,000	850,000	850,000	850,000
Investment Income	299,421	205,588	231,989	230,953	235,327	239,977	249,977	254,977	259,977	279,977
Reimbursements	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474	148,474
Other Income	150,714	153,427	156,191	159,007	161,877	164,801	167,780	170,816	173,909	177,061
Net gain - equity accounted Council businesses	-	-	-	-	-	-	-	-	-	-
<b>Total Income</b>	<b>42,855,453</b>	<b>48,223,718</b>	<b>44,921,711</b>	<b>45,612,794</b>	<b>47,060,301</b>	<b>48,489,904</b>	<b>48,774,274</b>	<b>50,228,261</b>	<b>51,650,451</b>	<b>53,131,297</b>
<b>Expenses</b>										
Employee Costs	12,330,053	12,785,693	13,226,488	13,617,975	14,000,234	14,435,960	14,885,197	15,348,363	15,825,886	16,318,208
Materials, Contracts & Other Expenses	17,047,516	20,230,392	15,961,058	16,270,321	16,499,449	16,736,326	16,981,234	17,234,466	17,594,918	17,870,650
Depreciation, Amortisation & Impairment	13,770,281	13,792,729	13,797,808	14,163,624	15,360,330	15,365,409	15,365,409	15,672,844	16,808,690	16,808,690
Finance Costs	262,605	248,232	407,907	361,793	315,413	271,719	233,045	209,936	186,399	160,770
Net loss - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>43,410,454</b>	<b>47,057,046</b>	<b>43,393,262</b>	<b>44,413,712</b>	<b>46,175,425</b>	<b>46,809,414</b>	<b>47,464,886</b>	<b>48,465,608</b>	<b>50,415,893</b>	<b>51,158,318</b>
<b>Operating Surplus / (Deficit)</b>	<b>(555,001)</b>	<b>1,166,671</b>	<b>1,528,450</b>	<b>1,199,082</b>	<b>884,875</b>	<b>1,680,490</b>	<b>1,309,388</b>	<b>1,762,653</b>	<b>1,234,558</b>	<b>1,972,979</b>
Timing adjustment for grant revenue	-	-	-	-	-	-	-	-	-	-
<b>Adjusted Operating Surplus / (Deficit)</b>	<b>(555,001)</b>	<b>1,166,671</b>	<b>1,528,450</b>	<b>1,199,082</b>	<b>884,875</b>	<b>1,680,490</b>	<b>1,309,388</b>	<b>1,762,653</b>	<b>1,234,558</b>	<b>1,972,979</b>
<b>Net Outlays on Existing Assets</b>										
Capital Expenditure on Renewal and Replacement of Existing Assets	(16,011,790)	(14,750,001)	(14,300,000)	(14,400,000)	(15,500,000)	(16,300,000)	(16,300,000)	(17,250,000)	(17,700,000)	(18,350,000)
add back Depreciation, Amortisation and Impairment	13,770,281	13,792,729	13,797,808	14,163,624	15,360,330	15,365,409	15,365,409	15,672,844	16,808,690	16,808,690
add back Proceeds from Sale of Replaced Assets	300,000	330,000	360,000	480,000	510,000	600,000	600,000	600,000	600,000	600,000
<b>Total Net Outlays on Existing Assets</b>	<b>(1,941,509)</b>	<b>(627,271)</b>	<b>(142,192)</b>	<b>243,624</b>	<b>370,330</b>	<b>(334,591)</b>	<b>(334,591)</b>	<b>(977,156)</b>	<b>(291,310)</b>	<b>(941,310)</b>
<b>Net Outlays on New and Upgraded Assets</b>										
Capital Expenditure on New and Upgraded Assets (including Investment Property & Real Estate Developments)	(1,238,210)	(9,450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)
add back Amounts Received Specifically for New and Upgraded Assets	1,721,561	5,857,512	193,939	-	-	-	-	-	-	-
add back Proceeds from Sale of Surplus Assets (including Investment Property, Real Estate Developments & non-current assets held for sale)	-	-	-	-	-	-	-	-	-	-
<b>Total Net Outlays on New and Upgraded Assets</b>	<b>483,351</b>	<b>(3,592,488)</b>	<b>(256,061)</b>	<b>(450,000)</b>	<b>(450,000)</b>	<b>(450,000)</b>	<b>(450,000)</b>	<b>(450,000)</b>	<b>(450,000)</b>	<b>(450,000)</b>
<b>Annual Net Impact to Financing Activities (surplus / (deficit))</b>	<b>(2,013,159)</b>	<b>(3,053,088)</b>	<b>1,130,196</b>	<b>992,706</b>	<b>805,205</b>	<b>895,898</b>	<b>524,797</b>	<b>335,497</b>	<b>493,248</b>	<b>581,669</b>

## Attachment 6 - Financial Terms Glossary

**Accrual Accounting** An accounting approach by which expenses, revenue, assets and liabilities are recognised in the reporting period to which they relate even though cash may have exchanged hands in different periods. It recognises expenses as they are incurred and revenue when it is earned.

**Annual Budget** A Council's statement of its intended operating expenses, revenue and capital expenditure that give effect to its annual business plan for the reporting period, its cash inflows and outflows associated with intended operating, investing and financing activities, and its projected financial position at the end of the reporting period.

**Annual Business Plan (ABP)** A Council's statement of its intended programmes and outcomes for the year.

**Annual Financial Statements** The Statement of Comprehensive Income, Statement of Financial Position, Statement of Cash Flows, Statement of Changes in Equity prepared in accordance with Australian Accounting Standards together with notes and certification statements as prescribed in the SA Model Financial Statements.

**Assets** Resources controlled by an entity the value of which can be reliably measured and from which future economic benefits are expected to flow to the entity.

**Asset Maintenance Costs** Costs incurred in holding and operating an asset so that it is capable of delivering service levels up to its design capacity over its useful life.

**Asset Renewal/ Replacement Costs** Costs associated with renewing or replacing an asset in order to maintain existing service level capacity.

**Capital Expenditure** Expenditure on items which will provide benefits that extend into future financial periods. It includes expenditure to acquire or enhance existing assets to provide expanded, or a higher level of, services.

**Classes of Assets/ Asset Categories** A grouping of assets of a similar nature and use in an entity's operations.

**Community Wastewater Management Systems (CWMS)** Systems designed to collect and treat septic tank effluent or effluent from properties.

**Depreciation** The value of the assets of a Council consumed and systematically allocated as an expense to a particular reporting period.

**Financial Sustainability** Occurs when expenditure, revenue raising, and service level decision are made such that planned long-term service and infrastructure levels and standards can be achieved without unplanned increases in rates or disruptive cuts to services.

**Infrastructure** A term used to describe physical assets such as roads, buildings stormwater drainage and community wastewater management systems controlled by Council.

**Asset Management Plan (AMP)** A plan that projects the timing and level of cash flows associated with cost-effectively optimising acquisition of replacement and new additional assets and asset maintenance and disposal in order to be able to achieve desired service levels from assets.

**Key Financial Indicators** Financial measures or ratios that are used in management plans, annual reports and other internal and external reports to guide or assess the financial performance and position of Council.

**Long Term Financial Plan (LTFP)** A plan that projects a forecast of Council's financial performance and position over a period of at least ten (10) years.

**Model Financial Statements** A template format for the presentation of Annual Financial Statements for Councils in SA and other bodies established pursuant to the Local Government Act.

## COUNCIL MEETING AGENDA

13 SEPTEMBER 2023

**24 ASSETS AND INFRASTRUCTURE SERVICES****24.1 STRATEGY RESPONSE TO NETWORK LEVEL HEAVY VEHICLE ROUTE ASSESSMENT AND RISK ANALYSIS****Document #:** 23/84195**Department:** Assets and Infrastructure Services**PURPOSE**

To obtain Council endorsement for the current draft Strategy to go to public consultation before Strategy adoption and implementation.

**RECOMMENDATION**

That Council:

1. Receive the Strategy for managing risk of B-Double+ access to Yorke Peninsula Council's road network post HDS 'commodity' route reviews - Version 2.
2. Endorse the above Version 2 proceeding to public consultation.

**LINK TO STRATEGIC PLAN****Goal:** 2 Community Connected through Infrastructure**Strategy:** 2.4 Explore provision of new infrastructure**BACKGROUND**

At the 9 December 2015 Council meeting, the elected body unanimously carried a motion to endorse the access of vehicles with Higher Mass Limits (HML), including 36.5 Road Trains, to Council's entire road network (Minute Reference: 306/2015).

Subsequently, Council provided pre-approval for the use of 26m B Doubles fitted with Certified Road-Friendly Suspension at HML on all commodity routes in the Council area to the National Heavy Vehicle Regulator (NHVR).

This was done with no risk assessment having been undertaken of the suitability of the road network to cater for 26m B Doubles.

Following the increase in popularity of 30m Road Trains, at its meeting on 8 November 2017, Council moved a motion to support an application to the NHVR for blanket approval of all Council roads and intersections for Road Trains up to 30m (Minute Reference: 278/2017).

Council's request for pre-approval for 30m Road Trains was not accepted by the NHVR, as not all roads had been assessed.

In 2018, Council engaged HDS Australia to undertake an investigation into the safety aspects of Council's road network.

At the 8 June 2022 Council meeting, a report (CM Reference 22/52917) provided an overview of the outcomes of the Network Level Heavy Vehicle Route Assessment and Risk Analysis undertaken by HDS Australia and sought Council to move to the next steps (Minute Reference 106/2022) being:

1. Receive the Network Level Heavy Vehicle Route Assessment and Risk Analysis undertaken by HDS Australia.

**COUNCIL MEETING AGENDA****13 SEPTEMBER 2023**

2. Liaise with the Roads Working Party and bring a report to the November 2022 meeting of Council on the proposed long term risk management strategy and proposed funding source for future budgets, prior to community consultation and final adoption of the strategy.
3. Endorse the focus of the 2022/2023 intersections budget on P1 and P2 signage and sight distance issues associated with existing Over Size Over Mass (OSOM) and agricultural permit.

Since the above in the last quarter of 2022, Council's Director Assets and Infrastructure held several Q&A meetings (one at Yorketown and one at Maitland) for farmers, transport operators and Councilors to help the community better understand the challenges, needs and possibilities. Additionally, an online survey was conducted around the same time, and Council's external Roads Working Party (a stakeholder/ reference group representative of HV road users on Yorke Peninsula who provide a sounding board of perspectives on potential impact change) was consulted for their views on major transport routes.

In 2023 all was distilled into a draft Strategy Version 1 (V1) which was presented and discussed as follows:

- 22 March 2023 - Presented to Council's External Roads Working Party for comment;
- 26 April 2023 - Presented to Councilors at an Information and Briefing Session open to the public;
- 24 May 2023 - Road Working Party discussion of the V1 draft and staff sought to seek clarification from the National Heavy Vehicle Regulator on process. Subsequently V1 was updated to Version 2;
- 23 August 2023 - Overview of NHVR implications and possible changes flagged with the Roads Working Party to be incorporated into the current Version No.2 attached to this report.

**DISCUSSION**

The aim of the Network Level Heavy Vehicle Route Assessment was to determine the overall risk of each road segment and categorise the identified risk as Low (P4), Moderate (P3), High (P2) or Very High (P1), in accordance with accepted heavy vehicle route assessment criteria.

This initial investigation focused on Council's rural sealed roads and High Use sheeted roads, which make up approximately 1,000km of Council's road network. HDS Australia provided a report and presentation to Council in July 2019.

The findings from the 2019 report were included in *Table 6.2: Risks and Treatment Plans* of the Transport Asset Management Plan (TAMP), with a recommendation that the remainder of the road network be assessed. Council included funding for this project in the 2021/2022 budget and HDS Australia provided a final report.

The High and Very High risks identified in the final report have been separated into eight categories, with a high-level budget estimated placed against each category to address the issues identified. The total cost to fix all the issues was estimated by HDS at approximately \$121 million per the following summary table.



## COUNCIL MEETING AGENDA

13 SEPTEMBER 2023

Category	Description	Total no. of P1 Issues	P1 Cost	Total no. of P2 Issues	P2 Cost
1	Signage	2	\$4,000	2	\$2,000
2	Alignment	2	\$300,000	24	\$3,600,000
3	Major intersection upgrades	52	\$26,000,000	22	\$11,000,000
4	Minor intersection upgrades	13	\$1,950,000	16	\$8,000,000
5	Road width	22	\$8,690,000	9	\$360,000
6	Sight distance	40	\$500,000	93	\$4,650,000
7	Intersection widening	5	\$500,000	21	\$2,100,000
8	Pavement	32	\$14,560,000	65	\$39,515,000
<b>TOTALS</b>		<b>168</b>	<b>\$52,504,000</b>	<b>252</b>	<b>\$69,227,000</b>

HDS Australia presented the findings of their report at the Elected Members Information and Briefing Session held on 25 May 2022.

At the same Elected Member Information and Briefing Session, the Director Assets and Infrastructure Services suggested next steps for implementing recommendations.

If money was no object and a total road upgrade and fix scenario was an option to Council, the above orders of funding magnitude could be applied to good end. However, Council's reality is that the above levels of funding are not going to happen. Council needs to do what it can to cost effectively reduce the risk ratings, for the safety of all road users in our Local Government Area (LGA). Whilst some have asserted not much has happened by way of accidents to date, effectively questioning the need for status quo change, Council is on notice to endorse a strategic response and apply necessary funding underpinning that strategy now that engineering risk reviews have been undertaken, particularly noting the increasing tourism road user cohort that is becoming an increasing user of Council's road network.

Going forward the key is risk management and the current Strategy Version 2 is close to providing the balance between the competing issues of; limited funding, HV network access continuance, reducing risk ratings and increasing road user safety through: speed reduction, increased roadside vegetation management with subsequent sight distance improvement, use of HV signage, use of stop signs on some problematic acute angled Priority 1 risk rated intersections, community education etc.

The first 17 pages of the attached strategy spell out the suggested balance.

### COMMUNITY ENGAGEMENT PLAN

Level 2 - Consult

### CONSULTATION PROCESS

In preparing this report, the following were consulted:

- Chief Executive Officer
- Asset Manager
- Works Manager
- Yorke Peninsula Council External Roads Working Party
- National Heavy Vehicle Regulator

---

**COUNCIL MEETING AGENDA****13 SEPTEMBER 2023**

- HDS Australia

**POLICY IMPLICATIONS**

PO091 Risk Management Policy  
PO128 Asset Management Policy  
Transport Asset Management Plan

**BUDGET AND RESOURCE IMPLICATIONS**

The current level of funding being applied in 2023/2024 is approximately \$600k per year from a 3% rate levy on primary producers. There is a serious limit to what this can achieve but it is a start. During the pending Rates Review that will be undertaken this financial year, there may be scope to consider reasonably increasing the level of funding that is 'ring fenced' to dealing with the ongoing risk reduction approach to road network access management, particularly from major beneficiaries of Council's road network like extractive industries.

**RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS**

Local Government Act 1999.

Heavy Vehicle National Law and Regulations.



As presented in the Network Level Heavy Vehicle Route Assessment and Risk Analysis, many of Council's roads have inbuilt issues that pose a risk to road user safety if the road network remains open to B double use. This presents a civil liability risk to Council.

Council needs to have a strategy which provides a level of network access for heavy vehicles that balances the tension between the majority of real heavy vehicle access needs and the community's willingness to pay for such safe access.

To date there has been ample interaction and opportunity for the Roads Working Party and a fair representation of HV road users across the Yorke Peninsula to be engaged. The last step is one last community consultation opportunity for those unfamiliar with the journey to date before the Strategy Version 2 and consultation outcomes are brought back to Council along with staff recommendation on Strategy amendment and endorsement.

Once a Strategy is endorsed, Council will update the Transport Asset Management Plan including road hierarchy and road standards to be worked towards.

**ATTACHMENTS**

1. **Heavy Vehicle Access Strategy - V2 (under separate cover)** 
2. **Community Engagement Plan - Heavy Vehicle Access Strategy** [↓](#) 

YORKE PENINSULA COUNCIL



# YORKE PENINSULA COUNCIL

## Strategy for managing risk of B Double+ access to YPC's road network post HDS commodity route reviews.

### Abstract

Before traffic safety review, a past term of Council in 2016 endorsed pre-approval of B Double access to commodity routes across its unsealed road network. Council in May 2019 commissioned Phase 1 safety review from a HV operators' perspective of the commodity road network. Such was followed up with Phase 2 February 2022. The safety review prioritised risk management measures according to a P1 to P4 hierarchy. P1 (Priority 1) issues posed very high risk in need of treatment. There were 152 localities and approximately \$49m of works associated with P1 issues. P2 (Priority 2) issues posed high risk but noted Council could accept the risk subject to a program of funding and. P3(Priority 3) posed moderate risk that could be dealt with through routine maintenance. P4 (Priority 4) posed low risk. This report looks to define a way forward to balancing community road safety with the transport access needs and community capacity to pay.

Andre Kompler

Director Assets and Infrastructure Services

Yorke Peninsula Council

Table of Contents

1. How the network is managed now ..... 2

2. Drivers for change of network access management and Community consultation ..... 2

3. Current Transport AMP and necessary changes ahead..... 4

4. Funding for P1 and P2 issues ..... 6

5. Strategy response alternatives and reality check..... 7

6. Suggested way forward ..... 9

Annexures

- 1. PHASE 2 February 2022 - OUTCOMES
- 2. Existing Permit distribution - OSOM, SPV, Agricultural
- 3. Distribution of P1 and P2 issues
- 4. AADT sample
- 5. 21 October 2022 Maitland Community Consultation slide presentation
- 5.1 Roads Working Group/Stakeholder views on roads most used
- 6. Summary of 19 responses to a community survey
- 7. P1 Summary
- 8. P2 Summary
- 9. Primary producer rates versus rates expenditure
- 10. Potential Transport AMP re-prioritisation of what is resheeted in the future

## Yorke Peninsula Council

### 1. How the network is managed now

Council has a 3890km road transport network that is comprised of:

- 529km of sealed roads
- 2620km of gravel sheeted unsealed roads
- 523km of formed and graded unsheeted unsealed roads
- 218km of unformed roads and tracks

All of the above is currently NHVR and Council pre-approved for B Double access. Such pre-approval comes with standard conditions (i.e. 26m B Double fitted with Certified Road -Friendly Suspension at Higher Mass Limits HML on all commodity routes in the YPC LGA and subject to a 60km/hr speed limit on all unsealed roads, however note the SA Department of Infrastructure and Transport's (i.e. DIT) RAVnet online mapping system for York Peninsula commodity routes shows an 80km/hr speed limit ). This Council decision goes back several Council terms and predates any engineering assessment of road network geometry appropriateness.

Per Annexure 2, access to the road network outside the above is governed by permit consideration on a case-by-case basis application through the National Heavy Vehicle Regulator (i.e. NHVR) who refer applications back to Council for route consideration and conditions of permit if permits are to be allowed.

The conditions of use to a particular route for an OSOM- Oversize Over mass HV, Agriculture equipment and Special Purpose Vehicles vary in terms of; allowable route, time of day, the number of amber flashing beacon escort vehicles needed (i.e. preceding and following the permit holder), frequency of use, special requirements to fix damage done etc.

Whilst the majority of Council's road network has permits issued, and there have been very few accidents involving permit holding HVs, the reality is any system is only as good as; the scope to police and enforce permit conditions (i.e. through SAPOL and NHVR), and self-regulation that flows from community acceptance of permit conditions for either wider community safety preservation and or prolonging the condition of the road network.

### 2. Drivers for change of network access management and Community consultation

The HDS engineering consultant Phase 2 review of the YPC unsealed road network revealed 12.7% of the network was affected by P1 issues at 152 locations, and additionally 23.1% of the unsealed network was affected by P2 issues over 280 locations (see annexure 1). The risk ratings P1, P2, P3 & P4 were assessed from the perspective of the HV user in terms of spatial travel path route safety deficiencies. The review did not take into account AADT. Obviously as AADT grows coupled with increasing tourist light vehicle use, the associated likelihood of truck/ light vehicle collision increases.

There are number of drivers for change:

- Not enough road funding for the existing road network and provision of such funding not likely.
- Desire for longer HV configurations which require higher standard roads
- Increasing visitor numbers to the LGA which increases risk of vehicular interaction no matter how many truck signs are on the road network.

## Yorke Peninsula Council

- Liability - where Council now has an independent engineering assessment of network deficiencies saying P1 issues should be fixed or the pre-approval for 26m B Doubles on the P1 roads in question revoked (i.e. withdraw the NHVR B Double pre-approval).
- The need to manage and deal with changing risk, and not ignore it, particularly with changing society and community more willing to pursue perceived rights and or look for someone to blame.

The wider Community was invited through advertisement, website and Country Times newsprint media and through transport and agriculture stakeholder business networks to provide feedback to a series of questions. The aim of questions and response to the same was to help Council gauge:

- The extent of interest in road network changes.
- The willingness of HV road users to change the status quo of blanket NHVR B Double pre-approval without permit.
- The willingness of business (i.e. agri-business, farm ratepayers and road transport business) who are the prime beneficiary of the current road network to entertain a 'user pays' / 'willingness to pay' for road remediation works aimed at mitigating risk.
- Roads of most need.
- Stakeholder views on how they believe we can best deal with the risks.

The survey generated 19 responses are summarised and seen Annexure 6.

What was apparent was of those who chose to provide a response:

- The majority did not want to change the status quo of blanket B Double access to the whole YPC road network.
- The majority want to maintain the size of the current unsustainable road network and the shortest route possible.
- The majority are willing to pay 1 to 3% premium on top of general rates provided the same are dedicated to fixing identified road safety deficiencies.
- Some spoke of business having moved on from B Doubles to A Doubles + and believed A Doubles should be the new NHVR/Council pre-approved transport configuration for use on Council's current network in view of transport width being the same as B Doubles, but made no comment on transport longer length, greater turning circle and tracking across roads deficient for B Doubles.
- Some believe no further control measures are needed in view of minimal HV accident history to date.
- There was considerable support for minimising vegetation at intersections, apply speed restrictions to all heavy vehicles of between 40-60km/hour, and improve signage where necessary.
- Spoke to education of the general public to more look out for heavy vehicles. (OK for locals but visitors? One can be sign blind.)
- People want a strategy to support 30m road trains, and access for the same without a permit system which they believe does nothing.



## Yorke Peninsula Council

- Some commented to the effect that any revenue required to fix P1 and P2 issues should come from the rate increases that have already been applied to primary producers
- Some expressed a willingness to pay an extra 1-3% on the general rates.
- Stating the need to build roads better, without mentioning that 'better' always cost more and without acknowledgement of the level of underfunding now (see section 3 below).

Additional to the above were two workshops in October 2022 (i.e. at Yorketown and Maitland) where a presentation was provided to stakeholders (i.e. see Annexure 5) and opportunity provided to listen to and discuss stakeholder sentiment/suggestions.

A number of suggestions were forthcoming from those workshops:

- Do what we can to reduce the P1 and P2 risk rating categories.
- Control the speed of all HVs (i.e. 26m B Doubles, 30m A Double road trains, etc.) on Council's road network.
- Maitland workshop attendees expressed with a show of hands a willingness to pay more to support change provided they could see the extra rates paid being directed entirely to remediation of road deficiencies.
- Possibility for broad acre land users to contribute 'in kind' to Council stockpiles of clean paddock limestone rock.

Additionally Council's external Roads Working Party (i.e. a stakeholder group sounding board for road issues across Yorke Peninsula) provided a listing of roads of most importance to help with roads prioritisation and the gathering of further road use traffic data. Such is shown as Annexure 5.1

Some agricultural businesses have been advocating to open up the road network further.

Things to note include:

- Permits go with the permit holder and thereby place an obligation on the permit holder to ensure the HV driver understands the permit conditions. In an unregulated road access environment, obligations and understanding of network issues will be less understood and risk will increase, not reduce.
- People want efficiencies, maintenance of the status quo, but little suggestion on funding sources to deliver road width standard increase and intersection reconfigurations warranted for unregulated HV access.
- The obvious mismatch between the wants of primary producer and transport industry for Council's road network and the willingness to pay for the same. Such is spoken about in more detail under Item 4 on funding for P1 and P2 issues. There is a real question of equity that Council should consider when considering the allocation of available capital works funding and any contemplation of diversion of existing resources towards maintenance of the status quo.

### 3. Current Transport AMP and necessary changes ahead

The current Transport Asset Management Plan has its 3361km of unsealed roads split across the following categories:

- Table G5- High Use sheeted Roads

## Yorke Peninsula Council

- Table G6 Medium Use Sheeted Roads
- Table G7 Low Use Sheeted (High Wear) Roads
- Table G8- Low Use Sheeted (Medium Wear) Roads
- Table G9- Low Use Sheeted (Low Wear) Roads
- Table G10- Formed and Graded Roads (i.e. unsheeted)
- Table G11- Unformed Roads and Tracks (i.e. unsheeted)

A sample of AADT's across the network is seen in Annexure 4.

From the above there is 2620km of sheeted roads which based on the level of road funding achieving 28km to 30km of renewal per year, would require the unsealed sheeted wearing surface to last 87 years (i.e. 2620km/30km per year). Such is a significant mismatch with the current Transport AMP in Table 5.3 which has useful lives of the wearing course being between 15 years for a High Use Road to 30 years for a Low Use Low Wear Road.

The issues for Yorke Peninsula Council are:

- The YPC unsealed road network is way too large for the available rate base.
- The available rate base is underfunding the quantum of road renewal works.
- The transport network is not achieving close to the Useful Lives noted in the Asset Management Plan. A lot of this has to do with the resilience and wear resistance of the resheeting materials used, the speed of traffic, and loss of pavement through patrol dry grading reactive response to community complaint on road roughness.
- Speed. HV speed is best controlled through permits and enforcement, whilst material issues are a 'work in progress'. The vision for resilience and wear resistance is a combination of Council using better wearing course materials (where possible) that hold together longer in dry times, and from 2023/2024 the introduction of sheeted renewal requiring little resheet materials importation through the use of strengthening and insitu binding of existing onsite materials along with more recovery and reuse of windrowed materials left in table drains as part of patrol grading surface corrugation cutting (i.e. akin to Clinton Road heavy patch stabilisation work).

Future revisions of the Transport AMP will need to reflect:

- A distillation of unsealed road categories from seven to three:
  - High and Medium Use Sheeted limited to 560km which can be supported with current road renewal funding levels (i.e. see Annexure 10 as a thought starter on possibilities).
  - Low Use Formed and Graded (i.e. removal of the expectation of sheeting of low use roads which cannot be afforded. Rather existing sheeted low use roads wearing course are just graded and subject to the odd patch sheeting of major road blow outs relative to available patch sheeting budget and relative traffic movement/AADT of the low use road in question.).
  - Unformed roads and tracks.
- The reality that a lot of the low use transport network condition will reduce in perceived condition in line with Council road funding levels, and the Accounting Annual Statements of Council will need to reflect a write down in value or impairment of low use network over a reasonable period to reflect the real asset value and balance sheet.

## Yorke Peninsula Council

- There will be no aspirational widening of existing unsealed road networks to facilitate wider loads/machinery unless stakeholder “user pays” principles facilitate such. An example of ‘user pays’ is where a quarry or farming business enters into an Infrastructure Agreement with Council to pay contribution over and above rates for road upgrades enabling its business.
- Adjustment of maintenance expectations linked to funding provided.

### 4. Funding for P1 and P2 issues

Most of the issues arise on low use roads, but risk profiles are anecdotally changing with increasing visitor traffic and changing HV route usage as seen in AADT's (i.e. Cunningham Road and Point Annie Road).

There are only two known sources of grant funding available to Council. One is the South Australian Government's Special Local Roads Program (SLRP) which provides approximately \$20m annually dispersed across the State's 68 Councils. The other is through the Federal Government's Heavy Vehicle Productivity Program. Both programs are focussed on regional transport route significance and HV usage levels.

To put SLRP in context, approximately \$3m/annum of the \$20m annual grant pool is appropriated to 16 of the 68 councils (i.e. approximately \$3m in total per year goes to the Legatus Group of 16 Councils which includes Yorke Peninsula as one of the 16 Councils).

To receive Special Local Roads grant funding contribution, the 16 councils have to navigate a competitive application process with many questions going to the heart of project justification relative to regional needs, and provide much supportive evidence including traffic data, engineering design, project estimates, project management plans etc. In short, much effort for little return or funding that will make a difference.

If Council wanted to keep the status quo of pre-approved B Double access, it needs to be committed to much work.

Intersection upgrades are where the big spend needs reside, and even if Council was to factor in doing less road intersection upgrades and or road widening in places, such would still require a commitment to long term loans and a significant lift to roads funding over 5-10 years, none of which is in Council's Long Term Financial Plan (LTFP).

As an alternative Council could stop renewing its unsealed road network, divert existing annual renewal funds towards dealing with P1 and P2 issues, and just rely on productive maintenance grading of the network during April to September of the year when rainfall moisture can assist, such would not remediate the quantum of road upgrades identified and could be seen as a step backwards in trying to renew and sustain current high and medium use unsheeted roads. At present funding levels for renewal of existing sheeted unsealed roads is well short on what it should be.

So what available funding Council has needs to be spent on the high to medium use roads and not diverted to low use or 'formed and graded' unsheeted roads.

The other consideration is scope of work. Any intersections work would require consideration of existing utilities (i.e. Telstra and SA Water) proximity which in themselves are costly potentially additional project costs.

**Yorke Peninsula Council**

The other proposition that was raised by some stakeholders responding to the online survey was that any funding of P1 and P2 should come from the existing rates paid. That position needs to reflect upon recent times capital expenditure (Capex) and operational expenditure (Opex) funding. The reality is the percentage of OPEX and CAPEX expenditure on Council unsealed road assets primarily benefiting primary production is much higher than the percentage of total rates paid by Primary producers. Such is summarised below and seen in Annexure 9. In 2023/2024 the balance is being adjusted back to deal with sealing and a little attention to town related transport assets.

	Financial Year 2021/2022	Financial Year 2022/2023	Financial Year 2023/2024
Primary production % of Total Rates paid	36%	37%	38%
% of total available capital and operational expenditure applied to unsealed roads	46%	67% + (i.e. does not allow for sealing applied to seals like Wauraltee Rd etc.)	35%

In summary, the level of funding available to resolving P1 and P2 issues at present is an additional 3% of rates (i.e. approximately \$600k/ annum) is provided by primary producer rate payers.

**5. Strategy response alternatives and reality check**

Fundamentally the available Council responses are:

1. Do nothing.
2. Avoid the risk by fixing the issues.
3. Manage the risk.

Whilst some have suggested that; there has been few truck accidents to-date; the majority of HV drivers are responsible; the amount of HV and AADT road use is low, what is clear is:

- Road use patterns are changing with roads that were thought to be low use are now medium use and trending towards becoming high use (i.e. Point Annie Road).
- There is increasing adventure tourism traffic across the peninsula which is not showing signs of retreat, and which increases the chance of collision on account of; the unfamiliar, changing road conditions and or not driving to the conditions. That is to say the driving landscape and associated risks are changing.
- Out of the 3361km of unsealed road network, at least 1020km are 3m to 7m in width not affording sufficient passing opportunity.
- Now that professional engineers have driven the road network and assessed the same for road user risk, a response should not be avoided no matter how unpopular or impacting of individual status quo interests or there may be a day of reckoning.

It is suggested that doing nothing or maintaining the status quo is not how Council should be responding.

To avoid risk is the opposite end of possibilities requiring many millions of community expenditure, but such is unrealistic on account of the quantum of works and community unwillingness to fund.



## Yorke Peninsula Council

The major beneficiaries of Council's massive road network is transport and primary producer agri-business. Existing users want to maintain existing access conditions and are willing (i.e. as found at stakeholder meetings) to incur a % in rates provided the same is ring fenced and dedicated to helping deal with risk. The extra rates paid by business and broad acre land holdings dedicated to fixing P1 and P2 issues (i.e. see Annexures 3,7 and 8) cannot fix all the identified issues.

Alternatively, retasking Opex and Capex to P1 and P2, to maintain status quo B Double access across a largely rural network is not likely to be well received when town transport related infrastructure of roads, kerb and gutter, drainage, footpaths etc are not fully funded now.

Whilst the wider YP rateable community (i.e. town residences, pensioners etc) may push back on equity grounds of having to pay higher rates to deal with P1 & P2 issues, higher levels of funding than articulated in this document might be possible if extractive industries business is compelled to pay its fair share of contribution to help support the Council HV 'first and last mile' commodity network that it relies upon and pays little directly to help remediate. This later revenue source could be considered as part of a Council rate review in the near future.

To manage the risk and control the level of access and conditions of access seems a more practical and responsible approach. What can reasonably be achieved with current level of \$600k/ annum funding is:

- Some grader widening on crests to mitigate lack of sight distance on roads with poor geometric layout.
- Programs of major vegetation removal and control of the same at intersections to achieve improved sight lines.
- Placement of new HV signage on key roads to help increase tourist road user awareness of HV presence and increased education awareness sought through social media..
- Putting in place revised "right of way" signage to favour directions with the most traffic.
- More use of "Stop" signage in place of "Give way" signage to afford more driver time for risk assessment and decision on whether to proceed or not to proceed.
- A change to road access risk management by either;
  - Revoking pre-approval on roads with P1 issues currently pre-approved for B Double access which would then require people needing to use P1 roads to apply to NHVR for a permit which Council would provide subject to conditions (i.e. deal with each road individually which will translate into significant administrative burden both on Council and HV users). Such would require Council to provide NHVR with 28 days notice via a formal notice to NHVR for the roads to be affected. Some P2 roads might remain without change to the current B Double pre-approval, but pre-approval on others could be considered by Council staff for revocation on account of the level of traffic use and perceived risk to non-local visitor traffic.
  - Not revoking the pre-approval, but rather seeking a consistent change to conditions of use on P1 roads (i.e. a 30km/hr speed limit coupled with an escort until cessation P1 road travel). Such would require Council to provide NHVR with 28 days notice via a formal notice to NHVR for the roads to be affected, coupled with;
  - A change to the HV Operator's Guide reducing the speed limit of GML B-doubles to 50km/hr across the entire Yorke Peninsula Council road network except for more stringent requirements on P1 roads. Such will help reduce road surface condition deterioration. Note, DIT's RAVnet portal for HV use in SA currently shows an 80km/hr speed limit. Whilst some HV road users may choose to ignore NHVR speed regulation,

## Yorke Peninsula Council

police enforcement might be able to help deal with speeding over time if there is consistency across the Yorke Peninsula.

Funding level increases via a 'rate review' or similar could contribute towards minor intersection adjustment over the next 10 years provided the same does not impact utilities and does not require land acquisition.

### 6. Suggested way forward

At present;

- HVs using Council's road network for freight or commodities (i.e. grain) and operating at GML are subject to the National Gazettal Notices.
- B-Doubles seeking to operate at HML and A-doubles need to seek an NHVR permit to access Council's network.
- Council has all of its commodity network (effectively all of its sealed and unsealed roads) pre-approved for B-doubles to operate at HML. This means the NHVR would issue a permit to use any of Council's roads at HML subject to some basic conditions of having airbag road friendly suspension and operating at certain speed. The SA Department of Infrastructure and Transport's RAVnet site for Council's commodity routes show this speed as 80 km/hr.
- South Australia's DIT displays mapping advice of road access constraints via its RAVnet portal.
- The RAVnet mapping will in early 2024 revert to NHVR mapping.

Currently there are several ways of seeing what road use rules/ constraints apply to Yorke Peninsula roads;

1. Look at NHVR's national notices <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>
2. Refer to the NHVR's HV Operators. <https://www.nhvr.gov.au/files/media/document/125/202212-0977-national-class2-b-double-operators-guide.pdf>
3. Go to DIT's RAVNet site to see status of preapprovals across the YP Council network. <https://www.dit.sa.gov.au/ravnet>

### RAVnet

#### Want to learn how to use the RAVnet Online Map system?

RAVnet is an interactive online map system that displays approved heavy vehicle route networks in South Australia. Restrictions associated with specific route networks are also included.

This interactive tool allows you to choose heavy vehicle route networks to view on screen or print.

To print maps you must have Adobe Acrobat installed on your computer.



[Download and install Adobe Acrobat Reader now.](#)

Heavy vehicle information will be updated in RAVnet on a regular basis. To find out more about RAVnet, watch the training video and visit the [FAQs](#) page.

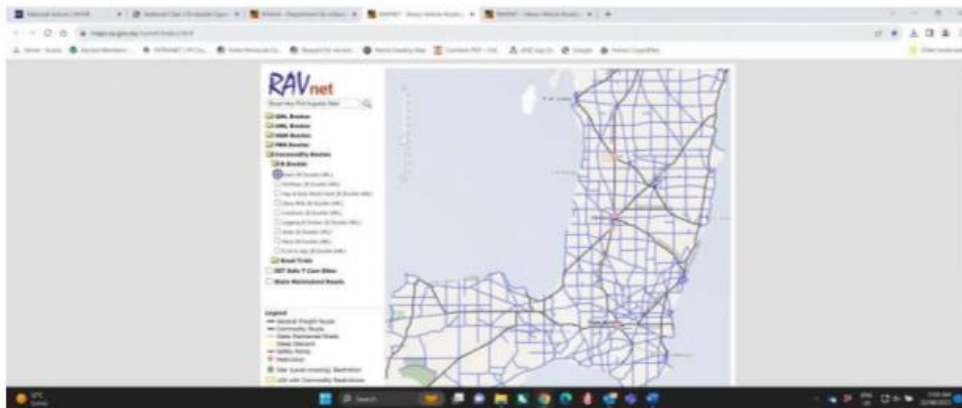


After clicking on the purple link "Enter the online RAVnet map system", the following appears

<https://maps.sa.gov.au/ravnet/index.html>



Yorke Peninsula Council



If one registers with DIT, at the bottom left of the map is 'Print' icon (see below) which when pressed provides a listing of road use conditions attached to the blue colour coded roads on the YP network for a particular HV category.

**Legend**

- General Freight Route
- Commodity Route
- State Maintained Roads
- Steep Descent
- Safety Ramp
- ⊗ Restriction
- ★ Star (Level crossing) Restriction
- LGA with Commodity Restrictions
- DIT Safe T Cam Site

**Tools**

Print FAQ's Training Video

Government of South Australia  
Department for Infrastructure and Transport

YORKE PENINSULA COUNCIL

The South Eastern Freeway, on the approach to Ac descent that enters a major intersection and cc Drivers need to use appropriate hill descent veh engine, jake or exhaust brake on, using the appr load. If control is lost, **use a safety ramp.**

Yorke Peninsula Council



Yorke Peninsula Council

Staff would suggest P1 and P2 be progressively dealt with via the tabulation below (i.e. ‘Tabulation 1- Other considerations’) and consideration of the following.

- Some grader widening on crests to mitigate lack of sight distance on roads with poor geometric layout.
- Programs of major vegetation removal and control of the same at intersections to achieve improved sight lines.
- Placement of new HV signage on key roads to help increase tourist road user awareness of HV presence and increased education awareness sought through social media..
- Putting in place revised “right of way” signage to favour directions with the most traffic.
- More use of “Stop” signage in place of “Give way” signage to afford more driver time for risk assessment and decision on whether to proceed or not to proceed.
- A change to road access risk management by;
  - Not revoking the pre-approval, but rather seeking a consistent change to conditions of use on P1 roads (i.e. a 30km/hr speed limit coupled with flashing amber lights on the front of the prime mover in lieu of an escort until cessation of P1 road travel). Such would require Council to provide NHVR with 28 days notice via a formal notice to NHVR for the roads to be affected, and once approved such changes would end up appearing in DIT Public Notices as published on the RAVnet website per below.

From: DIT Public Notice <DIT.PublicNotice@sa.gov.au>  
 Sent: Friday, 5 May 2023 9:26 AM  
 Subject: Notice of updates to South Australia Legally Enforceable Networks, effective 5 May 2023

OFFICIAL

Dear Operator

Please be advised of the following updates to approved heavy vehicle access routes in South Australia, as published to the [RAVnet](#) website and effective 5 May 2023:  
 Please direct any queries regarding these route changes to [dit.roadfreight@sa.gov.au](mailto:dit.roadfreight@sa.gov.au) in the first instance.

1. ROUTE UPDATES TO PUBLISHED NETWORKS

ROAD MANAGER	CHANGE	DESCRIPTION	RESTRICTIONS / COMMENTS
Northern Areas Council	Provide access to the following networks: • Rigid Truck and Dog (23m)(GML) • 23m and 26m B-Double (GML and HML) • 30m Road Train (GML and HML) • Road Train Converter Dolly (GML and HML)	<ul style="list-style-type: none"> <li>• Laura Beetaloo Road, LAURA between Possum Park Road and Clegg Road</li> <li>• Clegg Road, LAURA between Laura Beetaloo Road and Possum Park Road</li> <li>• Bullings Crossing, GLADSTONE between Possum Park Road and Booyoolie Road</li> <li>• Booyoolie Road, GLADSTONE between Bullings Crossing and Gladstone Beetaloo Road</li> <li>• Cleggert Road, LAURA between Bullings Crossing and Possum Park Road</li> <li>• Woodford Road, between Arney Road GLADSTONE and Gladstone Apple Road</li> <li>• Trig Hill Road, CALTOWIE WEST, between Stone Hut, Caltowie Road and Caltowie Tarnowie Road</li> <li>• Smith Road 1 &amp; 18A between</li> </ul>	The following Council-wide access restrictions, published on the <a href="#">RAVnet website</a> in the Operator Guides for Truck and Dog, B-double and Road Train combinations apply: 1. Unless a lesser speed limit is displayed, maximum speed limits on Council roads are: • Sealed local council roads – 80km/h • Unsealed local council roads – 60km/h 2. On unsealed roads, travel is suspended during periods of prolonged rain within the 24 hours period after the rainfall event or when the road’s surface is holding pooled water.

- Coupled with above is a suggested change to the HV Operator’s Guide reducing the speed limit of ALL GML B-doubles to 50km/hr across the entire Yorke Peninsula Council road network except for more stringent requirements on P1 roads. Such will help reduce road surface condition deterioration. Note, DIT’s RAVnet portal for HV use in SA currently (per the following) appears to show an 80km/hr speed limit. Whilst some HV road users may choose to ignore NHVR speed regulation, police enforcement might be

Yorke Peninsula Council

able to help deal with speeding over time if there is consistency across the Yorke Peninsula.



Restrictions

Ref	Restriction Information
43721	80kph speed limit applies between Marildand & Minlaton, unless a lower limit is posted
34110	80kph speed limit applies between Marildand & Minlaton, unless a lower limit is posted
34111	80kph speed limit applies between Marildand & Minlaton, unless a lower limit is posted
34113	80kph speed limit applies between Minlaton & Yorketown, unless a lower limit is posted
33800	80kph speed limit applies between Minlaton & Yorketown, unless a lower limit is posted

Tabulation 1- Other considerations

Other Issues	Council Staff Comment	Council follow up if endorsed
Desire by some for NHVR pre-approved A Double access.	When Council has issues with NHVR preapproved network for 26m B Doubles, it may not be prudent to expand the issue for longer HVs with wider turning paths and greater tracking movement.	<p>Applications for A Doubles can continue to go through the NHVR/Council case by case consideration.</p> <p>Speed restrictions of 30km/hr in towns and a maximum of 50km/hr on roads outside the town boundary (i.e. Note- subject to road limitations the allowable speed might be less).</p> <p>Where the road formation width is less than 7m and there is little if any room for error for oncoming</p>

Yorke Peninsula Council

Other Issues	Council Staff Comment	Council follow up if endorsed
		<p>vehicles on YPC’s roads to navigate vehicle passing, both the light vehicle and the HV need to seriously slow down, and there has to be something ‘out of the ordinary’ to smaller vehicles affording more time to react. Whilst escort vehicles have been mandated in the past as part of permit conditions, a case has been put by HV lobby/ Elected Members to instead mandate A-double permit requirement for a ‘flashing light’ equipped prime mover instead of escort vehicles, and for such flashing lights to be activated when travelling on narrow roads.</p> <p>Additionally sign post narrow roads with signage indicating the possible presence of HVs.</p>
<p>Future increased demand or higher levels of service (i.e. via mining or agri-business machinery).</p>	<p>Use of ‘User Pays’ Infrastructure Agreements.</p>	<p>Such is being drafted for a business now but would need to be adjusted for each unique set of circumstances.</p>
<p>No change to the NHVR pre-approval for B Doubles and allow equal access on unsealed YPC roads.</p>	<p>If Council wants to maintain the status quo they can endorse the same through a resolution of Council, but such endorsement will come with the need to navigate perceptions of conflict of interest and still be subject to increased legal liability to Council.</p> <p>Council would be better to manage the risk of B Double pre-approval status for routes with P1 issues until remediation works and or safety mitigations are implemented using the funding allocated by Council.</p>	<p>Council signal B Double change of conditions of use on P1 routes over 6 months or as required by NHVR, then introduce the permit system.</p>
<p>Traffic growth and changing risk profile notwithstanding permits.</p>	<p>Council will continue to employ its traffic counters which deliver data not only on traffic numbers, and</p>	<p>Council Assets teams to continue updating road use data and look to changes needed in road hierarchy and permit controls.</p>

Yorke Peninsula Council

Other Issues	Council Staff Comment	Council follow up if endorsed
	<p>traffic types but also on traffic speed.</p> <p>Road categories and permit consideration should be dictated by relative road use (i.e. AADT), changing road conditions, and the changing road user unfamiliarity with problematic road geometry (i.e. mitigate risk generated from the weakest link/least skilled/least familiar road user, and do not rely on many accidents before implementing controls).</p> <p>Resourcing allocation, changes to permits, or changes to signage and or some changes to road widths at crests etc. will be prioritised relative to known AADT, changing network conditions, and known road user changes like increasing tourism road use, mine road use etc.</p>	<p>Council to increase use of more HV signage on the presence of HVs on P1 and P2 routes. The Roads Working Group can advise more in this area.</p> <p>Make use of RACUS road defect visual data to help better assess changing conditions.</p>
<p>Maintenance renewal prioritisation on medium use roads.</p>	<p>Future resheet asset renewal works could consider P1 and P2 issues as part of the asset renewal where possible (i.e. restricting future road widening to crests and bends).</p>	<p>Asset and Works renewal planning consideration.</p>
<p>Sight distance lines across most the LGA through roadside vegetation encroachment on bends and at intersections.</p>	<p>Much of the initial response to P1 and P2's start with improving sight distance through vegetation management. Additionally signage could be employed to increase road user awareness of heavy vehicles (not just during harvest with all the on farm grain storage and cartage throughout the year). Initially the Primary Producer 3% funding for intersection improvement work could and should vegetation and signage. Whilst Council has a basic operational budget of near \$90,000 to cover the entire YP road network (i.e. both town and rural</p>	<p>Asset and Works renewal planning consideration.</p>



Yorke Peninsula Council

Other Issues	Council Staff Comment	Council follow up if endorsed
	roads). Council could combine any P1/ P2 capital works intersection vegetation with the \$90k operational budget to facilitate a better contract price.	
Which roads are more important and deserve Council wearing surface resheet renewal.	Such should be restricted to high and medium use roads with most consideration of prioritisation given to past accident history and objective measures of use like AADT (i.e. see sample in Annexure 10).	Discussion and input from the Roads Working Group.  Update of Council’s Transport AMP in the 2024.  Council continues to listen to stakeholder and industry on changing use patterns to help Council confirm direction (i.e. like at the Yorketown and Maitland workshops).
Best use of the resources we have.	Mention is made in this document of the direction for road renewal capex application from 2024 to help Council achieve longevity and improved road surface performance.  Similarly pulling back on patrol grading 6 days per week every week of the year has to be reconsidered and staff/machinery either redeployed or additional resource like water carts provided to help ensure work done is effective.	Internal YPC work team reorganisation.

## Yorke Peninsula Council

### Annexures

1. PHASE 2 February 2022 - OUTCOMES
2. Existing Permit distribution - OSOM, SPV, Agricultural
3. Distribution of P1 and P2 issues
4. AADT sample
5. 21 October 2022 Maitland Community Consultation slide presentation
- 5.1 Roads Working Group/Stakeholder views on roads most used
6. Summary of 19 responses to a community survey
7. P1 Summary
8. P2 Summary
9. Primary producer rates versus rates expenditure
10. Potential Transport AMP re-prioritisation of what is resheeted in the future

Yorke Peninsula Council

Annexure 1

PHASE 2 February 2022 - OUTCOMES

## PHASE 2- February 2022

### Summary of findings

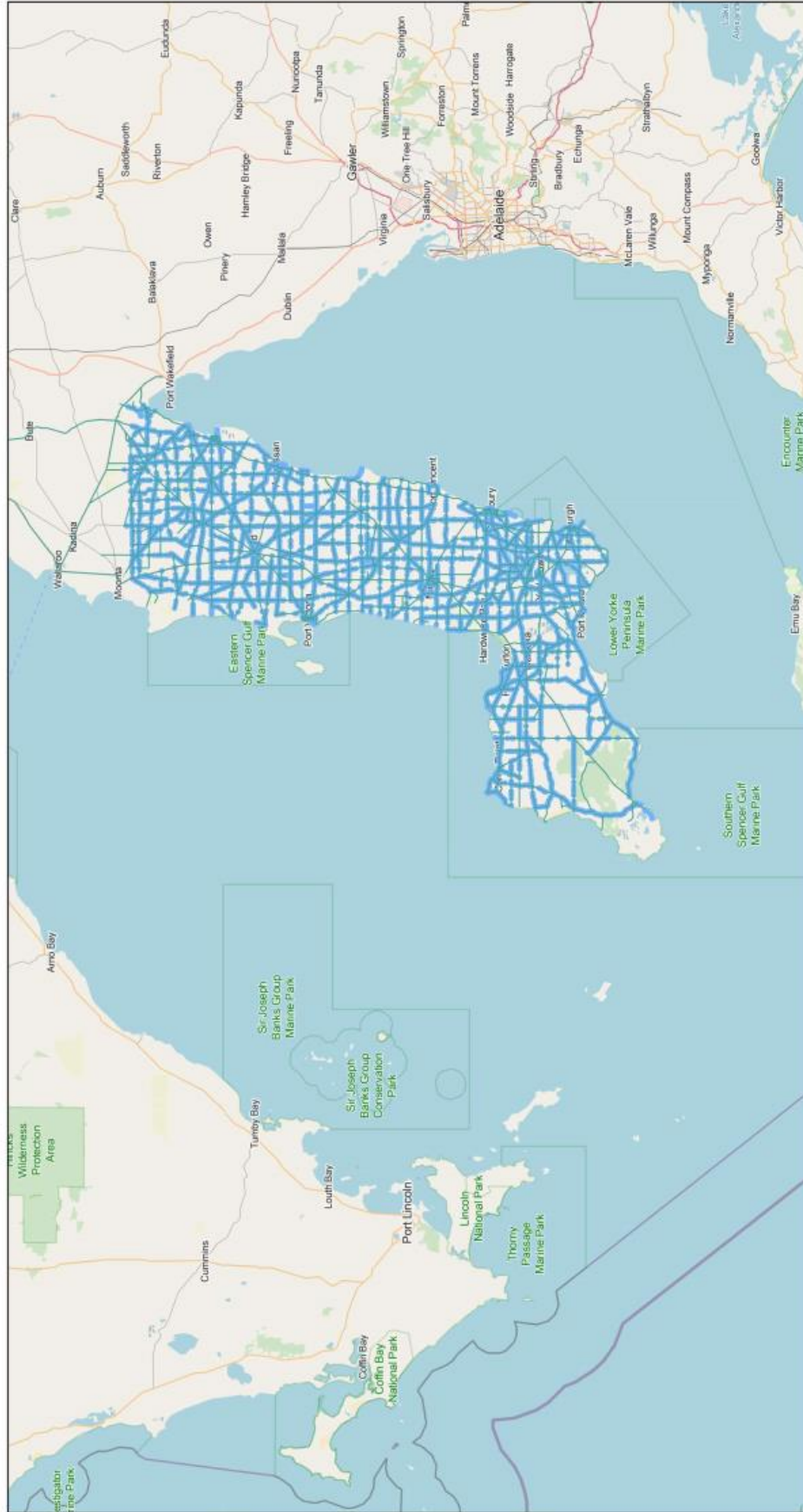
- P1 issues at 152 locations over 427km of Gazetted Commodity Routes
- P1 liability of \$49.5Million impacts 12.7% of unsealed road network
- P2 issues at 280 locations over 778km of Gazetted Commodity Routes
- P2 liability of \$61.6Million impacts 23.1% of unsealed road network

**Yorke Peninsula Council**

**Annexure 2**

Existing Permit distribution - OSOM, SPV, Agricultural

Yorke Peninsula Council



17/03/2023, 19:13:01

- Roads
- NHRV Applications

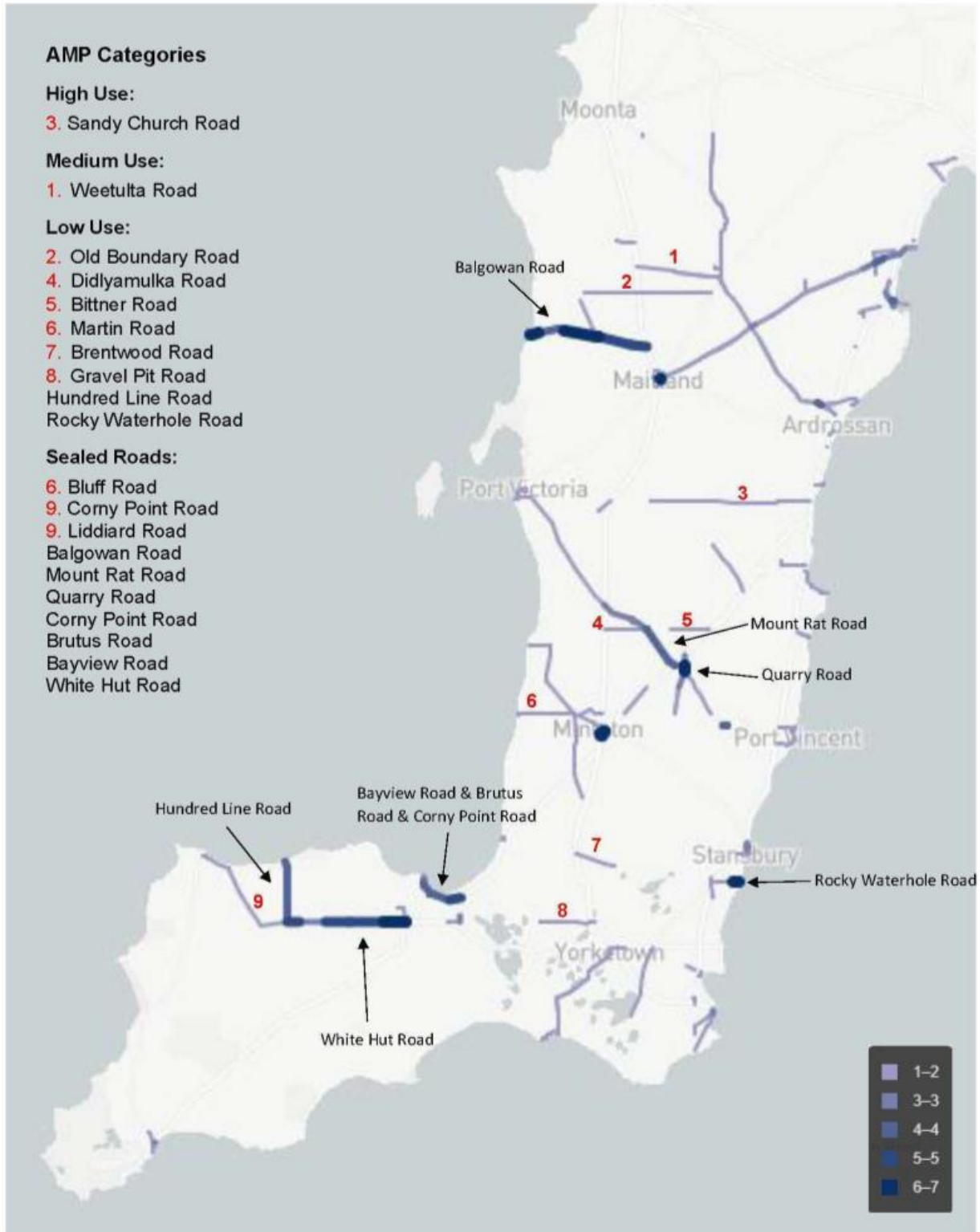
Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri



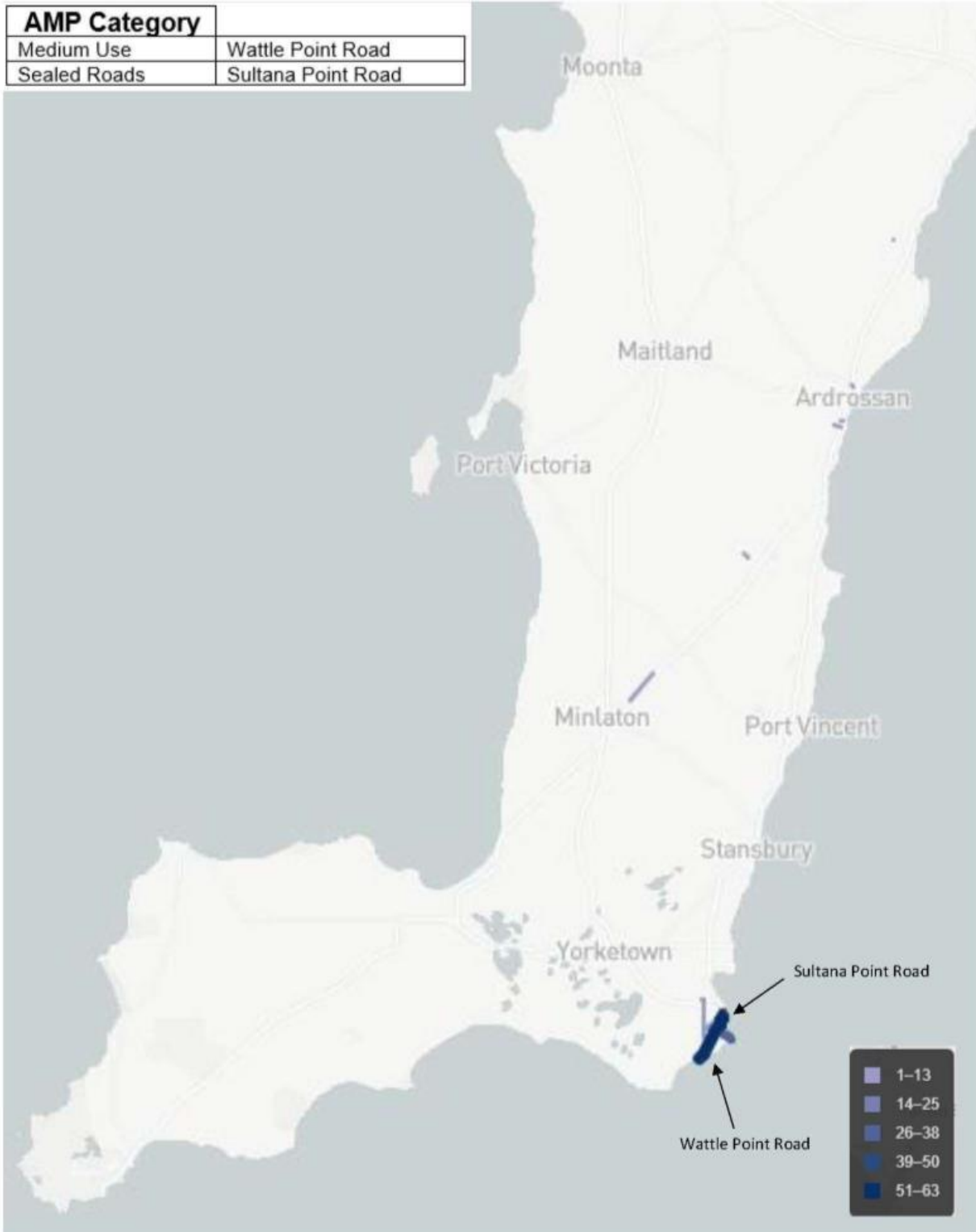
# Oversize/Overmass (OSOM) Permits

2017/18 – 2018/19 – 2019/20 – 2020/21



# Special Purpose Vehicle (SPV) Permits

2017/18 – 2018/19 – 2019/20 – 2020/21



Yorke Peninsula Council

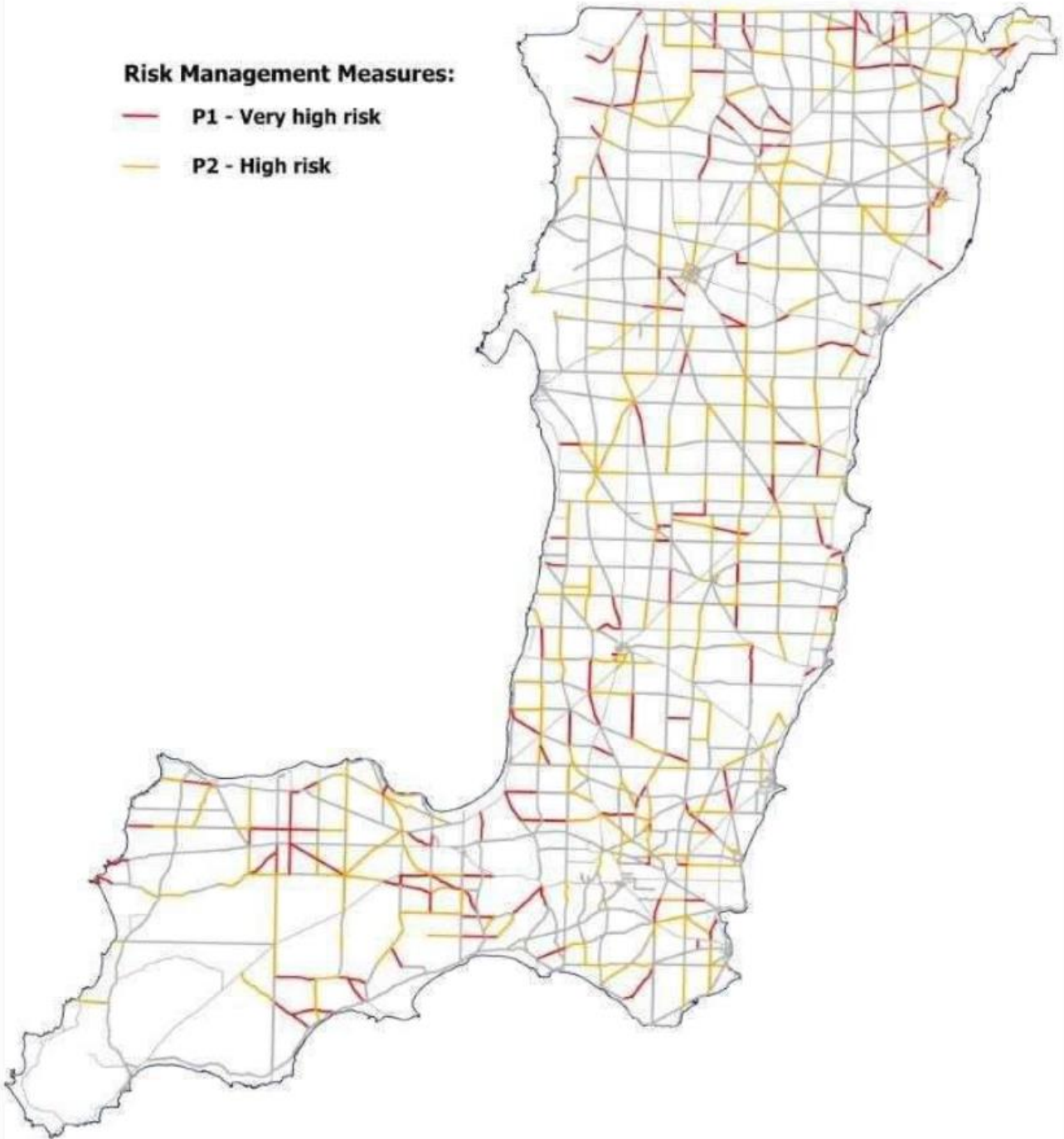
Annexure 3

Distribution of P1 and P2 issues

# HDS - Heavy Vehicle Route Assessment and Risk Analysis - Phase 1 & 2

**Risk Management Measures:**

- P1 - Very high risk
- P2 - High risk



# HDS - Heavy Vehicle Route Assessment and Risk Analysis - Phase 1 & 2

## Risk Management Measures:

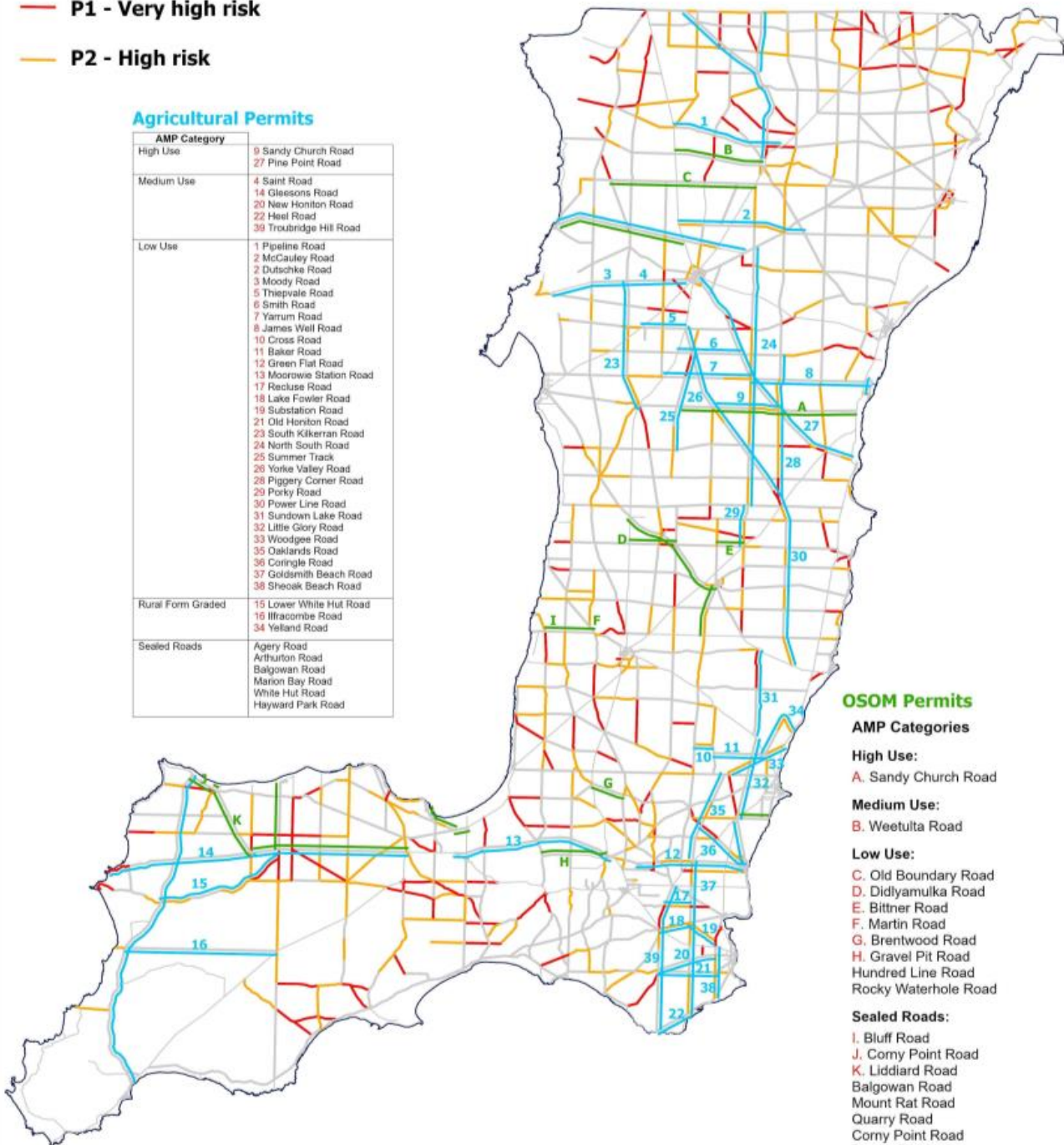
- P1 - Very high risk
- P2 - High risk

### Agricultural Permits

AMP Category	
High Use	9 Sandy Church Road 27 Pine Point Road
Medium Use	4 Saint Road 14 Gleasons Road 20 New Horston Road 22 Heel Road 39 Trounbridge Hill Road
Low Use	1 Pipeline Road 2 McCauley Road 3 Dutschke Road 3 Moody Road 5 Thiepval Road 6 Smith Road 7 Yarrum Road 8 James Well Road 10 Cross Road 11 Baker Road 12 Green Flat Road 13 Moorowie Station Road 17 Recluse Road 18 Lake Fowler Road 19 Substation Road 21 Old Horston Road 23 South Kilkerran Road 24 North South Road 25 Summer Track 26 Yorke Valley Road 28 Piggery Corner Road 29 Poky Road 30 Power Line Road 31 Sundown Lake Road 32 Little Glory Road 33 Woodges Road 35 Oaklands Road 36 Coringle Road 37 Goldsmith Beach Road 38 Sheoak Beach Road
Rural Form Graded	15 Lower White Hut Road 16 Ilfracombe Road 34 Yeland Road
Sealed Roads	Agery Road Arthurton Road Balgowan Road Marion Bay Road White Hut Road Hayward Park Road

### OSOM Permits

- AMP Categories**
- High Use:**  
A. Sandy Church Road
- Medium Use:**  
B. Weetulta Road
- Low Use:**  
C. Old Boundary Road  
D. Didlyamulka Road  
E. Bittner Road  
F. Martin Road  
G. Brentwood Road  
H. Gravel Pit Road  
I. Hundred Line Road  
J. Rocky Waterhole Road
- Sealed Roads:**  
I. Bluff Road  
J. Comy Point Road  
K. Liddiard Road  
Balgowan Road  
Mount Rat Road  
Quarry Road  
Comy Point Road  
Brutus Road  
Bayview Road  
White Hut Road



Yorke Peninsula Council

Annexure 4

AADT sample






**Yorke Peninsula Council**

**Annexure 5**

**21 October 2022 Maitland Community Consultation slide presentation**

21/10/2022


YORKE PENINSULA COUNCIL



# YPC HV Route Assessment

Presented By: Andre Kompler (Oct 2022)

1




## CONTENTS

1. Council Obligations (Road Manager)
2. Transport Network
3. Summary of P1 & P2 by Category
4. P1 & P2 relative Maps & existing NHVR permits
5. Next Steps
6. Sample Strategy
7. Online survey- Q&A and key route identification

2

1


21/10/2022



## 1. Council Obligations

- YPC Responsibility as Road Manager (manage access to its road network & not knowingly put public in harms way- tourism increase, harvest time and transport increase)
- Council’s civil liability - NonFeasance (failure to Act) MalFeasance (intentional) & Misfeasance (accidental)
- Make decisions on risk.

3



## 2. Transport Network (3890km)


- 529k sealed
- 523km unsheeted formed and graded roads
- 218km unformed tracks
- 2620km of Gravel Sheeted unsealed roads :
  - Rate of resheet once in 85 years (YPC resheets last a fraction.....
  - Road user risk a function of; LV/ HV use increasing, road condition, road user familiarity with road, weight, speed, length, road geometry....
  - Wear and tear & renewal needs greater than current funding.....
  - Whole network was preapproved for 26m B- double by previous Council before safety risk assessment for width, sight dist, intersections etc .
  - Reassessment. Going backwards with current funding & access

4

2

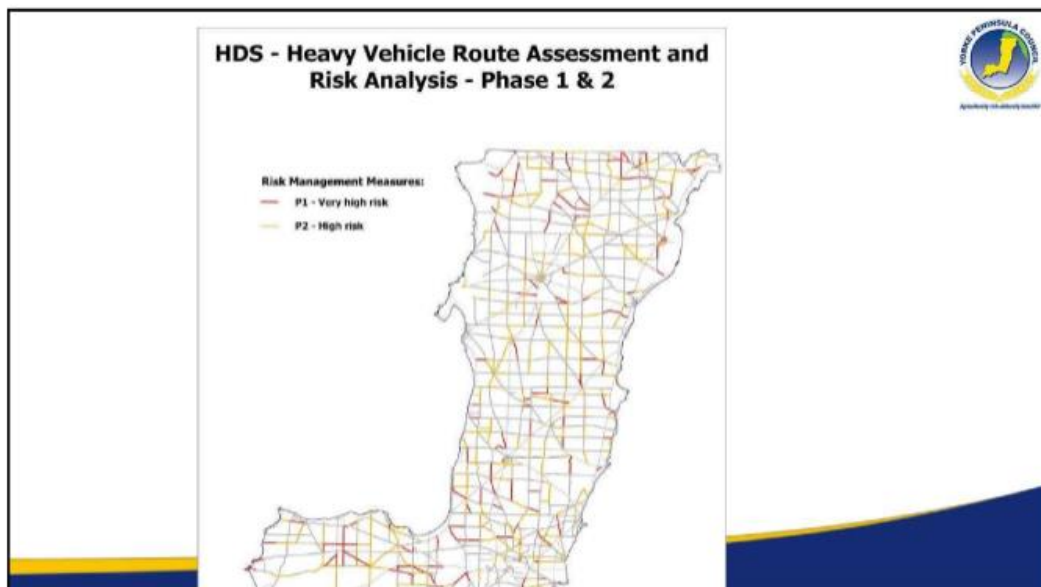
21/10/2022

### 3. Summary of HDS- P1 & P2 by Category



CATEGORY	DESCRIPTION	P1 No.	P1 \$\$\$	P2 No.	P2 \$\$\$
1	Signage	2	4,000	2	2,000
2	Alignment	2	300,000	24	3,600,000
3	Major Inter upgrade	52	26,000,000	22	11,000,000
4	Minor Inter upgrade	13	1,950,000	16	8,000,000
5	Road Width	22	8,690,000	9	360,000
6	Sight Distance	40	500,000	93	4,650,000
7	Widen Inter	5	500,000	21	2,100,000
8	Pavement	32	14,560,000	65	39,515,000
		<b>TOTAL P1</b>	<b>52,504,000</b>	<b>TOTAL P2</b>	<b>69,227,000</b>

5



6

3

21/10/2022



7


### 5. Next Steps

1. Focus 2022/23 intersections budget of approx. 130k on P1 & P2 signage and sight distance issues on existing OSOM/ Agricultural permit roads.
2. Bring a report back to Council on Strategy Options for risk & proposed funding for future budgets consideration.
3. Change AMP

8




21/10/2022



## 6. Sample Strategy (options)

1. Maintain status quo access & spend no more or;
2. Maintain status quo access- commit to fund & fix issues over reasonable time frame (ie 5 years) or;
3. Change the status quo access after a 6month advance advice and Council better manage risk

9




## 6.3 Change of Status Quo (thought starter)

- Revoking B-double access on P1 & P2 roads & revert to NVHR permit ( ie identify real transport need).
- Prioritise first P1 & P2's attention starting with OSOM/ Agricultural permit routes
- Refocus rural patch sheeting capital works for 3 years to P1 intersections
- Rate increase PP levy of X%/ year for the next 20 years from Primary Producers (PP) & Business to help fund P1 & P2 remediation which primarily benefit PP's/ business
- Use PP levy for the next 3 years to first focus on vegetation trimming, sight distance improvement and better signage.
- Reprioritise the Road Hierarchy in Transport AMP (ie less sheeted roads & focus on key routes only - East West DIT connections north of Hardwicke Bay and North South DIT connections south of Hardwick. Aim for a sustainable resheet frequency rate closer to 20 yrs rather than current 85 years)
- Revise 'fit for purpose' Standards in Transport AMP ( NOT build wider roads for bigger gear )
- Continue to improve how long resheeted roads last.


10

5

21/10/2022



7. Online survey- Q&A + key route identification



11

6

**Yorke Peninsula Council**

**Annexure 5.1**

**Roads Working Group/Stakeholder views on roads most used**

Location	Stakeholder	Issue/Comment	Industry
<b>Major Road Used</b>	<b>Richard Murdoch</b>	<b>Issue/Comment</b>	<b>Farming and Transport - SYP</b>
Hundred Line Road (Corny Point Road to White Hut Road)		Not Supplied	
Levens Road (Brutus Road to White Hut Road)		Not Supplied	
Point Souttar Road (Brutus Road to Cant Road)		Problems with Cant Road/White Hut Road intersection	
Orrie Cowie Road (Yorke Highway to Barrett Road)			
Diagonal Road (Brutus Road to White Hut Road only)			
Barrett Road (Yorke to St Vincent Highways)		Yorke Peninsula Council observation: Duplicate Yorke Highway and St Vincent Highway	
Moorowie Station Road (Yorke Highway to Harry Butler Road)			
Wild Dog Hill Road (McKenzie Road to Yorke Highway)			
Sturt Bay Road (South Coast Highway to Warooka Township)			
Tuckokcowie Road (South Coast Road to Moorowie Station Road)		Yorke Peninsula Council observation: Duplicates Sturt Bay Road	
<b>Major Road used</b>	<b>Greg Twelftree</b>	<b>Issue/Comment</b>	<b>Farming - CYP</b>
Schwartz Road			
Old Boundary Road (Between Spencer Highway and Upper Yorke Road)		Yorke Peninsula Council observation: Low use and questionably warranting attention relating to all other needs across Yorke Peninsula Council	
Broster Road		Yorke Peninsula Council observation: Appears to be a North-south connection between Upper Yorke Road and Clinton Road	
Dutschke Road (East-west)			

Rifle Range Road			Yorke Peninsula Council observation: (North-south into Maitland) Low use and questionably warranting attention relating to all other needs across Yorke Peninsula Council	
South Kilkerran Road			Yorke Peninsula Council observation: Appears to be a North-south connection between Port Victoria Road and Spencer Highway	
Gypsum Pit Road			Yorke Peninsula Council observation: Appears to be a West-east connection between Troubridge Hill Road and New Honiton Road; Gypsum Pit Road is used to access the gypsum pit	
<b>Major Road Used and Intersections</b>	<b>Anthony Trengove</b>	<b>Issue/Comment</b>		<b>Transport</b>
Butler Road Spencer Highway - steep		Yorke Peninsula Council observation: Scope to come out at Spicer Road intersection, but longer journey; Council will not fund DIT road work		
Mickey Flat Road and Cemetery Road intersection		Sign and sight distance		
Bluff Road and Port Rickaby Road intersection		Sign and sight distance		
Miniaton Road, Roberts Highway and Button Road intersection		Sign and sight distance		
Bowden Road and Miniaton Road intersection		Sign and sight distance		
St Vincent Highway, Old Saltworks Road and Black Gate Road intersection		Sign and sight distance		
Corny Point Road and Brutus Road intersection		Sign and sight distance		
White Hut Road, Hayes Road, Gleasons Road and Liddiard Road 5 way intersection		Sign and sight distance		
<b>Major Road Used</b>	<b>David Langford</b>	<b>Issue/Comment</b>		<b>Farming - CYP</b>
Arthurton Road and Waylands Road intersection		Sign and sight distance		
Kainton Road (from Upper Yorke Road to Reservoir Road)		Transport Asset Management Plan (TAMP) Classification – Low Use Sheeted (High Wear)		
Coleman Road (from Correll Road to Davey Road)		TAMP Classification – Low Use Sheeted (High Wear)		

**Yorke Peninsula Council**

**Annexure 6**

Summary of 19 responses to a community survey



Collated Survey Responses 22/101210

<b>1. Do you support a strategy aimed at giving priority to upgrade along heavy vehicle routes that provide the shortest connection to the state sealed road network for freight and transport?</b>		Council Officer Response
Yes	No	Survey Response
17	2	
<b>2. Do you support a strategy that would see the removal of the 26m B Double gazetted/pre-approval on the least used roads?</b>		Council Officer Response
Yes	No	Survey Response
6	13	
<b>3. Where there are adjacent roads, are you in favour of Council maintaining 26m B Double access on only the highest use roads, with access to other roads provided via a permit, where there is a demonstrated need to access the road?</b>		Council Officer Response
Yes	No	Survey Response
8	11	
<b>4. Where a primary producer/transport operator has no alternative access for 26m B doubles, except for a particular road, and the road in question has P1 or P2 issues identified, are you in favour of minimising the risk to other road users through the removal of the road from the gazetted/pre-approval, with access instead provided via a permit, which will attract conditions of use?</b>		Council Officer Response
Yes	No	Survey Response
5	14	
<b>5. Are you in favour of the blanket removal of the 26m B Double gazetted and pre-approval on all roads identified as P1 and P2, with access instead provided by way of a permit, where there is a demonstrated need?</b>		Council Officer Response
Yes	No	Survey Response
6	13	
<b>6. What do you believe is a reasonable period of notice, if Council was to de-gazette the 26m B Double network?</b>		Council Officer Response
5 Working days		Survey Response
At least 10 years. Many farmers have invested hundreds of thousands of dollars in B doubles and will have to reinvest in different configurations if they can't access their paddocks to get their product to silos for export.		

Collated Survey Responses 22/101210

6. What do you believe is a reasonable period of notice, if Council was to de-gazette the 26m B Double network?	
Survey Response	Council Officer Response
<p>How about a vote of no confidence in the Council</p> <p>Minimum of 3 months</p> <p>3-6 months, give time for operators to arrange permits (given additional demands delays through Council and NHVR).</p> <p>6 months x 3</p> <p>3 years</p> <p>5 years x 3 (may have long term contracts in place.)</p> <p>24 months</p> <p>At least 2 years</p>	

7. What roads are critical to your business, for which there is no alternative route?		
Survey Response		
<p>Arthurton/Ardrossan Rd</p> <p>Kenny Rd</p> <p>Cane Rd</p> <p>Dowlingville Slant Rd</p> <p>Mason Rd</p> <p>Crowell Rd</p> <p>Melton South Rd</p> <p>Davey Rd</p> <p>Wilson</p> <p>Cudmore</p> <p>Rogers</p> <p>Crossers</p> <p>Yorke Valley Road x 2</p>	<p>Kangaroo flat</p> <p>Cutline</p> <p>Anderson x 2</p> <p>Breona Rd</p> <p>Thiepvale Rd</p> <p>Hean Rd</p> <p>South Kilkerran Rd</p> <p>Back Rd</p> <p>Hasting Rd</p> <p>Smith Rd</p> <p>Lodge Rd</p> <p>Standpipe Rd</p> <p>Yarrum Rd</p>	<p>Sandy Church</p> <p>Pt Annie Road</p> <p>Old Boundary x2</p> <p>Gap</p> <p>Rocky Bend</p> <p>Heinrich</p> <p>Clasohm</p> <p>Nalyappa</p> <p>Clinton Rd</p> <p>Graham Rd</p> <p>Dave Germein Rd</p> <p>Piggery Corner Rd x 2</p>
		Council Officer Response

Collated Survey Responses 22/101210

<p><b>8. Noting the \$121+ million value to address P1 and P2 issues on the roads most used by primary producers and the transport operators who service them, and bearing in mind Council's responsibility to address these issues now that they have been identified, as a primary production ratepayer, are you willing to accept a primary production special rate increase over and above existing rates dedicated to specifically addressing p1 and p2 issues?</b></p>			
		Council Officer Response	
Yes	No	N/A	
6	8	5	

<p><b>If YES, what per cent, over and above existing rates, would you be prepared to pay?</b></p>	
Survey Response	
1-2%	
Commensurate with monies required	
I believe that primary production ratepayers already make a significant contribution in rating income so I wouldn't like to see a huge hike in our already expensive rates, however I would be happy to make a small % contribution under a service charge type of arrangement if it was guaranteed that money went towards improvements to the road network and maintaining an appropriate level of access for heavy vehicles	
2%	
3%	
Council Officer Response	

<p><b>9. What do you believe should be considered as part of the solution/ strategy to manage heavy vehicle risk on roads with P1 or P2 issues?</b></p>	
Survey Response	
Perhaps a lower speed limit for heavy vehicles, but council must not use that to slow down the process of fixing the road. Back to normal speed limits in 2 years regardless.	
Bear in mind the likelihood of the risk as well. Speed-limit heavy vehicles to reduce risk.	
Council Officer Response	

Collated Survey Responses 22/101210

9. What do you believe should be considered as part of the solution/ strategy to manage heavy vehicle risk on roads with P1 or P2 issues?	Council Officer Response
<p><b>Survey Response</b></p> <p>The road network has handled the heavy vehicle traffic with minimal or no incidents for many years. Do the p1 or P2 issues take into account little to no light vehicle use in many of these roads.</p> <p>Maintenance and speed x 3</p> <p>Re-evaluation of transport needs from paddock to silo.</p> <p>I think that we need to remember that road trains re no wider than semi-trailer combinations and therefore I don't believe escort conditions are warranted, this should be reserved for over width machinery. It is hard to be part of the solution without knowing the risks identified. We probably also need to keep in mind that obtaining a MX (B double/ road train licence) is reserved only for drivers who meet strict standards in difficult conditions.</p> <p>I appreciate the perception of the risk and the need to improve our roads for the industry, but the reality is that there's never been a serious accident since b doubles have been allowed. You can upgrade all the roads and intersections and still have entirely unregulated access from paddocks onto roads with greater risk.</p> <p>Standard of road and speed limits throughout towns; 50km/hr is too fast through Miniaton and Yorketown for any truck.</p> <p>All road users benefit from better and safer roads; therefore, all should contribute to the cost thereof. Whilst safety for all road users is of utmost concern the past 6 or so years of liberal granting of permits etc, for the operation of B-doubles and road trains by Y.P Council on most of the roads under its control has proven that safety is not an issue and that further control measures are not required.</p>	<p><b>Council Officer Response</b></p>

Collated Survey Responses 22/101210

9. What do you believe should be considered as part of the solution/ strategy to manage heavy vehicle risk on roads with P1 or P2 issues?	Council Officer Response
<p>Education to the general public to look out for heavy vehicles.</p> <p>Reduce speed limits, more regular grading and maintenance, better communication between council and road users. I have tried to have meetings about this and had no or limited response from Council.</p> <p>Minimise vegetation at intersections, apply speed restrictions to all heavy vehicles between 40-60kph, improve signage where necessary</p> <p>More signage, 60km speed limit for B-Double gazetted roads and permit A-Double roads. More education for tourism would help a lot.</p> <p>Better built roads.</p>	

Any additional comments made throughout survey	Council Officer Response
<p>Other Response</p> <p>Getting our grain off and out of the paddock in a timely is critical to our profitability. We need to ensure that we are harvesting grain in optimum condition and moving it quickly to storage facilities (both on farm and receivable sites). To do this in the most efficient manner need heavy vehicle access to all farm gates at harvest time and ideally road train access as this is the configuration, we have determined to be the most economical for our operation. The economy of our region relies heavily on solid agricultural production so I believe it should be in the interest of Local Government to support industry success whilst balancing the needs of other community members and asset longevity. Studies have</p>	

Collated Survey Responses 22/101210

Any additional comments made throughout survey	Council Officer Response
Other Response	
<p>demonstrated that road trains are also more forgiving on pavements than b-doubles in large volume movements.</p> <p>It's not about no alternative routes it about using the most common-sense route.</p> <p>It's not just about an alternative route but also the quickest route. An extra load delivered per day in the narrow window of harvest by every farmer/ every carrier makes a big difference in efficiencies for our industry.</p> <p>Most are very critical to us as we are carriers of a lot of Farmers grain/fertiliser etc. most of the unsealed and resheeted roads we use ones that we have valid permits for. Our situation is that things for us always change constantly on where we may need to go on the southern YP. So removal of any gazetted roads would effect us tremendously. I feel there needs to be at a lot of already gazetted roads or where permits are valid for A double Heavy vehicles a lot more signage and clearer visibility at lot of the P1 and P2 intersections shown on the map. This would be a cost effective and simple solution to these problems. Also through social media there could be a little bit more education for other Rd users. 60km speed limit for gazetted bdouble Rd,s and for the permitted Rd's of A Doubles. This would help reduce the amount of road damage.</p> <p>Most farming blocks only have access from 1 road so all roads are critical.</p> <p>Any revenue required to fix the P1 &amp; P2 issues should come from the hefty rate increases that have ALREADY been applied to Primary Producers.</p> <p>Heavy Vehicle safety has improved dramatically on Yorke Peninsula over the last 20 years, largely due to the introduction of 30 metre road trains. A significant reduction in vehicle movements, slower speed limits and improved vehicle safety features have all played a</p>	



Collated Survey Responses 22/101210

Any additional comments made throughout survey	Council Officer Response
<p>Other Response</p> <p>big part. We need a strategy that supports the use of this type of vehicle, not a permit system with unnecessary conditions that do little (if anything) to improve safety. Slower speed limits on unsealed roads and built up areas have been a good thing. The use of pilot vehicles is confusing (they are for over-width vehicles) and totally unnecessary - they do not contribute to safety outcomes.</p> <p>As it is impossible for Council to to Fix P1 risks in the 12month timeline recommended by HDS or raise the required funding of \$ 52,504,000 in the 12-month timeline recommended by HDS and to minimize the risk to the community it should be considered:</p> <ul style="list-style-type: none"> <li>&gt;to immediately undertake an evaluation about the liability (financially and morally) for Council after having received the report and then without delay decide if it is appropriate to immediately</li> <li>&gt;&gt;revoke pre-approval for 26m B Doubles carrying a commodity and operating at HML</li> <li>&gt;&gt;revoke B-double access on all roads</li> <li>&gt;&gt;revert to NVHR permit</li> <li>&gt;&gt;allow route assessment undertaken by a suitably qualified assessor at the applicant's expense, with any . . . route upgrades for operations of RAV required at cost to the applicant after consent is given by Council.</li> </ul>	



Yorke Peninsula Council

Annexure 7

P1 Summary

Asset ID	Asset Type	Name	From	To	Length	Width	Location	Counter	AVDT	%AV	NV	P2 costing	P1 costing	Classification	IDS comments	Category	Additional considerations	NIWR applications update
					427046							\$ 61,085,000	\$ 49,392,000.00					20/02/2023
4638	Rural Sheeted Low Use Medium Wear (Mertem Zone) Surface	Shesaki Hill Rd	Arthurton Rd	Lakes Rd	5933.8	7						\$ 1,150,000.00		Low Use Sheeted Road Medium Wear	Intersection with Arthurton Road has give way, sight lines sufficient, null insufficient will cross centreline, 6m carriage way, pavement good condition, trees within 3m clear zone, vegetation up to edge and encroaching onto pavement, slight horizontal curve with minor sight line issues, vehicles likely to cross centreline, wider now to 7m, trees up to edge, very soft, poor alignment 3.4m wide, has here across at 3.3m, no access from Lakes Road	8 - Pavement		0
25184	Rural Formed Graded Surface	Lakes Rd	Pipeline		5728	6						\$ 1,150,000.00		Unsheeted Road formed and graded	Intersection with Bowden Road has give way, sight lines insufficient due to vegetation and horizontal curve, null insufficient will need to use full width, first 300m 6.7m carriage way, straight and full, vegetation up to edge and trees within clear zone, then becomes one lane track with grass down middle, 3m track, pavement very poor condition, poor alignment with sight line issues, trees on edge, vegetation overhanging, southern 1.3km widens to 6m, pavement poor condition, clear zone opens up, junction with Rogers Road has give way, sight lines just sufficient, null insufficient, use full width (Phase)	8 - Pavement		10
4636	Rural Sheeted Low Use Medium Wear (Critical zone) Surface	Cross Rd (Stn Gum Flat Road)	Bowden Rd	Rogers Rd	5364.9	7						\$ 1,075,000.00		Low Use Sheeted Road Medium Wear	Intersection with South Coast Road has give way, sight lines sufficient, null insufficient will cross centreline, hard to see in due to trees, 6m carriage way, vegetation up to edge, pavement very sandy, straight alignment with minor vertical curves, unsure if trucks can make it through sandy sections? horizontal curves with minor sight line issues road widens to 7m carriage way, minor creek, intersection with Hundred Line Road has give way, poor angle should be squared up, sight line insufficient to north due to vertical curve, sufficient to south, null insufficient will use full width	8 - Pavement		6
25139	Rural Formed Graded Surface	Happy Valley Rd	Hundred Line Rd		5302	4						\$ 1,045,000.00		Unsheeted Road formed and graded	Junction with Hundred Line Road has give way, sight lines sufficient, null insufficient will use full road width, needs hazard board, 3.6m carriage way, pavement very sandy, vegetation up to edge, some trees within 3m clear zone, straight alignment with minor vertical, pavement poor quality, alignment tight with horizontal curves and 5m wide in sections, poor pavements, major sight line issues, junction with Foul Bay Road has give way, sight lines sufficient, null insufficient cant do right out or left in	8 - Pavement		15
25142	Rural Formed Graded Surface	Cosmore Rd	Foul Bay Rd		6922	6						\$ 965,000.00		Unsheeted Road formed and graded	Intersection with Standpipe Road has no give way, sight lines insufficient due to vegetation, null insufficient and too narrow to turn into Bush Road, 3m wide track, grass down middle, alignment very poor, major sight line issues, pavement very poor, not a B Double road, intersection with Awarup Road has no give way, sight lines sufficient, null insufficient	8 - Pavement		6
25131	Rural Formed Graded Surface	Burn Rd	Awarup Rd		4501	3						\$ 905,000.00		Unsheeted Road formed and graded		8 - Pavement		0



25119	Rural Formed Graded Surface	Baldsava Rd	Point Soutter Rd	7383	3.5	\$ 730,000.00	Unheeded Road formed and graded	<p>Junction at Levens Road has no give way or heaved road, sight lines insufficient to south, sufficient to north, road insufficient, needs to be much wider pavement, 3.4m carriageway, some grass down middle, pavement reasonable, some trees within 3m clear zone, alignment poor in sections with minor sight line issues, some have major sight line issues, intersection with Point Soutter Road has give way, sight lines insufficient along main road due to angles and vegetation, 5k ligs, road insufficient needs to be improved, segment 3.8m section to south on road merge</p> <p>5- Carriageway Widths</p>	7
25116	Rural Formed Graded Surface	Baldsava Rd	Little Sheoak Rd	3631	3	\$ 730,000.00	Unheeded Road formed and graded	<p>Intersection with Wild Dog Hill Road has give ways, sight lines sufficient, road insufficient due to 3m wide road, tall grass down middle, pavement very bad in sections, some sections fully grass, (photo), intersection with Little Sheoak Road has give way, major sight line issues both directions due to road alignment, road insufficient to complete movements</p> <p>8- Pavement</p>	7
25210	Rural Formed Graded Surface	Ron Rd	White Hut Rd	3543	3	\$ 720,000.00	Unheeded Road formed and graded	<p>Junction with Villavestonville Road has give way, sight lines insufficient, vegetation sight lines sufficient, road insufficient, road has grass down middle of road, (photo), some trees within clear zone, pavement poor, straight alignment with tight crests, sight line issues, widens to 4m for northern 300m, intersection with White Hut Road has give way, sight lines sufficient, road insufficient</p> <p>8- Pavement</p> <p>(Photo)</p> <p>Intersection with Mooroomie Station Rd - has give way sign (photo), sight lines sufficient, road insufficient, vehicle will use full pavement width for turns, vehicle will use full pavement width for turns, 4m to 5m wide pavement surface very poor / insufficient, major deep potholing and evidence of ponding and damage (road within a floodplain), grasses growing within pavement, road alignment to the north is very bad - tight curves, more of an isolated track, only 3m wide with insufficient sight through vegetation and over crests. Not suitable for heavy vehicle access.</p> <p>Intersection with Yorkie Hwy - DIDNT GET TO THIS END, ROAD UNSUITABLE - COME BACK AT A LATER DATE.</p> <p>8- Pavement</p>	2
25202	Rural Formed Graded Surface	Peasey Rd	Yorkie Hwy	3534	4	\$ 710,000.00	Unheeded Road formed and graded	<p>Intersection with Boundary Road has give way, sight lines sufficient, road insufficient, some movements not possible, one lane track, grass down middle (photo), poor alignment, trees in clear zone, pavement poor, tall grass down middle of track, not a B double road, impassable for a truck, junction with Twelve Mile Road has give way, sight lines sufficient, road insufficient</p> <p>8- Pavement</p>	0
25130	Rural Formed Graded Surface	Brook Rd	Boundary Rd	3257	5.5	\$ 655,000.00	Unheeded Road formed and graded	<p>Intersection with Hayes Road has give ways, sight line sufficient, road insufficient will go off pavement, 3m track, grass down middle (photo), alignment poor, road not wide enough, pavement poor, grass down middle wide way, intersection with Hundred line Road has give way, sight lines sufficient to north, insufficient to south due to vegetation, road insufficient due to road width</p> <p>8- Pavement</p>	2
25249	Rural Formed Graded Surface	Wurrlie Rd	Hundred Line Rd	3229	3	\$ 650,000.00	Unheeded Road formed and graded	<p>Has priority at Rodolpha Road, 5m carriageway, but generally one lane track with grass down middle, clear zone is good, widens in sections but generally one line only, pavement very poor condition with soft spots, has priority at Yorkie Road but only leads into a road reserve</p> <p>8- Pavement</p>	26
4029	Rural Sheeted Line Use High Wear (Central Zone) Surface	Granger Rd	Rodolpha Rd	3178.7	6	\$ 640,000.00	Low Use Sheeted Road High Wear	<p>8- Pavement</p>	1



25113	Rural Formed Graded Surface	Bayreits Well West Rd	Kempson Hwy Rd	2915	3	\$	590,000.00	Unsealed Road formed and graded	8 - Pavement	<p>(Photo) Intersection with Kangeroo Flat Rd - No give way sign, sight lines sufficient, radius insufficient, vehicle will use full pavement width. Mid-block - Eastern end - little to no actual pavement, more of an undrained track. Major potholes, undulations and exposed sections of uneven rock. Weepholes between trees, pavement not suitable for heavy vehicle use. Western end - alignment and surface improves, 3m track. Intersection with Cudmorewe Rd - Has give way sign, sight lines sufficient, radius insufficient, vehicle will track off pavement for all turns.</p>	11
25174	Rural Formed Graded Surface	Homer Rd (Metalled)	Spencer Hwy	2912	4.5	\$	585,000.00	Unsealed Road formed and graded	8 - Pavement	<p>Junction with Spencer Highway has sufficient sight lines, radii insufficient due to Homer Road width and underground drainage, 4m wide road, lights, grass down middle in sections, pavement soft then improves, 5m wide, alignment fine, clear zone good, intersection with Port Victoria Road has give ways, sight lines sufficient, sight insufficient and cross fall width, some on western side of road, drainage issues, 3.4m wide track with grass down middle, branches encroaching, trees just outside clear zone. Junction with Spire Road has no hazard board, sight lines sufficient, radii insufficient due to width of Homer Road</p>	0
25200	Rural Formed Graded Surface	O'Grady Rd	Spencer Hwy	2861	5	\$	575,000.00	Unsealed Road formed and graded	8 - Pavement	<p>Intersection with Port Victoria Road has give ways, sight lines sufficient, observation angle very poor to north due to junction angle, radii insufficient for right, out and left in due to angles, other movements fine, dry weather only due to drainage, some drainage issues, some drainage on edges, some clear middle, some bushes and branches encroaching onto pavement, straight alignment, traffic hazard section where pavement very soft, major drainage issues evidence of vehicles causing damage to road, improves, junction with Spencer Highway has no hazard board, sight lines sufficient to south, insufficient to north due to vertical curve, radii insufficient, pavement - major issues</p>	5
25111	Rural Formed Graded Surface	Annabie Rd	St Vincents Hwy	2828	3	\$	570,000.00	Unsealed Road formed and graded	8 - Pavement	<p>(Photo) - north end Intersection with Homer Road - Has give way sign, sight lines sufficient, radius insufficient - turning manoeuvre not possible on pavement due to narrow width of Portcanto Rd. Mid-block - 3m pavement width, grass growing in middle, pavement poor - uneven rock and potholing. Wheeling alignment - no definition. Some sections of pavement have drainage issues, evidence of pooling within the roadway. Widens at southern end. (Intersection with St Vincents Hwy) - T-junction into Little Cider Road prior to St Vincents - Intersection curve into intersection, hazard boards and intersection just a curve high pavement, sight lines for left hand turn, ok for right, radius insufficient, will use full width for turns.</p>	11
25114	Rural Formed Graded Surface	Bayreits Well West Rd	Cudmorewe Rd	2515	5.5	\$	505,000.00	Unsealed Road formed and graded	8 - Pavement	<p>(Photo) Intersection with Cud. Rd - Has give way sign, sight lines insufficient to the left (inside curve and vegetation to edge of pavement), radius insufficient, vehicle will cross centre line. Mid-block - 5 to 6m pavement width in some sections, piles of rubble rock 1 to 1.5m tall (hazard) adjacent edge of pavement. Pavement appears non-existent in some sections. Curbs are present, but are not clearly defined, debris to a winding track around trees. Not suitable for heavy vehicle use. Intersection with Poodawarowe Rd - Has give way sign, sight lines sufficient, radius insufficient, vehicle will use full pavement width.</p>	11



4335 Zone/ Surface	Rural/Sheeted Low Use High Wear (Southern)	Barrett Rd	St Vincent Hwy	Sturt Bay Rd	3715	8	\$ 500,000.00	Low Use/Sheeted Road High Wear	<p>Junction with St Vincent Highway has give way, Y-junction. (photo) sight lines insufficient to left due to horizontal curve, sufficient to right, observation angle very poor, left out and right in not possible due to angle, very dangerous set up needs to be squared up, 6-7m carriageway, straight alignment with some upgrade, pavement good condition, clear zone has some hazards eastern end then becomes good, intersection with Sturt Bay Road has give ways, sight lines sufficient, radii insufficient will cross central line</p> <p>3 - Major Intersection Upgrade</p>	20
4337 Zone/ Surface	Rural/Sheeted Low Use High Wear (Southern)	Barrett Rd	Little Sheoak Rd	Yorke Hwy	38074	8	\$ 500,000.00	Low Use/Sheeted Road High Wear	<p>Intersection with Little Sheoak Road has give way, sight lines sufficient, vegetation trimming to south required, <b>priority under the way, radii insufficient for some movements due to angles, 6-7m carriageway, some trees some within clear zone, pavement good but some loose rocks on road, alignment reasonable has large horizontal curve, minor cost sight lines fine, intersection with Wild Dog Hill Road has give ways, sight lines, insufficient from cost of road to the park, radii insufficient for some movements due to angles, 6-7m carriageway, some trees some within clear zone, pavement good, has priority at Protowna Road</b></p> <p>3 - Major Intersection Upgrade</p>	20
4337 Zone/ Surface	Rural/Sheeted Low Use High Wear (Southern)	Barrett Rd	Upper Yorke Rd	Protowna Rd	2165.1	7.5	\$ 500,000.00	Low Use/Sheeted Road High Wear	<p>Junction with Upper Yorke Highway has give way, Y-junction with poor angle, observation angles poor, radii insufficient for some movements due to angles, sight lines insufficient in both directions due to horizontal curves in road, 6m carriageway, some trees growing on edge of road, clear zone has some trees, clear zone, pavement good, has priority at Protowna Road</p> <p>3 - Major Intersection Upgrade</p>	20
4019 Zone/ Surface	Rural/Sheeted Low Use High Wear (Southern)	Hardwicke Bay Rd	Cudroowie Rd	Yorke Hwy	3871.3	9	\$ 500,000.00	Low Use/Sheeted Road High Wear	<p>(Photo) Intersection with Yorke Hwy - (first intersects with Protowna Rd in a Y junction, <b>not visible shielded by trees, no delineation and poor intersecting angle, not aware of prior intersection due to major intersection just past this, major risk of collisions here.</b> At Yorke Hwy has a roundabout, sight lines sufficient, radius insufficient, intersection with Cud. Rd - Hardwicke Bay, Rd has priority, trees within the 3m clear zone, Midblack - 6m pavement width, pavement surface good, intersection with Cud. Rd - Hardwicke Bay, Rd has priority, has crossroad warning sign.</p> <p>3 - Major Intersection Upgrade</p>	45
4019 Zone/ Surface	Rural/Sheeted Low Use High Wear (Northern)	Homer Rd (Kallabury Ward)	Upper Yorke Rd	Pollaghorne Rd	1838.4	7.5	\$ 500,000.00	Low Use/Sheeted Road High Wear	<p>Intersection with Upper Yorke Road has give way, angle very poor, Y-junction set up needs to be squared up, sight lines insufficient to south, sufficient to north but observation angle very poor, radii insufficient for some movements due to angles, 6m carriageway, some trees, clear zone has some trees, improved water run-off down middle of road, alignment fine, has priority at Pollaghorne Road</p> <p>3 - Major Intersection Upgrade</p>	26
4054 Zone/ Surface	Rural/Sheeted Low Use High Wear (Northern)	Pipeline Rd	Arthurton Rd	Upper Yorke Rd	1542.8	7.5	\$ 500,000.00	Low Use/Sheeted Road High Wear	<p>Intersection with Arthurton Road has give ways, sight lines sufficient, radii insufficient will cross central line, 6m carriageway, trees within 3m - clear zone, pavement poor condition, alignment fine, intersection with Upper Yorke Road has give way, angle poor, area a Y-junction, sight lines insufficient, observation angle very poor, insufficient for some movements due to angle, should be squared up</p> <p>3 - Major Intersection Upgrade</p>	25

<p>Burns Shredded Low Use High Wear (Southern 4892 Zone) Surface</p>	Yonke Hwy	Barrells Well West Rd	Yonke Hwy	3812.8	8.5	<p>Low Use Shredded 500,000.00 Road High Wear</p>	<p>(Photo) - Same as Barkside Bay P1 Intersection with Barrells, Rd - Yorksawarawe. Rd has priority. Mid-block - 8m pavement width, pavement surface ok, some minor corrugation, trees within 3m clear zone, some at edge of pavement, some weeds growing within pavement at edges. <b>Intersection with Yonke Hwy - Has give way sign (faded), intersection priority unclear and poor observation angle not ideal) - High risk for collisions at this first intersection due to poor observation angle and give way sign. Sight lines sufficient, radii insufficient - likely to cross centre line.</b>   <b>Junction with Black Robs Road has no signage, give way marked over - sight lines sufficient, can be improved with vegetation trimming, radii insufficient will use full width, 4- 5m carriageway, straight alignment, pavement reasonable with some corrugation, trees within 3m clear zone, vegetation up to edge in sections, near vertical, junction not clear, poor observation angle, no give way, sight lines sufficient, radii sufficient, Redwood continues for a short section to Yonke Highway, Y junction, with light line issues due to vegetation and vertical curve, small issues due to angle and poor observation angle, this section should be closed</b>   <b>3 - Major Intersection Upgrade</b></p>
<p>Burns Shredded Low Use High Wear (Northern 4823 Zone) Surface</p>	Yonke Hwy	Redding Rd (East) Black Robs Rd	Yonke Hwy	3410.4	6	<p>Low Use Shredded 500,000.00 Road High Wear</p>	<p>This priority at Postnasal Road, 5m carriageway, isolated trees in 3m clear zone more bushes, narrows to 3m with grass down middle of road, pavement reasonable, straight alignment, tall grass up to edge not easy for a truck to get off road, intersection with Yonke Hwy has no hazard warning, Y junction with poor angle, sight lines insufficient although tree crest hard to tell, radii insufficient due to angles   <b>3 - Major Intersection Upgrade</b></p>
<p>Burns Shredded Low Use High Wear (Northern 5000 Zone) Surface</p>	Reservoir Rd	Postnasal Rd	Upper Yonke Rd	1733.3	6.5	<p>Low Use Shredded 500,000.00 Road High Wear</p>	<p>There are two junctions with Spencear Highway and a large loop, the northern junction is a Y junction with poor angle, sight lines insufficient, radii insufficient for left in and right out movements, trees in 3m clear zone, vegetation up to edge, more sight line issues around curves, loop, 3m long, southern junction sight lines sufficient, radii insufficient for left out and right in need to be baywed, other movements fine due to high angle, should be squared up, junction onto Rocky Bend Road is Y- junction with minor leg, left in and right out not possible and need to be baywed due to angle, other movement fine, 6-7m carriageway, trees within 3m clear zone and up to edge, vegetation encroaching onto pavement, pavement corrugated, narrows to 4.5m carriageway, light alignment, with major sight line issues around horizontal curves, trees in 3m clear zone, pavement reasonable, no curves, straight intersection with Barnes Road has give way, sight lines insufficient to west and dangerous due to embankment (photo), sufficient to east, radii insufficient for some movements due to road widths   <b>3 - Major Intersection Upgrade</b></p>
<p>Burns Shredded Low Use High Wear (Northern 4833 Zone) Surface</p>	Summit Track	Francis Rd	Yonum Rd	2513.3	8	<p>Low Use Shredded 500,000.00 Road High Wear</p>	<p>Intersection with Yonke Valley Road has give way, Y- junction set up with poor angles, sight lines insufficient, radii insufficient due to angles for some movements, needs to be squared up, 7.5m carriageway, straight and flat, clear zone generally good, some trees within 3m clear zone, intersection with Yonum Road has give way, intersection with Yonum Road has give way, hard to see on approach due to vegetation, sight lines a sufficient, can be improved to east by trimming vegetation, radii insufficient will use full road width   <b>3 - Major Intersection Upgrade</b></p>

Rural Sheeted Low Use High Wear (Southern 4784 Zone) Surface	W19 Dog Hill Rd	Yorke Hwy	Balbhava Rd	1460	7	\$	500,000.00	Road High Wear	Low Use Sheeted	3 - Major Intersection Upgrade	41
<p>Junction with Yorke Highway is a Y-junction, has give way, sight lines insufficient, poor observation angle, radii insufficient for some movements (photo), needs to be squared up and improved, major horizontal curve on Yorke Highway, 7m carriageway, has priority at Barrett Road, clear zone good at start, pavement good condition, straight alignment with some minor vertical curves have minor sight line issues, pile of rubble within clear zone on western side of road, has priority at Balbhava Road intersection</p>											
Rural Sheeted Low Use Low Wear (Northern 4854 Zone) Surface	Black Swamp Rd	Yorke Hwy	Cook Rd	3586.1	8	\$	500,000.00	Road Low Wear	Low Use Sheeted	3 - Major Intersection Upgrade	13
<p>Has priority at Cook Road, 7m carriageway, alignment is good, pavement good condition, some trees within 3m clear zone, more trees further on, junction with Yorke Highway has give way, Y-junction with left slip leg and large island, sight lines sufficient, radii insufficient due to angle, need to square up</p>											
Rural Sheeted Low Use Low Wear (Southern 4255 Zone) Surface	Bridge Rd (Edinburgh)	St Vincent Hwy (Nth)	St Vincent Hwy (Sth)	2626	7.5	\$	500,000.00	Road Low Wear	Low Use Sheeted	3 - Major Intersection Upgrade	16
<p>Junction with St Vincent Highway North has give way, is 80 zone, Y-junction, sight lines sufficient but observation angle very poor, radii insufficient for left in and right out due to angles and need to be banned, other movement lines, junction needs to be treated on, 6.7m carriageway, pavement good condition, some trees within 3m clear zone, alignment poor with horizontal and vertical curves with minor sight line issues, vegetation up to edge, clear zone generally good, stobles outside 3m, intersection with St Vincent Highway South has give ways, sight lines sufficient, radii insufficient may cross central line</p>											
Rural Sheeted Low Use Low Wear (Southern 4878 Zone) Surface	Old Shipworks Rd	St Vincent Hwy	Boundary Rd	4814.5	7.5	\$	500,000.00	Road Low Wear	Low Use Sheeted	3 - Major Intersection Upgrade	22
<p>Has priority at Boundary Road, 7m carriageway, wider in sections, light horizontal curves around base but sight lines are poor, pavement good condition, some trees within 3m clear zone, horizontal curves tight but sight lines sufficient, pavement good condition, clear zone generally good, intersection with Black Gate Road has give way, sight lines insufficient both directions due to vegetation, radii insufficient will use full width, sight lines sufficient from eastern side, junction with St Vincent Highway has give way, sight lines sufficient but observation angle poor, Y-junction, radii insufficient for some movements, needs to be treated up very dangerous (photo)</p>											
Rural Sheeted Low Use Medium Wear (Meritum Zone) 4348 Surface	Back Rd	Malbind Rd	Whare Rd	1724.9	7.5	\$	500,000.00	Road Medium Wear	Low Use Sheeted	3 - Major Intersection Upgrade	9
<p>Intersection with Malbind Road has give way, poor angle angles, radii insufficient for some movements due to angles, 7m carriageway, pavement good condition some minor corrugations, trees within 3m clear zone, straight alignment, has priority at Whare Road</p>											
Rural Sheeted Low Use Medium Wear (Central Zone) 4507 Surface	Corral Ln (Melaleuc)	Yorke Hwy	Cemetery Rd	430.8	6	\$	500,000.00	Road Medium Wear	Low Use Sheeted	3 - Major Intersection Upgrade	2
<p>Junction with Cemetery Road has give way, Y-junction, sight lines sufficient but poor observation angle, radii insufficient will cross central line, 7.9m carriageway, some trees within 3m clear zone, pavement good condition, straight alignment with trees, large central island, sight lines sufficient, radii insufficient due to island, needs to be removed (photo)</p>											
Rural Sheeted Low Use Medium Wear (Central Zone) 4134 Surface	Main Rd	Port Vincent Rd	St Vincent Hwy	1737.1	8	\$	500,000.00	Road Medium Wear	Low Use Sheeted	3 - Major Intersection Upgrade	0
<p>Junction with Port Vincent Road has give way, is Y-junction, sight lines insufficient due to angles, radii insufficient for some movements (photo), need to square up junction, 6-7m carriageway, some trees within 3m clear zone, pavement good condition, junction with St Vincent Highway has give way, large central grassed island, sight lines insufficient for some movements due to angles, need to remove island and square up</p>											

4670 Surface	Ulong Rd (Price) Falls Dr	Old Boundary Rd	2489.4	5	Low Use Sheeted Road Medium Wear	\$ 495,000.00	<p>Has priority at Old Boundary Road, 4.5m carriageway, straight and flat, pavement fine, into town, intersection with Gardner Road has give ways, sight lines sufficient, radii insufficient would need full width, 3m carriageway, trees up to edge of pavement, pavement poor, intersection with Balance Rd has give ways, sufficient sight lines, radii insufficient turning movements not possible, pavement poor condition, floodway is deep, intersection with One and All Rd has give ways, sight lines sufficient once at junction, radii insufficient will have pavement poor condition, trees to edge of pavement, grass down middle, 3m wide poor alignment, trees to edge of pavement, intersection with Falls Dr sight lines sufficient radii insufficient, some sections maybe ok but not whole length</p>	8 - Pavement	4
2537 Graded Surface	Winkle Rd	Levens Rd	2401	3	Unsealed Road	\$ 485,000.00	<p>Interacts with Sunnyside Road rather than Upper York Road, sight lines sufficient, radii insufficient can use full width, one line track, 3m wide with grass down centre (photo), some trees within 3m clear zone, vegetation up to edge and encroaching, poor alignment with minor sight lines, approximately 1.5m south of Reservoir Rd, trees to edge of pavement, intersection with Balaklava Road has give way, large central island makes angles poor and radii insufficient for some movements, sight lines insufficient for some legs</p>	8 - Pavement	26
2538 Graded Surface	Winkle Rd	2.4km W of Levens Rd	2360	3	Unsealed Road	\$ 475,000.00	<p>Interacts with Sunnyside Road rather than Upper York Road, sight lines sufficient, radii insufficient can use full width, one line track, 3m wide with grass down middle, pavement poor, alignment poor</p>	8 - Pavement	26
4079 Zone) Surface	Schilling Rd	Upper York Rd	4875	6	Low Use Sheeted Road Low Wear	\$ 470,000.00	<p>Interacts with Reservoir Road has give way, sight lines sufficient, radii insufficient, need full width, 4m unsealed carriageway, trees within 3m clear zone, pavement poor, alignment tight, not B Double route, junction with Upper York Road has give way, poor angle, 7 junction, sight lines sufficient, radii insufficient for some movements due to angle</p>	5 - Carriageway Widths	5
25188 Graded Surface	Little Sheoak Rd	Balaklava Rd	2345	6	Unsealed Road	\$ 470,000.00	<p>Interacts with Sunnyside Road rather than Upper York Road, sight lines sufficient, radii insufficient can use full width, one line track, 3m wide with grass down centre (photo), some trees within 3m clear zone, vegetation up to edge and encroaching, poor alignment with minor sight lines, approximately 1.5m south of Reservoir Rd, trees to edge of pavement, intersection with Balaklava Road has give way, large central island makes angles poor and radii insufficient for some movements, sight lines insufficient for some legs</p>	8 - Pavement	16
4347 Zone) Surface	Annans Rd	Wauvers Rd	2272	5.5	Low Use Sheeted Road High Wear	\$ 455,000.00	<p>Interacts with Sunnyside Road rather than Upper York Road, sight lines sufficient, radii insufficient can use full width, one line track, 3m wide with grass down centre (photo), some trees within 3m clear zone, vegetation up to edge and encroaching, poor alignment with minor sight lines, approximately 1.5m south of Reservoir Rd, trees to edge of pavement, intersection with Balaklava Road has give way, large central island makes angles poor and radii insufficient for some movements, sight lines insufficient for some legs</p>	8 - Pavement	11
4073 Zone) Surface	Milozani Rd	Reservoir Rd	4407	7.5	Low Use Sheeted Road Low Wear	\$ 445,000.00	<p>Interacts with Reservoir Road has give way, sight lines sufficient, radii insufficient, need full width, 4m unsealed carriageway, trees within 3m clear zone, pavement poor, alignment tight, not B Double route, junction with Upper York Road has give way, poor angle, 7 junction, sight lines sufficient, radii insufficient for some movements due to angle</p>	5 - Carriageway Widths	7

25222	Rural Formed Graded Surface	Res Rd	Cumy Point Rd	4416	3	\$ 445,000.00	Undeveloped Road formed and graded	5 - Carriageway Widths	<p>Southern Junction with Wattle Road closed with a gate (photo), northern 2.0km open to a dead end gate, 3m track with grass down middle, major sight line issues over a crest, widens to 4m carriageway, straight alignment, vegetation trimmed back, pavement poor, poor vertical alignment with sight line issues, pavement has rutting, major pot holes, intersection with Cumy Point Road has give way, sight lines sufficient, radii insufficient will use full width</p>	2
4899	Rural Shielked Low Use High Wear (Northern Zone) Surface	Tiparra Springs Rd	Nalyappa Rd	4335.5	7	\$ 435,000.00	Low Use Shielked Road High Wear	5 - Carriageway Widths	<p>Intersection with Pelican Road has give way, sight lines insufficient to south, due to vegetation and horizontal curve, major issues, sufficient to north, radii insufficient will use full width, 3m carriageway, pavement poor with major corrugations, straight alignment with minor crest with minor sight line issues, 4m wide in sections, pavement better, gates to dead end, trees in 3m clear zone</p> <p><b>Function with Cold Road has trees, a hazard beyond or give way, sight lines sufficient, radii insufficient will use full width, has gates which are open, along paddock boundary, 3m track, pavement fine, poor alignment, pile of rubble in clear zone onto Pelican Road, intersection with Pelican Road has give way, sight lines insufficient will use full width, northern side of Articulation Road has give way, poor angle but sight lines sufficient, radii insufficient, 5.6m carriageway, trees up to edge, pavement good condition, intersection with Pedler Road has give way, sight lines sufficient, radii insufficient will use full width</b></p>	4
4897	Rural Shielked Low Use Medium Wear (Northern Zone) Surface	Nankivell Rd	Pedler Rd	4221	6	\$ 425,000.00	Low Use Shielked Road Medium Wear	5 - Carriageway Widths	<p>Intersection with Yorke Highway has give way, sight lines insufficient to east, sufficient to west, radii insufficient and tracks will not be able to complete due to narrow width, 3m track with grass down middle, grass completely over tracks in sections, clear zone good, pavement poor, alignment acceptable, intersection with Kildog Hill Road has give way, sight lines use sufficient, radii insufficient due to narrow width of road on both sides, 3m track with grass continuant,</p>	0
25117	Rural Formed Graded Surface	Balabawa Rd	Wild Dog Hill Rd	2028	3	\$ 410,000.00	Undeveloped Road formed and graded	8 - Pavement	<p>Intersection with Schilling Road has give way, sight lines along Schilling Road sufficient, radii insufficient as road too narrow, may not be able to complete some movements on pavement, 5.6m carriageway, trees within 3m clear zone, pavement poor condition, some grass on edges of pavement and down middle, alignment fine, pavement poor, pavement has rutting, sight lines sufficient, radii insufficient left out may not be possible, other movements use full width</p>	7
26338	Rural Formed Graded Surface	Unnamed Road 0936	Schilling Rd	2023	5	\$ 405,000.00	Undeveloped Road formed and graded	8 - Pavement	<p>Coast end is one lane track with grass down middle (photo), poor alignment, pavement very poor and sandy, widens after 500m to 3.4m, pavement very poor, alignment fine, clear zone good, intersection with Bambroos Road has give way, sight lines sufficient, radii insufficient due to roads width may not be able to complete on pavement</p>	0
25113	Rural Formed Graded Surface	Burner Rd	Bambroos Rd	1964	4	\$ 395,000.00	Undeveloped Road formed and graded	8 - Pavement	<p>Escape and pavement very poor (photo), track easily, pavement poor condition and narrow, straight alignment, clear zone good, pavement improves, 3.4m track, minor vertical curve with rutting which very deep and dangerous, hard to see, intersection with Hill Road has give way, sight lines sufficient, radii insufficient will go off pavement</p>	4
25182	Rural Formed Graded Surface	Mac's Beach Rd	Hill Rd	1970	3.5	\$ 395,000.00	Undeveloped Road formed and graded	8 - Pavement		0

25110	Rural Formed Graded Surface	Agony Hill Rd	Lakes Rd	3942	5	\$	385,000.00	Unsealed Road formed and graded	<p>Intersection with Lakes Road has give way, sight lines sufficient, radii insufficient will use full width due to road widths, 4.5m carriageway, very narrow through cutting, pavement poor condition large sandy sections, trees within 3m clear zone and up to edge of pavement, typically 4m wide and road cut down so vehicles cant get off if another comes, straight alignment with very minor crests, sight lines fine, pavement very soft and sandy unsure if a truck would get through, 5m carriageway, pavement has major damage, clear zone improves, junction with Wendeale Drive has give way, sight lines insufficient due to trees and vegetation, radii insufficient, unsure if can be completed</p> <p>5 - Carriageway Widths</p>	2
25215	Rural Formed Graded Surface	Rocky Bend Rd	Barnes Rd	3929	6	\$	385,000.00	Unsealed Road formed and graded	<p>Intersection with Barnes Road has give way, sight lines insufficient to west due to horizontal curve, sufficient to east, radii insufficient for some movements very narrow, 6.7m carriageway, vegetation encroaching onto pavement, steep crests with major sight line issues, pavement sandy, narrow to 4.5m carriageway, cut down, numerous crests with sight line issues, straight alignment, pavement suit and poor, sight alignment, intersection with Loughaw Rd has give way, sight lines sufficient, radii insufficient, not sure if it will</p> <p>5 - Carriageway Widths</p>	35
25235	Rural Formed Graded Surface	West Beach Rd	Comy Point Rd	3805	3	\$	385,000.00	Unsealed Road formed and graded	<p>(Photo) road reserve with gates, either end is a 100m section behind houses, 3m wide, vegetation up to edge, pavement reasonable, straight and flat, leads to dead end, junction with Comy Point Road has give way, sight lines sufficient, radii insufficient poor angle</p> <p>5 - Carriageway Widths</p> <p>Should have priority straight on at Davies Road, 4m carriageway, typically 4.5m wide, straight alignment with some vertical, there up to edge pavement average quality, crests, sight lines fine, pavement sandy, straight alignment, section, both can become one lane road with gates down middle (Photo) pavement poor condition, junction with Sparrow Road has give way and hazard board, sight lines insufficient to south due to vegetation, sufficient to north, radii insufficient for movements due to narrow width</p> <p>5 - Carriageway Widths</p>	6
25128	Rural Formed Graded Surface	Boundary Rd (Gum Flat Ward)	Davies Rd	3835	4	\$	385,000.00	Unsealed Road formed and graded	<p>(Photo) Intersection with Rabbit Corner Rd - Has give way sign, sight lines sufficient, radii insufficient, trees to vegetation, radii insufficient, vehicle will track off the road, MGA block, 3m wide track (widths to 4m oakum end), grass growing in centre, pavement surface poor, trees within 3m clear zone, some small horizontal curves with bit sight lines through, narrow corridor, not recommended for heavy vehicle use.</p> <p>Intersection with Babcocke Rd - Has give way sign (test tided away), sight lines sufficient, radii insufficient, vehicle will track off the pavement.</p> <p>8 - Pavement</p>	0
4851	Rural/Sheeted Low Use Medium Wear (Southern Zone) Surface	Bagnets Well East Rd	Rabbit Corner Rd	1856	5	\$	375,000.00	Low Use Sheeted Road Medium Wear	<p>Junction with Spencer Highway is a Y-junction with poor sight lines, pavement sandy, radii insufficient, trees to vegetation, radii insufficient, has give way no board board, 6.5m to 7m carriageway, needs to be graded to full width, some trees in clear zone but minor, alignment has curves but sight lines good, need some curve widening, have give ways at Barkers Rocks Road, sight distance to right impeded by vegetation, radii very tight</p> <p>Junction with Sparrow Road has no hazard board, sight lines north insufficient due to vertical curve, sufficient to south, radii insufficient due to rocky (5m high) wall, (Photo) one lane track with grass down middle, poor sight lines, pavement sandy, narrow to 4.5m wide up to edge, western 300m 4m wide carriageway, poor pavement, junction with Mount Bar Well Road has no hazard board, sight lines sufficient, radii insufficient</p> <p>8 - Pavement</p>	11
4855	Rural/Sheeted Medium Use (Central Zone) Surface	Gun Club Rd	Spencer Hwy	3777.9	2	\$	350,000.00	Medium Use Sheeted Road	<p>500m S of Wauratie 8 Rd</p> <p>44</p> <p>0.0274</p>	39
25215	Rural Formed Graded Surface	Rocky Glen Rd (Koolowarie)	Sparrow Rd	1746	4	\$	350,000.00	Unsealed Road formed and graded	<p>8 - Pavement</p>	0



25223 Rural Formed Graded Surface Res Rd	Wattle Rd	1665	3	\$ 335,000.00	Unsealed Road Reformed and graded	Intersection with White Mut Road has give way, sight lines sufficient, radii insufficient, work with grass down middle, marked as 'No through road' (photo)	R - Pavement	2
25147 Rural Formed Graded Surface High Use Upper Shr Rd	Wattle Rd	3201	6	\$ 325,000.00	Unsealed Road Reformed and graded	Intersection with Piesing Road has give way, sight lines sufficient, radii insufficient will cross central line, 5.6m carriage way, horizontal curve very tight with minor sight line issues due to vegetation, some vegetation encroaching, trees within 3m clear zone, pavement reasonable but some soft spots, <b>becomes 3m wide, road cut down and vegetation to care left off, straight, (photo),</b> intersection with Piesing Road has give way, sight lines sufficient, radii insufficient	S - Carriageway Widths	0
8179 Rural Sheeted Low Use Medium Wear (Central Zone) 4746 Surface	Wattle Rd	994.4	5.4	\$ 300,000.00	Rural Sealed Road High Use	Y junction with Mainland Road, poor angle, sight distances to right poor due to angle, radii insufficient for some movements	major intersection upgrade	97
4746 Rural Sheeted Low Use Medium Wear (Central Zone) 4746 Surface	Wattle Rd	2844.5	7	\$ 285,000.00	Low Use Sheeted Road Medium Wear	Junction with Weavers North Road needs hazard board installed, sight lines sufficient, radii insufficient will use full width, <b>carriageway 3.4m due to vegetation growing on pavement, trees within minor zones, straight alignment with some minor vertical curves sight lines sufficient, clear zone generally good, minor sight line issues clear some vertical curves, width to 5.5m, pavement needs a grade</b>	S - Carriageway Widths	0
4732 Rural Sheeted Low Use Medium Wear (Northern Zone) 4732 Zone) Surface	Wattle Rd	2782.5	8	\$ 280,000.00	Low Use Sheeted Road High Wear	loads to camp area, <b>dead one basically, 3-4m carriageway</b> , pavement badly corrugated, straight alignment with some minor vertical curves sight lines sufficient, clear zone generally good, minor sight line issues clear some vertical curves, width to 5.5m, pavement needs a grade	S - Carriageway Widths	26
4855 Rural Sheeted Low Use Medium Wear (Northern Zone) 4855 Surface	Wattle Rd	2610.1	4.5	\$ 265,000.00	Low Use Sheeted Road Medium Wear	Intersection with Horns South Road has give way, sight lines sufficient but tight due to vegetation, radii insufficient, 4m wide carriageway, trees within 3m clear zone, narrows to one lane road with grass down middle, 3m wide, cant get off road (photo), 30 degree horizontal curve, pavement soft in sections and damaged from being driven when wet, junction with Clifton Road has give way no hazard board, sight lines insufficient due to vegetation	S - Carriageway Widths	3
4289 Rural Sheeted Low Use High Wear (Central Zone) Surface	Wattle Rd	2880.7	9	\$ 250,000.00	Low Use Sheeted Road High Wear	Junction with Bone Road has give way, Y junction, (photo), sight lines sufficient, poor observation angle, radii insufficient for some movements, danger of not giving way, needs to be squared up, 4m carriageway, pavement good, clear zone good, straight alignment with vertical, pavement has some large pot holes, intersection with Mulburn Park Road has give ways, sight lines sufficient, radii insufficient will use full width but open	3 - Major Intersection Upgrade	37
4033 Rural Sheeted Low Use High Wear (Southern Zone) Surface	Wattle Rd	3516.9	8	\$ 250,000.00	Low Use Sheeted Road High Wear	Junction with Little Sheak Road has give way, very close to property, junction with Little Sheak Road has give way, insufficient left hand sight line can be possible due to neglect, 6.7m carriageway, pavement is very corrugated, <b>tree up to edge and cutting on edge of pavement</b> , clear zone improves, alignment has horizontal curves but reasonable, needs a grade, junction with Corry Point Road is a Y junction, has give way, sight lines sufficient when squared up but very poor observation angle, radii insufficient for left in and right out movements need to be banned others (photo)	3 - Major Intersection Upgrade	29

4088 (Zone) Surface	Rural (Sheeted Low Use High Wear (Southern	Diamond Lake Rd	Troubridge Hill Rd	Clon Renald Rd	5543.9	7.5	\$ 250,000.00	Low Use Sheeted Road High Wear	<p>Junction with Troubridge Hill Road has give way, sight lines sufficient, Y-junction set up with prior observation angles, needs to be squared up, radii insufficient for left in and right out will need to be narrowed, other movements possible, 6-7m carriageway, clear zone good first 20m, pavements good but soft in sections and damage evident, tight alignment but sight lines sufficient, trees within 3m clear zone, water on road, width varies 5-7m, clear zone improves, pavement very poor, tight horizontal curve with signs, coast with minor sight line issues, has priority at Clon 3-. Major Intersection Upgrade</p> <p>Intersection with White Hut Road has give way, sight lines sufficient, radii insufficient will cross centralline, 7m carriageway, vegetation up to edge, pavement poor, junction with Lower White Hut Road has give way although straight through, (photo), Y-junction set up, sight line and radii issues, needs to be squared up and squared up, priority decision, 5.6m carriageway, pavement very poor, condition, vegetation up to edge, has priority at Yellowcove Road junction</p> <p>3-. Major Intersection Upgrade</p>	4
4095 (Zone) Surface	Rural (Sheeted Low Use High Wear (Southern	Hundred Line Rd	White Hut Rd	Yellowcove Rd	3725.4	7	\$ 250,000.00	Low Use Sheeted Road High Wear	<p>Junction with Samphire Rd is a Y-junction, give way and signs for cross street, the junction is not set up, it is hard to see from Kellys Hill Rd, pavement area, width varies from 4m to 6m, grass up to edge, straight alignment, has priority at Shiel Rd intersection, however tight curve through intersection</p> <p>3-. Major Intersection Upgrade</p>	57
4007 (Zone) Surface	Rural (Sheeted Low Use High Wear (Northern	Kellys Hill Rd	Shiel Rd	Samphire Rd	2143.2	7.5	\$ 250,000.00	Low Use Sheeted Road High Wear	<p>Junction with South Killernan Road has give way, Y-junction, (photo), sight lines insufficient to south due to vegetation and curve, sufficient to north but poor observation angle, radii insufficient for some movements due to angle, needs to be squared up as drivers unlikely to give way, 6m carriageway, grass and 1m pavement, vegetation up to edge, has priority at Kellys Hill</p> <p><b>Balgowan Road has give way, half knocked over sign, poor angle, sight lines sufficient, radii insufficient will cross centralline</b></p> <p>3-. Major Intersection Upgrade</p>	37
4082 (Zone) Surface	Rural (Sheeted Low Use High Wear (Northern	Koch Rd	South Killernan Rd	Balgowan Rd	653.4	8	\$ 250,000.00	Low Use Sheeted Road High Wear	<p>This priority at Adams Road, 'dry washer' road sign, road cut down would have drainage issues, trees within 3m clear zone, 7m carriageway some vegetation growing on pavement, with wires, junction with Bannaschicht Road has give way, large central grass island two legs, poor angles, sight lines insufficient due to angle, radii insufficient for some movements due to angle, Y-junction, set up needs to be improved</p> <p>3-. Major Intersection Upgrade</p>	56
4116 (Zone) Surface	Rural (Sheeted Low Use High Wear (Northern	Lambert Rd	Adams Rd	Bannaschicht Rd	3235.1	7.5	\$ 250,000.00	Low Use Sheeted Road High Wear	<p>Junction with Point Turton Road has give way, Y-junction, sealed throat, sight lines sufficient, observation angle very poor, radii insufficient for some movements due to angle, large pot holes at end of east photo), 7m carriageway, pavement in very poor condition, clear zone good, straight alignment with minor vertical curves, intersection with Yorks Highway has give way, sight lines sufficient, radii insufficient will cross centralline</p> <p>3-. Major Intersection Upgrade</p>	75
4236 (Zone) Surface	Rural (Sheeted Low Use High Wear (Southern	Little Sheela Rd	Point Turton Rd	Yorks Hwy	1833.2	8	\$ 250,000.00	Low Use Sheeted Road High Wear	<p>Intersection with Figgery Corner Road has give way, sight lines sufficient, radii insufficient will cross full width, 6-7m carriageway, pavement good condition, some trees within 3m clear zone, vegetation encroaching in sections, typically 7m straight and flat, junction with Pine Point Road has give way, Y-junction, sight lines sufficient when squared up, poor observation angles, radii insufficient for some movements due to angle, needs to be improved as <b>likely drivers will fail to give way (photo)</b></p> <p>3-. Major Intersection Upgrade</p>	16
4181 (Zone) Surface	Rural (Sheeted Low Use High Wear (Northern	McFarlane Rd	Pine Point Rd	Figgery Corner Rd	3915.4	8.5	\$ 250,000.00	Low Use Sheeted Road High Wear	<p>3-. Major Intersection Upgrade</p>	102

<p>Rural Sheeted Low Use High Wear Southern 5192 Zone) Surface</p>	<p>Orme Crawle Rd</p>	<p>Little Sheehak Rd</p>	<p>4072.3</p>	<p>7</p>	<p>\$ 250,000.00</p>	<p>Low Use Sheeted Road High Wear</p>	<p>3- Major Intersection Upgrade</p>	<p>47</p>
<p>Rural Sheeted Low Use High Wear Southern 5041 Zone) Surface</p>	<p>Figbery Corner Rd</p>	<p>Black Bush Rd</p>	<p>2309.6</p>	<p>7.5</p>	<p>\$ 250,000.00</p>	<p>Low Use Sheeted Road High Wear</p>	<p>3- Major Intersection Upgrade</p>	<p>76</p>
<p>Rural Sheeted Low Use High Wear Southern 4546 Zone) Surface</p>	<p>Redclife Rd</p>	<p>Goldsmith Beach Rd</p>	<p>2650.2</p>	<p>7.5</p>	<p>\$ 250,000.00</p>	<p>Low Use Sheeted Road High Wear</p>	<p>3- Major Intersection Upgrade</p>	<p>5</p>
<p>Rural Sheeted Low Use Low Wear Southern 4033 Zone) Surface</p>	<p>Gum Tree Rd</p>	<p>Old Saltworks Rd</p>	<p>4080.2</p>	<p>7</p>	<p>\$ 250,000.00</p>	<p>Low Use Sheeted Road Low Wear</p>	<p>3- Major Intersection Upgrade</p>	<p>17</p>
<p>Rural Sheeted Low Use Low Wear Northern 4033 Zone) Surface</p>	<p>Johns Rd</p>	<p>Gap Rd</p>	<p>1763</p>	<p>6</p>	<p>\$ 250,000.00</p>	<p>Low Use Sheeted Road Low Wear</p>	<p>3- Major Intersection Upgrade</p>	<p>0</p>
<p>Rural Sheeted Low Use Low Wear Central 4195 Zone) Surface</p>	<p>Mills Rd</p>	<p>Port Julia Rd</p>	<p>1669.6</p>	<p>8.5</p>	<p>\$ 250,000.00</p>	<p>Low Use Sheeted Road Low Wear</p>	<p>3- Major Intersection Upgrade</p>	<p>6</p>

Intersection with Little Sheehak Road has give way, six ways, sight lines along main road insufficient to south due to angle and vegetation, sufficient to north, priority conflicting, radii insufficient for some movements due to angles, 5m carriageway, tight horizontal curves sight lines reasonable, vertical curve with minor sight line issues, clear zone generally good, pavement reasonable condition, branches badly encroaching onto pavement, light alignment in sections, junction with Blackbush Road has give way, Y-junction, sight lines sufficient but poor, 5m carriageway, pavement is very corrugated, (photo), intersection with Sturt Bay Road has give way, sight lines sufficient, radii insufficient, will use full width

Intersection with Black Bush Road has give ways, sight lines to west insufficient due to crest in road, sufficient to east, radii insufficient will use full width, 7m carriageway, vegetation up to edges, pavement is very corrugated, alignment flat and straight, junction with Yorks Valley Road is Y-junction, has give way but sight lines insufficient poor observation angles, minor central island, radii insufficient for some movements, need to improve alignment (photo)

Junction with Gurnbowke Road has give way, Y-junction (photo), sight lines sight lines sufficient but poor observation angles, unsure if people will give way, radii insufficient for left out and right in need to be banned also to angle, other movement fine, 3m carriageway with grass down middle in sections, trees up to edge in sections, straight and flat, pavement poor, intersection with Goldsmith Beach Road has give way, **sight lines to north insufficient due to vegetation**, sufficient to south, radii insufficient due to full width

Junction with Old Saltworks Road has no give way sight, sight lines sufficient, observation angle poor, Y-junction with left in dip lane, radii insufficient for some movements, large central grassy island, needs to be removed and squared up, alignment reasonable, some trees within clear zone and vegetation up to edge but generally good, pavement soft in sections but reasonable, intersection with Blackbush Road has give ways, sight lines to south, 5m carriageway very poor observation angles, insufficient sight lines from western side, radii insufficient, steep descent to intersection, 7m carriageway, straight alignment with vertical curves, clear zone generally good, pavement good, junction with Sturt Bay Road has give way needs hazard board, sight lines sufficient, vegetation trimming would improve, radii insufficient will use full width

Junction with Gap Road has no give way but appears it should, sight lines sufficient but poor due to angles, Y-junction, Y-junction with Gap Road has give way, radii insufficient for first 3m then becomes track with grass down middle, vegetation up to edge

Junction with Port Julia Road is Y-junction, sight lines sufficient but poor observation angle, radii insufficient for some movements due to angle, needs to be squared up, (photo), intersection with Meenara Way has give ways, sight lines sufficient, radii insufficient will need full width both ways, 7m carriageway, pavement poor, trees within 3m clear zone, junction with St Vincent Highway has hazard board, sight lines sufficient, radii sufficient



4293	Rural Shrubbed Low Use Medium Wear (Central Zone)	Cemetery Rd (Burntwood)	Anderson Rd	Cudline Rd	2452.2	7.5	\$ 250,000.00	Low Use Shrubbed Road Medium Wear	<p>Junction with Cudline Road has give way, needs hazard board, sight lines sufficient, tree vegetation to east to improve, radii insufficient will cross carriageway, 6.7m carriageway, some light curves at the start, straightens out, some isolated trees within the clear zone, some vegetation encroaching, pavement average, junction with Anderson Road has give way, Y-junction with poor angle, sight lines sufficient but observation angle poor, radii insufficient for some movements due to angle</p> <p>3 - Major Intersection Upgrade</p>	23
3994	Rural Shrubbed Low Use Medium Wear (Northern Zone)	Hammer Rd	Arthurton Rd	Sawley Rd	3826.1	7.5	\$ 250,000.00	Low Use Shrubbed Road Medium Wear	<p>Junction with Arthurton Road has give way, sight lines to west are poor, observation angle poor, insufficient, Y-junction with poor angle, radii insufficient due to angles, 6.7m carriageway, pavement good, horizontal curves with minor sight line issues, some trees within 3m clear zone, long approach to Sawley Road junction, Y-junction with a poor angle, sight lines sufficient, radii insufficient for left out and right in due to angle, needs to be squared up</p> <p>3 - Major Intersection Upgrade</p>	10
4168	Rural Shrubbed Low Use Medium Wear (Central Zone)	Martin Rd	Spencer Hwy	Bull Rd	3427.6	7.5	\$ 250,000.00	Low Use Shrubbed Road Medium Wear	<p>Intersection with Spencer Highway has give way, sight lines sufficient, radii insufficient will cross carriageway, trees within 3m clear zone, 6m carriageway, light horizontal curves with minor sight line issues, pavement poor, observation angle poor, insufficient, Y-junction with poor angle, needs to be squared up, sight lines sufficient but poor observation angle, radii insufficient for some movements</p> <p>3 - Major Intersection Upgrade</p>	6
4895	Rural Shrubbed Low Use Medium Wear (Northern Zone)	Tea Tree Glen Rd	Rocky Bend Rd	Nalyappa Rd	2527	7	\$ 250,000.00	Low Use Shrubbed Road Medium Wear	<p>Has priority at Rocky Bend Road, 4.5m carriageway, pavement good condition, minor crests with minor sight line issues, vegetation up to edge, straight alignment, some trees in clear zone, widens to 6m, Y-junction with Frezdon Road, light lines sufficient but poor observation angle, radii insufficient for some movements, intersection with Nalyappa Road has give way, sight lines sufficient, radii insufficient for some movements</p> <p>3 - Major Intersection Upgrade</p>	41
4879	Rural Shrubbed Low Use Medium Wear (Northern Zone)	Tinna Church Rd	Old Boundary Rd	Nalyappa Rd	3216.6	8	\$ 250,000.00	Low Use Shrubbed Road Medium Wear	<p>Intersection with Tinna Church Rd has give way, Y-junction, sight lines to east are sufficient, observation angle poor, radii insufficient for some movements due to angle, 6.7m carriageway, light horizontal alignment with tight curves with major sight line issues due to vegetation, grass growing on edges of pavement, vegetation up to edge, intersection with St Vincent Highway has give way, sight lines sufficient, radii insufficient, too narrow for some movements</p> <p>3 - Major Intersection Upgrade</p>	12
4877	Rural Shrubbed Low Use Medium Wear (Central Zone)	Vinescombe Rd	St Vincent Hwy	Tawhwa Mtn Rd	1028.4	7	\$ 250,000.00	Low Use Shrubbed Road Medium Wear	<p>Junction with Tawhwa Mtn Road has give way, Y-junction, sight lines to east are sufficient, observation angle poor, radii insufficient for some movements due to angle, 6.7m carriageway, light horizontal alignment with tight curves with major sight line issues due to vegetation, grass growing on edges of pavement, vegetation up to edge, intersection with St Vincent Highway has give way, sight lines sufficient, radii insufficient, too narrow for some movements</p> <p>3 - Major Intersection Upgrade</p>	0
25238	Rural Shrubbed Low Use Medium Wear (Southern Zone)	West Cowie Rd	Brutus		1080	7	\$ 250,000.00	Low Use Shrubbed Road Medium Wear	<p>Junction with Port Victoria Road is at a poor angle, should be squared up, sight clearance to right very tight due to horizontal curve on Port Victoria Road, has large grass abut in middle of intersection for some movements, hard appear ok</p> <p>3 - Major Intersection Upgrade</p>	13
4295	Rural Shrubbed Low Use Medium Wear (Southern Zone)	Chinaman Wells Rd	Port Victoria Rd	20m W of Port Victoria Rd	1999.2	9	\$ 350,000.00	Medium Use Shrubbed Road	<p>Road narrows to single lane track, no room to get off road, pavement gone light curves</p>	43
4848	Rural Shrubbed Low Use Medium Wear (Southern Zone)	Gleasons Rd	West Coast Rd	Gleasons	2766.2	1	\$ 250,000.00	Medium Use Shrubbed Road		30







25146	Rural Formed Graded Surface	Culine Rd (Kilbenny Ward) Peanng Rd	1629	3	\$ 315,000.00	Undeveloped Road formed and graded	5 - Carriageway Widths	0
9533	Rural Sheeted High Use (Meritum Zone) Wear (Central Zone) Surface	1.0km S of Spencer Hwy	9916	10 Highway	\$ 150,000.00	High Use Sheeted Road	Alignment and minor intersection upgrade	196
4846	Rural Sheeted High Use (Meritum Zone) Wear (Central Zone) Surface	24.5km SE of Vista Grove	1004	Between James Wall Rd and Sandy 9 Church Rd	\$ 150,000.00	High Use Sheeted Road	4 - Minor Intersection Upgrade	28
4003	Rural Sheeted Low Use High Wear (Central Zone) Surface	25.5km SE of Vista Grove	1085.1	8.5	\$ 150,000.00	Road High Wear	4 - Minor Intersection Upgrade	9
4004	Rural Sheeted Low Use High Wear (Central Zone) Surface	25.5km SE of Vista Grove	3943.9	8.5	\$ 150,000.00	Road High Wear	4 - Minor Intersection Upgrade	9
4004	Rural Sheeted Low Use High Wear (Central Zone) Surface	25.5km SE of Vista Grove	4217	7.5	\$ 150,000.00	Road High Wear	4 - Minor Intersection Upgrade	18
4005	Rural Sheeted Low Use High Wear (Northern Zone) Surface	25.5km SE of Vista Grove	2981.1	6.5	\$ 150,000.00	Road High Wear	4 - Minor Intersection Upgrade	18
4225	Rural Sheeted Low Use High Wear (Northern Zone) Surface	25.5km SE of Vista Grove	3465.7	7	\$ 150,000.00	Road High Wear	4 - Minor Intersection Upgrade	7

4836 Zone) Surface	Rural/Sheeted Low Use/High Wear (Northern	Thornon Rd	2.5km NW of Pipe Line Rd	Lakes Rd	2375.3	8	\$	150,000.00	Road High Wear	Low Use/Sheeted Road High Wear	4-4-Minor Intersection Upgrade	16
4775 Zone) Surface	Rural/Sheeted Low Use/High Wear (Central	Wilson Rd	Yorke Hwy	Homer Rd	4254.9	8	\$	150,000.00	Road High Wear	Low Use/Sheeted Road High Wear	4-4-Minor Intersection Upgrade	9
4701 Zone) Surface	Rural/Sheeted Low Use/High Wear (Northern	Nararoo Rd	Wajstade Rd	Kanton Rd	3990.9	7.5	\$	150,000.00	Road High Wear	Low Use/Sheeted Road High Wear	4-4-Minor Intersection Upgrade	41
4792 Zone) Surface	Rural/Sheeted Low Use/High Wear (Central	Yorke Valley Rd	1.8km SE of Black Bob Rd	Yorke Hwy	3883.5	8	\$	150,000.00	Road High Wear	Low Use/Sheeted Road High Wear	minor intersection upgrade	155
4483 Zone) Surface	Rural/Sheeted Low Use/High Wear (Northern	Coomer Rd	Upper Yorke Hwy	Holman Rd	1718.6	7.5	\$	150,000.00	Road Low Wear	Low Use/Sheeted Road Low Wear	4-4-Minor Intersection Upgrade	34
4892 Zone) Surface	Rural/Sheeted Low Use/High Wear (Northern	Green Plains Rd	Holman Rd	Bussenschutt Rd	3406.7	7.5	\$	150,000.00	Road Low Wear	Low Use/Sheeted Road Low Wear	4-4-Minor Intersection Upgrade	6
4740 Zone) Surface	Rural/Sheeted Low Use/High Wear (Central	Sundown Lake Rd	Port Vincent Rd	Dump Rd	4735	8	\$	150,000.00	Road Low Wear	Low Use/Sheeted Road Low Wear	2-Alignment and Signage	21



4358	Rural Shrubbed Low Use High Wear (Southern Zone) Surface	Black Gate Rd	St Vincent Hwy	Windmill Rd	2613.9	7	5	100,000.00	Road High Wear	Low Use Shrubbed	7 - Major Intersection Gate Rd has priority, has crossroad warning signs. Intersection with Windmill Rd - Black Gate Rd has priority. Widening	7	
4291	Rural Shrubbed Low Use High Wear (Central Zone) Surface	Demerley Rd (Caramella)	Sheak Flat Rd	Micky Flat Rd	2841.1	7.5	5	100,000.00	Road High Wear	Low Use Shrubbed	Intersection with Sheak Flat Road has give way, right line of sight, insufficient, road is 3m clear zone, straight carriageway, some trees in 3m clear zone, straight alignment with vertical curve, right line fine, pavement good, no rows to 6m, minor batter drop off on eastern side, intersection with Micky Flat Road has give way, <b>right lines to west insufficient with major issues due to angle and vegetation</b> , sufficient to east, road insufficient will need full width (photo)	37	
4435	Rural Shrubbed Low Use Low Wear (Southern Zone) Surface	Hayes Rd	Gleasons Rd	Wurle Rd	2074.1	6	5	100,000.00	Road Low Wear	Low Use Shrubbed	Intersection with White but Road has give way, major sight line issues due to being on the inside of a bend Clear zone across road is <b>very poor</b> , <b>insufficient will need full width</b> , <b>right lines to west insufficient will need full width</b> , <b>this is a dangerous junction</b> , <b>5m carriageway</b> , <b>vertical curve with major sight line issues</b> , pavement poor, clear zone good, major batter drop, poor alignment, pavement bad, tree priority at White Road intersection	7 - Major Intersection Widening	12
4288	Rural Shrubbed Low Use Medium Wear (Southern Zone) Surface	Cassaway Rd (Elthburgh)	Bridge Rd	Portington St	274.8	6	5	100,000.00	Road Medium Wear	Low Use Shrubbed	Causesway just past this section, 4.5m seal with no line marking, steel poles on side, 30km/h speed zone, road becomes unsealed 6m wide, vegetation up to edge, no give way at Bridge Street intersection, right lines <b>insufficient</b> , <b>insufficient to be a road</b> , <b>insufficient radii</b> , <b>insufficient for 8 Doubles</b>	7 - Major Intersection Widening	1
9346	Rural Shrubbed Medium Use (Southern Zone) Surface	Corrige Rd	Stansbury Rd	Oakhills Rd	2503.8	500m S of Weavers 8 Rd	5	100,000.00	Shouldered Road	Medium Use	Width between 6.7m due to grass on shoulders, clear zone good, pavement good, give way at Stansbury Road sight distances tight to south due to vegetation, radii light for 8 Doubles	68	
4419	Rural Shrubbed Medium Use (Northern Zone) Surface	Cunningham Rd	Pine Point Rd	Back Rd	2355.2	1.5km W 7.5 of Back Rd	2	100,000.00	Shouldered Road	Medium Use	sight distances at Pine Point Road good, radii ok, 6.7m unsealed carriageway, alignment good, some minor trees in clear zone, <b>junction with Back Road is a junction, poor radii, give way on Back Road unlikely to be obeyed</b> Intersection with McEacherns Beach Rd - Has give way sign, right lines insufficient, restricted by a crest to the left, radius insufficient, vehicle will use full pavement width. Mid-block - Eastern end pavement width is to 3m, lots of grass growth through pavement at edges and centre (little road use), tree branches to edge of traffic lane. Western end more of a track, 3m pavement / track with grass in centre, trees within 3m clear zone, crest with limited sight line, pavement non-existent further west. <b>Not suitable for 8 Doubles</b> Within segment intersection with Black Gate Rd - has give way signs, sight lines sufficient, radii insufficient, vehicle will track off of pavement for turns. Intersection with Green Hill Rd - No sign, insufficient sight due to vegetation, radii insufficient, gate access, very narrow, truck not physically able to enter.	7 - Major Intersection Widening	55
25177	Rural Formed Gravelled Surface	Lake Fowler Rd	McEacherns Beach Rd		3365	3	5	100,000.00	Formed and Gravelled	Unsealed Road	7 - Major Intersection Widening	24	

Property Address	Property Description	Location	Area (sqm)	Value	Notes	Priority	
25198 Graded Surface (Northwain)	Rural Formed Low Use High (Central Zone)	Mount Est Rd	692	\$ 70,000.00	Unshaded Road formed and graded	4	0
4110 Zone) Surface	Rural (Shed) Low Use High (Wear Central Zone)	Watson Beach Rd	3739.9	\$ 50,000.00	Low Use Shaded Road High Wear	7.5	15
4560 Zone) Surface	Rural (Shed) Low Use High (Wear Central Zone)	Yorke Hwy	4074.9	\$ 50,000.00	Low Use Shaded Road High Wear	7.5	20
4139 Zone) Surface	Rural (Shed) Low Use Low (Wear Northern Zone)	Miller Rd	1229	\$ 50,000.00	Low Use Shaded Road Low Wear	7	5
4732 Zone) Surface	Rural (Shed) Low Use Low (Wear Central Zone)	Yasca Rd	2847.5	\$ 50,000.00	Low Use Shaded Road Low Wear	6	4
3981 Surface	Rural (Shed) Low Use Medium Wear (Central Zone)	Andrews Rd	1640.6	\$ 50,000.00	Road Medium Wear	7.5	29
4719 Surface	Rural (Shed) Low Use Medium Wear (Northern Zone)	Melton South Rd	1753.2	\$ 50,000.00	Road Medium Wear	6.5	5
25234 Graded Surface	Rural Formed Low Use High (Central Zone)	Wapper Rd	2640	\$ 50,000.00	Unshaded Road formed and graded	3	3



Rural Formed 25231 Graded Surface (Mintion)	Swinner Rd Yorks Hwy	621	7	\$	50,000.00	formed and graded	Unheeded Road formed and graded	<p>Junction with Fuller Road has give way, <b>sight lines to north sufficient, to south insufficient (photos)</b> due to <b>vegetation and vertical crest</b>, major issue, <b>raft</b> insufficient, will use full width, 7.6m carriageway, lots of houses, pavement poor, vegetation up to edge and branches overhanging, some trees within 3m clear zone, <b>no give way at Yorks Highway intersection, needs one, sight lines sufficient, raft sufficient.</b></p> <p>Junction with Wild Dog Hill Road has give way, <b>sight lines insufficient due to vegetation, needs trimming, raft</b> insufficient, <b>vertical crest</b> insufficient, <b>road</b> good, lots of crests but sight line assessable, end of segment tight horizontal curve with major sight line issues due to vegetation, trucks will cross whole road width, <b>major issue (photos)</b></p>	6 - Sight Distance and Junction Widening	0
Rural Formed 25191 Graded Surface (Vale Ward)	Melrose Rd James Periton Coast Rd	2565	5	\$	50,000.00	formed and graded	Unheeded Road formed and graded	<p>Intersection with Kilmion Road has give way, <b>sight lines to east sufficient, to west very poor due to horizontal curve and vegetation</b>, dangerous for all users, <b>raft insufficient</b> will need full width, 3m unseparated carriageway, some grass down the side, <b>vertical crest</b> insufficient, <b>road</b> good, pavement average, intersection with Rearwater Rd has give way, <b>sight lines sufficient, raft insufficient, some</b> movements not possible as too narrow roads</p>	6 - Sight Distance and Junction Widening	0
Rural Formed 25219 Graded Surface	Pootawaha Rd Kilmion Rd	1157	5	\$	50,000.00	formed and graded	Unheeded Road formed and graded	<p>Intersection with Kilmion Road has give way, <b>sight lines to east sufficient, to west very poor due to horizontal curve and vegetation</b>, dangerous for all users, <b>raft insufficient</b> will need full width, 3m unseparated carriageway, some grass down the side, <b>vertical crest</b> insufficient, <b>road</b> good, pavement average, intersection with Rearwater Rd has give way, <b>sight lines sufficient, raft insufficient, some</b> movements not possible as too narrow roads</p>	6 - Sight Distance and Junction Widening	16

Yorke Peninsula Council

Annexure 8

P2 Summary

Asset ID	Asset Type	Name	From	To	Counter Location	AADT	SHV	HV	No of HV permits	P1 Cost/Day	P1 Cost/Year	HDS comments	Classification	Category	Additional considerations		
777625.300																	
Total \$ 61,685,000											\$ 49,592,000.00						
4298	Rural/Sheeted Low Use High Wear (Southern 4016 Zone) Surface	Carr Rd	White Hat Rd	Yellowcove Rd		5569	7		9	\$	1,115,000	Intersection with White Hat Road has give way, poor angle between roads, needs to be squared up, sight lines sufficient but observation angle poor, <b>radii insufficient for left out and right in</b> , other movements responsible, needs to be squared up, 6-7m carriageway, clear zone generally good but large pile of rocks within it, horizontal curves but sight lines sufficient, pavement poor in patches, has lots of vertical curves with minor sight line issues over crests, pavement poor, <b>more trees in clear zone now, has priority onto Yellowcove Road</b>	Low Use Sheeted Road High Wear	8 - Pavement			
25138	Rural Formed Graded Surface	Yorke Highway	Hundred Line Road			5327.8	5.5		0	\$	1,070,000	Junction with Head Road has give way, <b>sight line insufficient to east due to horizontal curve</b> , sufficient to west, radii insufficient will cross centre line mainly due to angle quite wide, 7.8m carriageway, clear zone generally good some isolated trees and a larger rubble pile on edge of road however, pavement has some corrugations, alignment poor with lots of dips and peaks, <b>more trees with Old Horizon Road has give way, sight lines sufficient, radii insufficient will use full width</b>	Unsheeted Road Formed and graded	8 - Pavement			
4016	Rural/Sheeted Low Use High Wear (Southern 4016 Zone) Surface	Goldsmith Beach Rd	Old Horizon Rd	Head Rd		4845.6	8		33	\$	970,000	Has priority at Graham Road, 6-7m carriageway, trees up to edge, straight alignment with long vertical curves, pavement has no shape, evidence of water running down road and causing damage and rutting to pavement, minor sight line issues over crests, pavement poor in sections with pot holes and very rough, <b>intersection with Thomas Road has give way, sight lines inadequate due to intersection with Anderson Road and Graham Road needs improvement, both have give ways for Anderson but not each other, then large central island, sight lines are sufficient, radii fine if select correct lag however insufficient if not and may lead to carnation, 7.8m unsheeted carriageway, pavement condition is poor with a lot of pot holes, trees within 3m clear zone vegetation encroaching onto pavement, narrows to 6m wide in sections, pavement very poor conditions needs work, with varies 6-8m wide, alignment good, vegetation along with high speed road has give way, <b>sight lines insufficient due to vegetation, needs trimming, radii insufficient for some movements</b></b>	Low Use Sheeted Road High Wear	8 - Pavement			
4880	Rural/Sheeted Low Use High Wear (Southern 4016 Zone) Surface	Old Boundary Rd	Thomas Rd	Graham Rd	West of Spencer Highway 7.5 (300m)	4778.4	7.5	45	6.0238	1,071	37	\$	960,000	Has priority at Wurtle Road intersection, 5m carriageway, pavement poor condition with lots of pot holes, trees within 3m clear zone, vegetation trimmed back, alignment generally straight with minor crests, major sight line issues over some crests, pavement poor condition, junction with Corny Point Road has give way, sight lines sufficient, radii insufficient	Low Use Sheeted Road Low Wear	8 - Pavement	
4810	Rural/Sheeted Low Use High Wear (Southern 4016 Zone) Surface	Johnson Rd	Graham Rd	Gills Rd		4758.7	7.5		6	\$	955,000	Has priority at Wurtle Road intersection, 5m carriageway, pavement poor condition with lots of pot holes, trees within 3m clear zone, vegetation trimmed back, alignment generally straight with minor crests, major sight line issues over some crests, pavement poor condition, junction with Corny Point Road has give way, sight lines sufficient, radii insufficient	Low Use Sheeted Road Low Wear	8 - Pavement			
4486	Rural/Sheeted Low Use High Wear (Southern 4016 Zone) Surface	Hayes Rd	Wurtle Rd	Corny Point Rd		4726.3	6		6	\$	950,000	5m carriageway, pavement poor condition, straight alignment with minor vertical, sight lines sufficient, pavement poor condition, major sight line issues over some crests, junction with Yorke Highway has give way, sight lines sufficient, radii insufficient will cross centre line	Low Use Sheeted Road High Wear	8 - Pavement			
4106	Rural/Sheeted Low Use High Wear (Southern 4016 Zone) Surface	Hundred Line Rd	4km S of Yellowcove Rd	Yorke Hwy		4337	7		32	\$	830,000	5m carriageway, pavement poor condition, straight alignment with minor vertical, sight lines sufficient, pavement poor condition, major sight line issues over some crests, junction with Yorke Highway has give way, sight lines sufficient, radii insufficient will cross centre line	Low Use Sheeted Road High Wear	8 - Pavement			

25137 Graded Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	Wrestala Tank Rd	Bull Ant Rd	Pipeline Rd	4122.2	8.5	8 \$	825,000	Low Use Sheeted Road High Wear	Has priority at Bull Ant Road, 7m carriageway, trees within 3m clear zone, slight alignment at northern end minor light line issues, pavement poor condition, major light line issues over some crests, intersection with Pipeline Road has give way, however both roads just load straight into Spence Highway Junction and priority unclear, observation angle really poor to Pipeline Road, radii insufficient onto Pipeline Road for some movements	8 - Pavement
4105 Zone) Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	Hundred Line Rd	Hundred Line Rd	4km E of Yellowknife Rd	4001	7	12 \$	805,000	Low Use Sheeted Road High Wear	Has priority at Yellowknife Road intersection, 5.5m carriageway, vegetation encroaching, trees within 3m clear zone, pavement poor condition, straight alignment into crests vertical curves, some have minor sight issues	8 - Pavement
25137 Graded Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	Marion Bay Road	Coast	Marion Bay Road	3980.3	7	10 \$	805,000	Unsheeted Road Formed and Graded	Intersection with Marion Bay Road has give way, slight lines sufficient, radii insufficient will cross centreline, skewed front, 7m carriageway, pavement good but corrugated, trees along edges, alignment becomes poor with horizontal and vertical curves with minor sight line issues, pavement badly corrugated, narrows to 5m, sand on pavement some horizontal curves with major sight line issues due to vegetation and very tight	8 - Pavement
4303 Zone) Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	Barklee Rd	Yorko Hwy	Yorko Rd	3912.1	8	3 \$	785,000	Low Use Sheeted Road High Wear	Intersection with Yorko Highway has give way, slight lines sufficient, radii insufficient will need full width but open and can see in early, 5.7m carriageway, 90 degree horizontal curves, can see around as no vegetation, pavement has minor pot holes, pavement very soft in section, vegetation growing on edges of pavement, clear zone is good, junction with Yarrow Road has no hazard road, slight lines to left insufficient, right sufficient, radii insufficient will need full width and just make turn	8 - Pavement
4104 Zone) Surface	Rural (Northern Low Use Low Wear (Northern Zone) Surface)	Miller Rd	Greenlake Rd	Balgowan Rd	3875.6	7	2 \$	780,000	Low Use Sheeted Road Low Wear	Intersection with Greenlake Road has give way, slight lines insufficient due to vegetation and horizontal curves, radii insufficient will need full width but open and can see in early, 5.5m carriageway, 90 degree horizontal curves, can see around as no vegetation, pavement has minor pot holes, pavement very soft in section, vegetation growing on edges of pavement, clear zone is good, junction with Yarrow Road has no hazard road, slight lines to left insufficient, right sufficient, radii insufficient will need full width	8 - Pavement
4287 Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	Connaught Rd	Sturt Bay Rd	Dread end	3843.1	7.5	4 \$	770,000	Low Use Sheeted Road Medium Wear	Dead end, 5.6m wide carriageway, straight alignment, with varies, vertical curves with minor sight line issues, clear zone good but then vegetation up to edge and some trees within 3m clear zone, pavement poor, some rutting, lots of pot holes, intersection with Sturt Bay Road has give way, observation angle really poor to Pipeline Road, radii sufficient to north, radii insufficient will cross centreline, trees within 3m clear zone, long upgrades, pavement has drainage issues resulting in large pot holes, water running down road, needs to be reshaped, 7.8m carriageway, alignment good, stobes 6-7m back, intersection with Black Bobs Road has give ways, slight lines insufficient due to vegetation and road alignment, radii insufficient will need full width	8 - Pavement
3040 Zone) Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	Piggery Corner Rd	McFarlane Rd	Book Bobs Rd	3829.1	8	10 \$	770,000	Low Use Sheeted Road High Wear	Has priority at Hayes Road intersection, 6.7m carriageway, pavement poor condition, straight alignment, pavement badly rutted with vegetation back, slight alignment, narrows to 5m in sections, some major light line issues around curves which are narrow	8 - Pavement
25180 Graded Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	7.8km E of Marion Bay Road	Hayes Road	Hayes Road	3843.7	6	0 \$	770,000	Unsheeted Road Formed and Graded	5.7m carriageway generally 6.7m but grass growing on edges of pavement, vegetation up to edge and encroaching in sections, slight horizontal curves with major sight line issues, lots of pot holes in pavement, poor alignment with lots of sight line issues, pavement very poor, narrows to 3m, junction with Marion Bay Road has give way and hazardous road, has give way and hazardous road, radii insufficient will need full width but open and can see in early, 5.5m carriageway, 90 degree horizontal curves, can see around as no vegetation, pavement has minor pot holes, pavement very soft in section, vegetation growing on edges of pavement, clear zone is good, junction with Yarrow Road has no hazard road, slight lines to left insufficient, right sufficient, radii insufficient will need full width	8 - Pavement
25178 Graded Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	3.7km E of Marion Bay Road	Marion Bay Road	Marion Bay Road	3704.9	6	10 \$	745,000	Unsheeted Road Formed and Graded	Intersection with Marion Bay Road has give way and hazardous road, has give way and hazardous road, radii insufficient will need full width but open and can see in early, 5.5m carriageway, 90 degree horizontal curves, can see around as no vegetation, pavement has minor pot holes, pavement very soft in section, vegetation growing on edges of pavement, clear zone is good, junction with Yarrow Road has no hazard road, slight lines to left insufficient, right sufficient, radii insufficient will need full width	8 - Pavement
25199 Graded Surface	Rural (Northern Low Use High Wear (Northern Zone) Surface)	Sturt Bay Road	Littles Sheoak Road	Littles Sheoak Road	3663	6	0 \$	735,000	Unsheeted Road Formed and Graded	Intersection with Marion Bay Road has give way and hazardous road, has give way and hazardous road, radii insufficient will need full width but open and can see in early, 5.5m carriageway, 90 degree horizontal curves, can see around as no vegetation, pavement has minor pot holes, pavement very soft in section, vegetation growing on edges of pavement, clear zone is good, junction with Yarrow Road has no hazard road, slight lines to left insufficient, right sufficient, radii insufficient will need full width	8 - Pavement

43316 Zone) Surface	Caird Rd	Wentzela Tank Rd	Arthurton Rd	3016.7	6.5	1 \$	720,000	8 - Pavement junction with Arthurton Road has give way, sight lines sufficient, rdll insufficient for some movements, full width, 7m carriageway, trees within 3m clear zone, pavement condition is poor, drainage issues, road cut down, alignment fine, with various, lots of pot holes, intersection with Wentzela Tank Road has give way, sight lines insufficient due to vertical curves, rdll insufficient will need full width
25186 Graded Surface	Levens Rd	Yellowoore Rd		3596	7	31 \$	720,000	8 - Pavement intersection with White Hat Road has give way, sight lines sufficient, rdll insufficient will use full width, 4m carriageway, vegetation trimmed, poor alignment, pavement poor, some trees within 3m clear zone but generally adequate sight lines, some trees within 3m clear zone with Yellowoore Road has give way, sight lines to east insufficient due to vertical curves, insufficient to west due to vegetation, rdll insufficient will use full width
25183 Graded Surface	Cowvale Road	Cape York Road		3571.7	6	0 \$	715,000	8 - Pavement Has priority at Cape York Road, 6-7m carriageway, some vegetation up to edge, trees generally outside clear zone, pavement this fine, straight alignment, more sand on pavement, alignment becomes tight again around concrete road junction with major sight line issues around the curve at junction, trucks will cross centreline to as very tight,
4178 Surface	Meer Hill Rd	North South Rd	681th Rd	3519.8	6.5	2 \$	715,000	8 - Pavement intersection with Gill Road has give ways, sight lines insufficient to south due to vegetation needs trimming, good to north, rdll insufficient for some movements, 5-6m carriageway, trees within 3m clear zone on both sides, tall grass up to edge, pavement is poor soft and damaged in sections, alignment has minor horizontal curves and minor crest sight lines tight, pavement soft with only a small amount of rain, some horizontal curves with minor sight line issues, intersection with North South Road has give way, sight lines insufficient due to vegetation, rdll insufficient for some movements
4694 Zone) Surface	Sunnyvale Rd	Cocote Rd	Agery Rd	3519.9	200m E of 8 Coast Rd	35 \$	715,000	8 - Pavement Has priority at Coast Road intersection, 6m carriageway, trees within 3m clear zone, pavement is poor with lots of pot holes, need to be improved, alignment is good, intersection with Agery Road has give way, sight lines sufficient to north, insufficient to south due to vegetation and horizontal curves, needs trimming, rdll insufficient will cross centreline
25203 Graded Surface	Little Sheoak Road	Wild Dog Hill Road		3514.8	6	0 \$	705,000	8 - Pavement Has priority at Little Sheoak Road junction, 6-7m carriageway, pavement very poor condition, lots of sand on pavement, vegetation up to edge and blocks the view, pavement poor, trees within 3m clear zone, straight alignment with large vertical curves and minor sight line issues over curves, pavement very poor with narrow slightly, junction with Wild Dog Hill Road has give way, needs horizontal board, sight lines sufficient, rdll insufficient will use full width
4274 Zone) Surface	Boundary Rd (Iress Penton- Vale Ward)	Old Selhams Rd	Cartwright Rd	3488.3	6.5	5 \$	700,000	8 - Pavement Junction with Cartwright Road basically just horizontal curve onto it, priority unclear needs to be improved, 6m carriageway, pavement very poor in sections, some trees within 3m clear zone, branches encroaching onto pavement, grass growing on pavement in sections, alignment has minor sight line issues, pavement is sufficient, heavily eroded surface with Old Selhams Road needs horizontal board, sight lines sufficient to east, insufficient to west due to vertical curve, rdll insufficient will use full width
37147 Surface	Redding Road	Black Robe Road		3427.3	7	0 \$	690,000	8 - Pavement intersection with Black Robe Road has give way, sight lines sufficient, rdll insufficient will cross centreline, 7m carriageway, pavement very rough, vegetation up to edge and encroaching on western side, some trees in 3m clear zone, vertical curve with minor sight line issues, narrow horizontal curve reasonable, intersection with heading to 3m clear zone, pavement poor condition, trees within 3m clear zone, pavement needs trimming, rdll insufficient due to vegetation needs trimming, rdll insufficient will cross centreline





Item ID	Location	Priority	Value	Notes
2301	Agery Road	4	610,000	Has priority at Coote Road, 6m wide with grass down middle, grass growing on edges of pavement, trees within 3m clear zone however most outside this, some bushes on edge, pavement poor in sections, drainage issues, lot few hundred meters road widens, intersection with Agery Road has give ways, sight lines sufficient, can be better with grass and vegetation trimming, radii insufficient, will need to use full width also has culvert blocking sight lines in sufficient due to vegetation and angles, radii insufficient due to angle, 6m carriageway, trees within 3m clear zone, pavement has good but poor sections, 5.6m wide, minor vertical curves with minor sight line issues, 5m wide, corrugations, clear zone better now, intersection with Yorkie Highway has give ways, sight lines sufficient, radii insufficient will cross centreline
4658	Downingale Slane Rd	7.5	585,000	Intersection with Port Giles Road has give way, sight lines sufficient, radii insufficient, will cross centreline, 7m carriageway, trees within 3m clear zone, branches encroaching, pavement poor in patches, intersection with Stansbury Road has give way, Green Rd Road fig 100 has 100m clear zone, pavement sufficient, radii insufficient, need to make priority clearer with side legs
4104	Port Giles Rd	7.5	585,000	Junction with Spencer Highway has boarder board, sight lines insufficient to south very poor, to north just sufficient, radii insufficient for some movements
4130	Spencer Hwy	8	585,000	Spencer Highway, 6m carriageway, trees within 3m clear zone, pavement has lots of pot holes poor condition, tall grass up to edge, alignment fine, has priority at Rifle Range Road
25244	2 Arms of McKenzie Road (Unnamed Road)	6	575,000	6m carriageway, pavement average, vegetation up to edge, poor alignment with minor sight line issues around some horizontal curves, pavement poor very sandy, width varies becomes wider in sections, has priority
4146	Manon Rd	2	370,000	Has priority at Pioneer Road, 8m carriageway, plat and straight, trees within 3m clear zone, pavement average but fine, pavement worse as segment goes west, more pot holes and uneven, has priority at intersection with Kenery Rd, priority set up however
25152	Conarie East Road	6	565,000	7m carriageway, vegetation up to edge, pavement generally good, straight alignment with minor cross, some slight curves, pavement poor, Conarie East Road with minor sight line issues, pavement becomes poor quality, junction with Conarie East Road just long sweeping curve with slight line issues and trucks will cross centreline
4830	North Toe	8	555,000	Has priority at Croser Road, 6.7m carriageway, vegetation poor, trees within 3m clear zone, pavement average, light alignment with minor sight line issues, width varies between 5.8m, pavement average has drainage issues on uphill section with water running down road, poor alignment in segments, intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient will need full width
4311	Watson Beach Rd	7.5	540,000	Intersection with Watson Beach Road has give ways, sight lines sufficient, radii insufficient for some movements, 6m carriageway, vegetation up to edge, trees within 3m clear zone, pavement poor, minor sight line issues, pavement corrugated, intersection with Coddle Beach Road has give ways, sight lines sufficient, radii insufficient will need full road width

Photo	10a	10a	10a	10a	10a	10a	10a	10a	10a
Rural Sheeted Low Use Medium Wear (Southern Zone)	5009 Surface	Orange Hill Rd	Olive Tree Rd	Deepct Sheel Rd	3644.3	7	530,000	7	8 - Pavement
Rural Sheeted Low Use High Wear (Southern Zone)	4057 Zone) Surface	Goldsmith Beach Rd	Lake Fowler Rd	St Vincent Hwy	2573.3	8	515,000	8	8 - Pavement
Rural Sheeted Low Use High Wear (Northern Zone)	5018 Zone) Surface	Hollingshorne Rd	Old Boundary Rd	Willing Rd	2553.8	7.5	515,000	7.5	8 - Pavement
Rural Formed	25172 Graded Surface	2.5km S of York Highway	5km S of York Highway		2509.9	7	505,000	7	8 - Pavement
Rural Sheeted Low Use Medium Wear (Northern Zone)	4259 Surface	Bronter Rd	Upper Yorke Rd	McCauley Rd	4907.1	8	500,000	8	3 - Major Intersection Upgrade
Rural Sheeted Low Use High Wear (Northern Zone)	4695 Zone) Surface	Thomson Rd	Upper Yorke Rd	Wreath Rd	1130.5	7	500,000	7	3 - Major Intersection Upgrade
Rural Formed	25211 Graded Surface	Points Soutair Rd	Waffle Rd		2454	5.5	485,000	5.5	8 - Pavement
Rural Sheeted Low Use High Wear (Northern Zone)	4780 Zone) Surface	Wynndale Rd	Stuckey Rd	2.4km S of Stuckey Rd (Bent in Rd)	2420.8	7	480,000	7	8 - Pavement
Rural Sheeted Low Use High Wear (Central Zone)	4028 Surface	Gregor Rd	Sparrows Rd	Footlma Rd	4810.5	6	485,000	6	5 - Carriageway Widens
Rural Sheeted Low Use High Wear (Southern Zone)	4750 Zone) Surface	Wild Dog Hill Rd	2.3km S of Murodick Rd	McKenzie Rd	2327.1	8	470,000	8	8 - Pavement

25138 Graded Surface Rural/Sheeted Low Use High Wear (Northern Zone) Surface	Yorks Highway	Point Souttar Road	4659.7	6	0 \$	470,000	Unsheltered Road Low Wear	Intersection with Point Souttar Road has give way, sight lines along road sufficient, radii insufficient for some movements due to angles, 5.7m carriageway, pavement good, poor alignment with horizontal curve with major sight line issues, some major pot holes, generally clear zone is good but long pile of rocks within clear zone, intersection with Yorks Highway has give way, sight lines sufficient, poor angle with poor observation line, radii insufficient for some movements Has priority at Mukobock Road, 7.8m carriageway, pavement poor at a lot of sand on surface, vegetation up to edge some trees within 3m clear zone, poor alignment with very slight horizontal curves with major sight line issues due to vegetation.	104
4893 Zone Surface	Wild Dog Hill Rd	Mukobock Rd	2300.9	8	8 \$	465,000	Low Use Sheeted Road High Wear	Junction with Lakes Road has give way, sight lines to south insufficient due to vertical curve, sufficient to north, radii insufficient will use full width, 5m carriageway which widens in sections, trees within 3m clear zone, some vegetation encroaching, pavement good condition, poor alignment but sight lines generally sufficient, intersection with Arthurton Road has give way, sight lines sufficient, radii insufficient will likely cross centreline Junction with Yorks Highway has poor sight lines, poor alignment, straight alignment with minor vertical alignment, clear zone good some vegetation up to edge, pavement poor condition, junction with Springfield Road has no give way or hazard board sign, sight lines to north insufficient, to south sufficient, radii insufficient will use full width Intersection with Pine Point Road has give way, poor angle, sight lines sufficient, radii insufficient will use full width, left in not possible due to angles, 4.5m carriageway, vegetation up to edge, trees within 3m clear zone, poor alignment with horizontal curve with poor sight lines, generally clear zone is good, 5m carriageway, pavement reasonable, intersection with Francis Road has give way, sight lines sufficient to east, insufficient to west due to vegetation needs trimming, radii insufficient will need full width Intersection with Marion Bay Road has give way, sight lines insufficient due to vertical curve, radii insufficient, back clear zone generally good, pavement poor condition, straight alignment, has priority at Focklegh Road Intersection	8 - Pavement
4284 Zone Surface	Bowden Rd	Lakes Rd	4282.8	7	1 \$	490,000	Low Use Sheeted Road Low Wear	7m carriageway, slight horizontal curve, one with sight lines issues due to vegetation, minor trees in clear zone, pavement has pot holes, junction with Wozarabe Road is large with poor angles, sight lines ok if you square up but poor angles, radii ok for some movements, grass island Has priority at Brook Road, 6m carriageway, bowball section of pavement poorly shaped and water runs down causing rutting, vegetation up to edge in sections, straight alignment with some vertical curves, junction with St Vincent Highway has hazard board and sealed throat, right lane sufficient, light to north, radii insufficient will need full width Intersection with Spencer Highway has give way, sight lines sufficient, radii insufficient will cross centreline, 5.6m carriageway, sandy pavement, slight line issues near canal, pavement corrugated, uneven and sandy, trees within 3m clear zone, some vegetation encroaching, several crests with slight line issues, pavement poor, has priority at Rocky Blend Road	8 - Pavement
4410 Zone Surface	Cross Rd (Gum Hk Ward)	Springfield Rd	2108	7.5	32 \$	490,000	Low Use Sheeted Road Low Wear	Intersection with Pine Point Road has give way, poor angle, sight lines sufficient, radii insufficient will use full width, left in not possible due to angles, 4.5m carriageway, vegetation up to edge, trees within 3m clear zone, poor alignment with horizontal curve with poor sight lines, generally clear zone is good, 5m carriageway, pavement reasonable, intersection with Francis Road has give way, sight lines sufficient to east, insufficient to west due to vegetation needs trimming, radii insufficient will need full width Intersection with Marion Bay Road has give way, sight lines insufficient due to vertical curve, radii insufficient, back clear zone generally good, pavement poor condition, straight alignment, has priority at Focklegh Road Intersection	8 - Pavement
37746 Surface	Pine Point Road	Francis Road	4123.4	7	1 \$	415,000	Low Use Sheeted Road Low Wear	7m carriageway, slight horizontal curve, one with sight lines issues due to vegetation, minor trees in clear zone, pavement has pot holes, junction with Wozarabe Road is large with poor angles, sight lines ok if you square up but poor angles, radii ok for some movements, grass island Has priority at Brook Road, 6m carriageway, bowball section of pavement poorly shaped and water runs down causing rutting, vegetation up to edge in sections, straight alignment with some vertical curves, junction with St Vincent Highway has hazard board and sealed throat, right lane sufficient, light to north, radii insufficient will need full width Intersection with Spencer Highway has give way, sight lines sufficient, radii insufficient will cross centreline, 5.6m carriageway, sandy pavement, slight line issues near canal, pavement corrugated, uneven and sandy, trees within 3m clear zone, some vegetation encroaching, several crests with slight line issues, pavement poor, has priority at Rocky Blend Road	8 - Pavement
4710 Zone Surface	Winkle Rd	Rockleigh Rd	2042.7	7	6 \$	410,000	Low Use Sheeted Road High Wear	Intersection with Pine Point Road has give way, poor angle, sight lines sufficient, radii insufficient will use full width, left in not possible due to angles, 4.5m carriageway, vegetation up to edge, trees within 3m clear zone, poor alignment with horizontal curve with poor sight lines, generally clear zone is good, 5m carriageway, pavement reasonable, intersection with Francis Road has give way, sight lines sufficient to east, insufficient to west due to vegetation needs trimming, radii insufficient will need full width Intersection with Marion Bay Road has give way, sight lines insufficient due to vertical curve, radii insufficient, back clear zone generally good, pavement poor condition, straight alignment, has priority at Focklegh Road Intersection	8 - Pavement
4098 Surface	Gun Club Rd	Newbold Rd	3614.2	8.5 Rd	9 \$	400,000	Medium Use Sheeted Road	7m carriageway, slight horizontal curve, one with sight lines issues due to vegetation, minor trees in clear zone, pavement has pot holes, junction with Wozarabe Road is large with poor angles, sight lines ok if you square up but poor angles, radii ok for some movements, grass island Has priority at Brook Road, 6m carriageway, bowball section of pavement poorly shaped and water runs down causing rutting, vegetation up to edge in sections, straight alignment with some vertical curves, junction with St Vincent Highway has hazard board and sealed throat, right lane sufficient, light to north, radii insufficient will need full width Intersection with Spencer Highway has give way, sight lines sufficient, radii insufficient will cross centreline, 5.6m carriageway, sandy pavement, slight line issues near canal, pavement corrugated, uneven and sandy, trees within 3m clear zone, some vegetation encroaching, several crests with slight line issues, pavement poor, has priority at Rocky Blend Road	8 - Pavement
4321 Zone Surface	Boundary Rd	51 Vincent Hwy	3860.5	7.5	8 \$	375,000	Low Use Sheeted Road High Wear	Intersection with Pine Point Road has give way, poor angle, sight lines sufficient, radii insufficient will use full width, left in not possible due to angles, 4.5m carriageway, vegetation up to edge, trees within 3m clear zone, poor alignment with horizontal curve with poor sight lines, generally clear zone is good, 5m carriageway, pavement reasonable, intersection with Francis Road has give way, sight lines sufficient to east, insufficient to west due to vegetation needs trimming, radii insufficient will need full width Intersection with Marion Bay Road has give way, sight lines insufficient due to vertical curve, radii insufficient, back clear zone generally good, pavement poor condition, straight alignment, has priority at Focklegh Road Intersection	8 - Pavement
4327 Zone Surface	Baughaw Rd (Nth Kalkshuy Ward)	Spencer Hwy	3578.8	7	33 \$	360,000	Low Use Sheeted Road High Wear	Intersection with Pine Point Road has give way, poor angle, sight lines sufficient, radii insufficient will use full width, left in not possible due to angles, 4.5m carriageway, vegetation up to edge, trees within 3m clear zone, poor alignment with horizontal curve with poor sight lines, generally clear zone is good, 5m carriageway, pavement reasonable, intersection with Francis Road has give way, sight lines sufficient to east, insufficient to west due to vegetation needs trimming, radii insufficient will need full width Intersection with Marion Bay Road has give way, sight lines insufficient due to vertical curve, radii insufficient, back clear zone generally good, pavement poor condition, straight alignment, has priority at Focklegh Road Intersection	8 - Pavement

Item ID	Location	Surface	Area (m²)	Value	Notes					
101	5146 Entrance Rd (North)	Wear Top (Medium)	1784	0 \$	360,000	Intersection with South Terrace has give way, sight lines sufficient, radii insufficient will use full width, 2m carriageway, width varies, straight alignment, pavement poor condition, trees generally outside 3m clear zone, has give way at Elizabeth Street, sight lines insufficient to west from southern side as drivers may be concerned by tall grass and not being able to see road. Likely they will see vehicles, others sufficient, radii insufficient will need full width, with varies from 6m to very wide, pavement has large pot holes, clear zone has large pile of rubble in it, road becomes very wide, straight, junction with North Terrace has give way, sight lines sufficient, radii insufficient will use full width, 2m carriageway with yellowstone Road has give way, slight lines insufficient along main road with major issues due to angles and vegetation, radii insufficient due to angles, 5m carriageway, narrow to 4m, vegetation trimmed back, pavement average, straight with vertical curves, intersection with White Hill Road has give way, sight lines sufficient, radii insufficient will need full width and very light				
102	25209 Graded Surface Point Soutbar Rd Yellowstone Rd	Rural Formed	3600	0 \$	360,000	Has priority at Old Boundary Road, 6.7m carriageway, trees generally outside 3m clear zone, pavement poor with lots of pot holes, trees within 3m clear zone, alignment fine, intersection with Ardrossan Road has give way, angle is poor, needs to be squared up, sight lines sufficient but poor observation angle, radii insufficient for some movements due to poor angles will cross full width				
103	4588 Zone) Surface Thomas Rd Old Boundary Rd Ardrossan Rd	Rural Sheeted Low Use High Wear (Northern Zone) Surface	1737.9	37 \$	350,000	Junction with Ross Road has give way, needs hazard board, sight lines insufficient to west due to vegetation and vertical curves, sufficient to east, radii insufficient will need full width, 3.0m carriageway, grass growing on edge of road, pavement with some ruts, intersection with Cook Road has give way, sight lines sufficient, radii insufficient for some movements due to poor angles will cross full width				
104	4267 Zone) Surface Brook Rd	Rural Sheeted Low Use High Wear (Northern Zone) Surface	3175.7	1 \$	340,000	Intersection with Boundary Road has give way, sight lines sufficient, radii insufficient for some movements due to poor angles will cross full width				
105	4770 Zone) Surface Wynyddale Rd	Rural Sheeted Low Use High Wear (Northern Zone) Surface	3156.7	0 \$	340,000	Intersection with Stuckey Road has give way, sight lines sufficient, radii insufficient can use full width, 6m carriageway, vegetation up to edge, trees within 3m clear zone, straight alignment, cross with major sight line issues, pavement poor, junction with Redler Road needs hazard board, sight lines sufficient, vegetation trimming would improve, radii insufficient will need full width				
106	4804 Surface Dowlingville Sturt Rd	Rural Sheeted Medium Use (Northern Zone) Surface	2468	42	0.0062	1	21 \$	325,000	Intersection with Yorks Highway has give way, sight distances are very good, radii tight for left turns, sealed throat but pavement quality poor, a lot of guide posts, 8.0m unsealed carriageway, cobble on south side than north some as close as 2m but generally 3-4m back, Cook Road intersection it has priority other legs have give ways, sight lines from minor legs not great horizontal curve intersection with Brusar Road has give way, sight lines sufficient, radii insufficient will cross central lane, 6m carriageway, some trees within 3m clear zone, pavement poor, junction with North Coast Road has give way, sight lines sufficient, radii insufficient will need full width, 4.0m carriageway, pavement has been good but not up to date, degree horizontal curves, no widening vehicles will cross central lane and minor sight lines issues	
107	4956 Zone) Surface Point Soutbar Rd Brusar Rd	Rural Sheeted Low Use High Wear (Northern Zone) Surface	3166.7	8 \$	325,000	Junction with South Coast Road has give way and hazard board, sight lines sufficient, radii insufficient, 6m carriageway, pavement very sandy, vegetation up to edge, horizontal and vertical curves are tight with major sight line issues, has priority at Cape York Road				
108	25114 Graded Surface Cape York Road South Coast Road	Rural Formed	1500.6	0 \$	310,000	6m carriageway, pavement poor, some tight horizontal and vertical curves with sight line issues, needs curve widening, junction with North Coast Road has no hazard board, sight lines sufficient, radii insufficient, junction with Yorks Highway has poor sight lines, junction with Yorks Highway has poor sight lines, distance tight due to angle, radii tight, 6m sec with no line marking, 1.5m unsealed shoulders, alignment fine, pavement poor, trees 4m back, has priority at McKean Road				
109	4149 Surface Mount Has Walls Reading Rd	Rural Sheeted Medium Use (Central Zone) Surface	3277.5	18	0.0463	0.8238	33 \$	300,000	300,000	junction widening pavement
110	8162 Upper Surface Cannery Rd (MWhiston) Yorks Hwy	Rural Spray Seal Normal Use	3072.7	0 \$	300,000					



Rural/Sheeted Wear (Central Zone) Wearing Surface	4815 Zone/ Surface	Pentowale Rd	Harry Butler Rd	Rabbit Corner Rd	1266	7.5	9 \$	250,000	Low Use/Sheeted Road High Wear	<p>Intersection with Rabbit Corner Road - Hwy 60x way 100% sight lines sufficient, some kerbing by vegetation. Road is insufficient, vehicle will use full pavement width.</p> <p>Mid block - Pavement width 7 to 8m. Pavement surface good. Trees within 3m clear zone, some at edge of pavement and some branches into road width. Some grass growing in pavement at edge.</p> <p>Intersection with Harry Butler Road - Has Give way sign (faded) - see-through risk due to intersection configuration onto main road (consider new give way sign / advance give way sign). Acute angle (1 intersection), sight lines in advance to the left due to trees and vegetation. Sight lines to the right are sufficient for left out/ right in, no 200m vehicle will rock off pavement. Left-out, right-in movements are straight.</p> <p>3 - Major pavement left-out, right-in movements are straight. Consider squaring up through crest to improve both sight intersection Upgrade</p>			
Rural/Sheeted Wear (Southern Zone) Wearing Surface	7993 Upper Surface (Pole)	One And All Rd	Wells Top		1000.8	5.5	0 \$	250,000	Rural/Sheeted Road Normal Use	<p>6.2m seal with no edge lines, 1.5m unsealed shoulders, some light curves in 50 km/h township section with no curve widening.</p> <p>Junction with Mount Rd Road has humped board, right line different to rest, insufficient to wear due to kerbstone, kerbstone is 100mm high, 100mm wide, 100mm deep. Carriageway, pavement very poor with minor pot holes, trees up to edge, vegetation encroaching, widens to 7m, straight and flat, intersection with Didiyumuksa Road has give way, sight lines sufficient can be improved to west with vegetation trimming, radii insufficient, use full width.</p>			
Rural/Sheeted Wear (Central Zone) Wearing Surface	4993 Zone/ Surface	The Gambrell Rd	Didiyumuksa Rd	Mount Rd Rd	1136.1	7.5	11 \$	235,000	Low Use/Sheeted Road Low Wear	<p>Intersection with Marion Bay Road has give way and sealed throat, needs haulroad boardfoot, sight lines sufficient, radii insufficient will use full width, 6-7m carriageway, alignment poor, pavement poor with loose material, clear zone is good, clear end at beach</p>			
Rural/Sheeted Wear (Southern Zone) Wearing Surface	25165 Surface	Marion Bay Road	Coast		1066	6	19 \$	215,000	Low Use/Sheeted Road Low Wear	<p>Intersection with Innes Road has give way, sight lines sufficient, radii insufficient will cross full width, 4.5m carriageway, trees within 3m clear zone and vegetation up to edge, pavement poor condition, straight alignment, intersection with Corry Point Road has give way, sight lines sufficient, radii insufficient will use full width.</p>			
Rural/Sheeted Wear (Northern Zone) Wearing Surface	4197 Surface	Levens Rd	Corry Point Rd	Bonus Rd	1980.6	7	11 \$	200,000	Low Use/Sheeted Road Medium Wear	<p>Junction with Port Vincent Road has good radii as it is very wide, sight distance poor, very bad to left due to horizontal curves, has give way, steep slope to junction, intersection with Port Vincent Road has give way, sight lines some trees right on edge of carriageway, 2m carriageway 7.4m wide carriageway, slopes 3.5m back, trees 1.2m back, pavement poor in patches, sight horizontal curves but sight line fine, approach to Spencer Highway has warning sign, approach sight distance tight due to vertical curve, sight distance good at intersection, radii tight for left turn out.</p>			
Rural/Sheeted Wear (Northern Zone) Wearing Surface	4811 Surface	Old Port Vincent Rd	4.4km E of Cook Rd	Port Vincent Rd	2186.1	8 Rd	28	0.0084	1.3832	11 \$	200,000	Medium Use Sheeted Road	<p>Junction with Port Vincent Road has good radii as it is very wide, sight distance poor, very bad to left due to horizontal curves, has give way, steep slope to junction, intersection with Port Vincent Road has give way, sight lines some trees right on edge of carriageway, 2m carriageway 7.4m wide carriageway, slopes 3.5m back, trees 1.2m back, pavement poor in patches, sight horizontal curves but sight line fine, approach to Spencer Highway has warning sign, approach sight distance tight due to vertical curve, sight distance good at intersection, radii tight for left turn out.</p>
Rural/Sheeted Wear (Northern Zone) Wearing Surface	4876 Surface	Uruksa Rd	2.8km E of Bagshaw Rd	Spencer Hwy	2726.7	10 Highway	34	0.047	0.578	14 \$	200,000	Medium Use Sheeted Road	<p>Junction with Port Vincent Road has good radii as it is very wide, sight distance poor, very bad to left due to horizontal curves, has give way, steep slope to junction, intersection with Port Vincent Road has give way, sight lines some trees right on edge of carriageway, 2m carriageway 7.4m wide carriageway, slopes 3.5m back, trees 1.2m back, pavement poor in patches, sight horizontal curves but sight line fine, approach to Spencer Highway has warning sign, approach sight distance tight due to vertical curve, sight distance good at intersection, radii tight for left turn out.</p>
Rural/Sheeted Wear (Northern Zone) Wearing Surface	8072 Upper Surface	Bonus Rd	1.3km W of Curry Point Rd		1412	6.3	23 \$	200,000	Rural/Sheeted Road Normal Use	<p>7.0m seal, no edge lines, 2m unsealed shoulders, straight alignment, slopes 4.5m from edge clear some otherwise good, steep upgrade to Barneye Road, intersection use give ways, angle to main hwy poor, sight distance good, intersection upgrade for left turn.</p>			
Rural/Sheeted Wear (Northern Zone) Wearing Surface	4834 Surface	Barneye Stacks Rd	South Mittern Rd	Spencer Hwy	4299.6	8	8 \$	350,000	Low Use/Sheeted Road Medium Wear	<p>Intersection with Spencer Highway has give ways, sight lines sufficient, radii insufficient for some movements has central grassy island on southern side, not ideal need to be upgraded, 6-7m carriageway, straight alignment with vertical curves, minor sight lines issues over some crests, cutting 6m wide only, trees within 3m clear zone, pavement fine, becomes fine one straight, pavement good, intersection with South Mittern Road has give ways, sight lines insufficient due to angles of roads and vegetation intersection upgrade</p>			

Property Address	Zone	Area (m²)	Value	Rate	Notes
4361 Zone Surface	Rural/Sheepland Low Use/High Wear (Southern Zone) Surface	3664.3	7 \$	150,000	100 Intersection with Stout Bay Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4371 Surface	Rural/Sheepland Low Use/High Wear (Northern Zone) Surface	3909.7	8 \$	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4276 Surface	Rural/Sheepland Low Use/High Wear (Central Zone) Surface	2400.5	6 \$	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4383 Surface	Rural/Sheepland Low Use/High Wear (Northern Zone) Surface	1960.5	23 \$	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4308 Zone Surface	Rural/Sheepland Low Use/High Wear (Northern Zone) Surface	3149.5	4 \$	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4300 Zone Surface	Rural/Sheepland Low Use/High Wear (Northern Zone) Surface	2231	1 \$	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4390 Surface	Rural/Sheepland Low Use/High Wear (Northern Zone) Surface	3307.8	2	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4400 Surface	Rural/Sheepland Low Use/High Wear (Northern Zone) Surface	1240.8	35 \$	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague
4027 Zone Surface	Rural/Sheepland Low Use/High Wear (Southern Zone) Surface	3083.6	11 \$	150,000	100 Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some generally good but some trees within 3m, intersection with York Road, six way intersection, sight lines along York Highway sufficient, radii sufficient, need to improve layout. Sprague 2 - Alignment and Sprague



4107 (Zone) Surface	Rural (Sheeted) Low Use High Wear (Southern)	Hundred Low Rd	Yorkie Hwy	Common Rd	2780.9	7	15	\$	150,000	Low Use Sheeted Road High Wear	Has priority at Corners Road junction, 6-7m carriageway, straight alignment with significant vertical curves, vegetation and trees outside clear zone, pavement still corrugated with pot holes, major sight line issues over some crests, road widens in sections, junction with Yorkie Highway has give way and hazard road board, sight lines sufficient to west, insufficient to east due to horizontal curve and vegetation, small central island with left out slip lane which should be removed, radii insufficient for some movements will cause constraint	10a
4067 (Zone) Surface	Rural (Sheeted) Low Use High Wear (Northern)	Kakabully School Rd	Holman Rd	Lambhead Rd	2137.5	7.5	9	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Lambhead Road has give way, sight lines sufficient, radii insufficient for road and road widths, 6-7m wide carriageway, trees within 3m clear zone, pavement fine, intersection with Holman Road has give ways, large island poorly arranged and confusing, some sight lines insufficient, radii insufficient for some movements	10a
4006 (Zone) Surface	Rural (Sheeted) Low Use High Wear (Northern)	Kelby Hill Rd	Yarracoob Rd	Shed Rd	3306.5	7.5	8	\$	150,000	Low Use Sheeted Road High Wear	Has priority at Shed Road intersection, 'walk the Yorkie' road again, 7m unsealed carriageway, major dip with steep alignment and curves, minor sight line issues, has dip signs, steep upgrade with poor alignment crest has priority at Brook Road intersection, warning signs, with some form has priority at Brook Road intersection, 6-7m wide carriageway, some sight line issues, some vegetation, sight lines along St Vincent Highway are give way, steep dips intersections, radii insufficient for some movements	10a
4032 (Zone) Surface	Rural (Sheeted) Low Use High Wear (Southern)	Lake Fowler Rd	Goldsmith Beach Rd	St Vincent Hwy	3655.7	9	6	\$	150,000	Low Use Sheeted Road High Wear	Insufficient for some movements, major drainage issues	10a
4139 (Zone) Surface	Rural (Sheeted) Low Use High Wear (Northern)	Loveridge Rd	Upper Yorkie Rd	Williamson Rd	2844.5	8.5	12	\$	150,000	Low Use Sheeted Road High Wear	Insufficient for some movements, needs to be squared up, although large horizontal curve wont make it perfect, radii insufficient for left out and right in need to be banned due to angles, other movements reasonable, cars see into other legs, 6-7m carriageway, pavement corrugated and has pot holes, straight and generally flat, clear some good at western end then long pile of rocks on southern side within 3m clear zone, has priority at Goldsmith Beach Road intersection	10a
4142 (Zone) Surface	Rural (Sheeted) Low Use High Wear (Northern)	McCauley Rd	Broster Rd	Clinton Rd	3543.7	7	14	\$	150,000	Low Use Sheeted Road High Wear	Insufficient for some movements, major drainage issues	10a
4018 (Zone) Surface	Rural (Sheeted) Low Use High Wear (Central)	Narabold Rd	Wauraklee Rd	Gun Club Rd	3236.7	8.5	7	\$	150,000	Low Use Sheeted Road High Wear	Insufficient for some movements, needs to be squared up, although large horizontal curve wont make it perfect, radii insufficient for left out and right in need to be banned due to angles, other movements reasonable, cars see into other legs, 6-7m carriageway, pavement corrugated and has pot holes, straight and generally flat, clear some good at western end then long pile of rocks on southern side within 3m clear zone, has priority at Goldsmith Beach Road intersection	10a
4806 (Zone) Surface	Rural (Sheeted) Medium Use (Central Zone)	Old Coast Rd	Mulberry Park Rd	2.0km S of Mulberry Park Rd (at corner)	2022.8	8 n (200m)	2	\$	150,000	Medium Use Sheeted Road	Insufficient for some movements, needs to be squared up, although large horizontal curve wont make it perfect, radii insufficient for left out and right in need to be banned due to angles, other movements reasonable, cars see into other legs, 6-7m carriageway, pavement corrugated and has pot holes, straight and generally flat, clear some good at western end then long pile of rocks on southern side within 3m clear zone, has priority at Goldsmith Beach Road intersection	10a

4826 Zone) Surface	Orion Cowie Rd	Little Sheoak Rd	Yorkie Hwy	4817.2	7	9 \$	150,000	Low Use Sheeted Road High Wear	<p>Junction with Yorkie Highway has give way and headboard bollard, sight lines sufficient, sanded throat, radii insufficient likely to cross centreline on Orion Cowie Road, 6-7m carriageway, pavement in good condition, clear zone good except for pile of rubble, horizontal curves sight lines are reasonable, narrows to 6m, some stobles in 3m clear zone, intersection with Little Sheoak Road is six ways, has give way, priority unclear, sight lines insufficient to south due to angles, radii insufficient due to angles</p> <p>2 - Alignment and Signage</p>
5031 Zone) Surface	Orion Cowie Rd	White Hut Rd	Corny Point Rd	3835.5	8	9 \$	150,000	Low Use Sheeted Road High Wear	<p>Intersection with Corny Point Road has six give way, needs bollard, sight lines insufficient, radii insufficient, 7m carriageway, pavement in good condition, clear zone good, measurements will cross centreline, 7m carriageway, straight with minor vertical curve, clear zone good except for pile of rubble on eastern side of road, pavement good, light horizontal curve but good sight lines, junction with White Hut Road has give way and hazard board, sight lines insufficient to east due to vertical curve, sufficient to west, radii insufficient will cross centreline</p> <p>2 - Alignment and Signage</p>
4872 Zone) Surface	Piggery Corner Rd	James Wall Rd	Pine Point Rd	3650.5	8	30 \$	350,000	Low Use Sheeted Road High Wear	<p>Intersection with James Wall Road has give way, sight lines sufficient, radii insufficient will cross centreline, 7m carriageway, pavement in good condition, clear zone good, trees within 3m clear zone, stobles to 8m, pavement good, horizontal curve with minor sight line issues due to vegetation, intersection with Pine Point Road has give ways, six ways, intersection with insufficient sight lines along some legs due to angles and vegetation, radii insufficient for some movements due to angles</p> <p>2 - Alignment and Signage</p>
5039 Zone) Surface	Piggery Corner Rd	Pine Point Rd	McFarlane Rd	4169.9	8	30 \$	350,000	Low Use Sheeted Road High Wear	<p>Intersection with Pine Point Road has give way, six ways, sight lines insufficient along some legs due to angles, radii insufficient for some movements due to angles, 8m plus carriageway, vegetation up to edges, trees within 3m clear zone, trees within 3m clear zone, stobles to 8m, pavement good, sections are poor, has priority at McFarlane Road</p> <p>2 - Alignment and Signage</p>
4896 Surface	Rockleigh Rd	West Beach Rd	Point Annie Rd	3721.6	6.5	1 \$	350,000	Low Use Sheeted Road Medium Wear	<p>Junction with West Beach Road (Corny Point Road?) has give way, five ways, intersection, sight lines insufficient, radii insufficient for some movements, 5.6m carriageway, trees within 3m clear zone, pavement average, horizontal curves, some major sight line issues, typically 5m carriageway, pavement good, crest with poor approach sight distance to intersection, needs advanced warning sign, intersection with Point Annie Road has give way, sight lines sufficient to east, insufficient to west due to vegetation and vegetation, radii insufficient will need full width</p> <p>2 - Alignment and Signage</p>
5067 Zone) Surface	Rocky Waterhole Rd	St Vincent Hwy	Oaklands Rd	3689.7	7.5	15 \$	150,000	Low Use Sheeted Road High Wear	<p>Junction with St Vincent Highway has hazard board, sight lines sufficient, radii insufficient will cross centreline, has minor slip lane leg with large central island with trees on it, needs to be removed, 6-7m carriageway, grass growing on edge of pavement, trees within 3m clear zone, stobles outside 3m clear zone, some vegetation up to edge, straight alignment with minor vertical, narrows to 6m in sections, drainage encroaching wet onto pavement, need to pour in sealant and drainage channels</p> <p>4 - Minor Upgrade</p> <p>Intersection with Oaklands Rd has give way, sight lines insufficient to south due to vegetation, sufficient to north but, radii insufficient will use full width</p> <p>Has priority at Harmer Road, 7.8m Carriageway, trees within 3m clear zone, pavement becomes very wide, good quality pavement, intersection with Upper Yorkie Road has give ways, has small islands and another side road, poor angles, need to remove islands and formalise, light lines sufficient on main leg, radii insufficient for some movements</p>
5003 Zone) Surface	Sowley Rd	Upper Yorkie Rd	Harmer Rd	906.8	7.5	9 \$	150,000	Low Use Sheeted Road High Wear	<p>4 - Minor Upgrade</p>

<p>Rural/Sheeted Low Use High Wear (Southern 4807 Zone) Surface</p>	<p>Shoak's Beach Rd Old Horizon Rd</p>	<p>Wattle Point Rd</p>	<p>3004</p>	<p>7.5</p>	<p>30 \$</p>	<p>350,000</p>	<p>Low Use Sheeted Road High Wear</p>	<p>Intersection with Old Howden Road has give way, sight lines insufficient to meet due to horizontal alignment to east, poor angles to five ways, road insufficient, 7m carriageway, clear zone good except for pile of rubble, pavement reasonable with minor corrugations, straight alignment with minor vertical, vegetation up to edges in southern section, some trees within 3m clear zone, pavement worse further south, vegetation encroaching, junction with Wattle Point Road has give way, sight lines sufficient, poor angle should be squared up, road insufficient for left cut and right in clear to angle, other movements use full width</p> <p>2 - Alignment and Signage</p>	<p>104</p>
<p>Rural/Sheeted Low Use High Wear (Northern 4534 Zone) Surface</p>	<p>Spencer Hwy</p>	<p>Barley Sheels Rd</p>	<p>3217.4</p>	<p>9</p>	<p>18 \$</p>	<p>350,000</p>	<p>Low Use Sheeted Road High Wear</p>	<p>Has priority at Barley Sheels Road intersection, horizontal curve through intersection, 4.7 5m carriageway, pavement good condition, trees within 3m clear zone, vegetation up to edge of pavement, horizontal curve fine, steep downgrade to Spencer Highway, has give way signs, seven ways intersections, central islands, priority between side roads unclear, needs to be improved, sign lines along Spencer Highway sufficient, road insufficient for some intersections due to islands</p> <p>4 - Minor Upgrade</p>	<p>104</p>
<p>Rural/Sheeted Low Use High Wear (Northern 4536 Zone) Surface</p>	<p>Huan Rd</p>	<p>Port Victoria Rd</p>	<p>1550.5</p>	<p>8.5</p>	<p>18 \$</p>	<p>350,000</p>	<p>Low Use Sheeted Road High Wear</p>	<p>Intersection with Port Victoria Road has give way, large central island, sight lines sufficient but poor observation for some movements, pavement good condition, road and island should be improved, be wide carriageway, bit and straight, pavement good quality, vegetation along one side with some trees in 3m clear zone, has priority at Huan Road</p> <p>4 - Minor Upgrade</p>	<p>104</p>
<p>Rural/Sheeted Low Use High Wear (Northern 4537 Zone) Surface</p>	<p>Port Victoria Rd</p>	<p>Point Pearce Rd</p>	<p>1236.6</p>	<p>7</p>	<p>18 \$</p>	<p>350,000</p>	<p>Low Use Sheeted Road High Wear</p>	<p>Intersection with Point Pearce Road has give way, sight lines sufficient, road insufficient will cross centreline, 7m carriageway, trees within 3m clear zone, straight and flat, pavement good condition, intersection was Port Victoria Road has give way, sight lines sufficient, poor angle with large central island, needs to be removed, road insufficient for some movements, York Road has give way, central island which should be removed, sight lines sufficient, road insufficient for some movements due to island, some drainage issues, 7m carriageway, trees up to edge of pavement, widens to 8m, straight alignment minor vertical, pavement has some pot holes, has priority at Adams Road</p> <p>4 - Minor Upgrade</p>	<p>104</p>
<p>Rural/Sheeted Low Use High Wear (Northern 4751 Zone) Surface</p>	<p>Sunnyvale Rd</p>	<p>Schilling Rd</p>	<p>2510.9</p>	<p>200m E of 8 Coast Rd</p>	<p>25 \$</p>	<p>0.0459 1,147.5</p>	<p>Low Use Sheeted Road High Wear</p>	<p>Intersection with Ardrossan Road has give ways, sight lines sufficient, poor observation angle, road insufficient for some movements will use full width due to angles, 7-8m carriageway, pavement good with some soft patches will need to be replaced, trees within 3m clear zone, some poor sections of pavement, alignment is good</p> <p>Intersection with Clinton Road has give ways, six way intersection, sight lines along Clinton Road insufficient due to vegetation and horizontal curve, road insufficient due to angles</p> <p>2 - Alignment and Signage</p>	<p>104</p>
<p>Rural/Sheeted Low Use High Wear (Northern 4758 Zone) Surface</p>	<p>3km W of Power Line</p>	<p>Yorks Hwy</p>	<p>1300.9</p>	<p>9</p>	<p>12 \$</p>	<p>350,000</p>	<p>Low Use Sheeted Road High Wear</p>	<p>Intersection with Yorks Highway has give way, also another side road which makes priority confusing, needs to be upgraded, sight lines sufficient, road sufficient, left in clear zone, vegetation up to edge, straight alignment with 2 - Alignment and Signage</p> <p>Has priority at Bridge Road, trees along edge of road, pavement good condition, 7m unsealed carriageway, straight alignment, minor vertical curve, intersection with Kaituma Road has give way, five ways, alignment really poor and observation angles tight due to angles at intersection, some movements impossible due to angles, sight lines sufficient but poor angles</p> <p>2 - Alignment and Signage</p>	<p>104</p>
<p>Rural/Sheeted Medium Wear (Meritum Zone) 4878 Surface</p>	<p>Waylands Rd</p>	<p>Upper Yorks Rd</p>	<p>2024.3</p>	<p>500m W of Upper 8 Yorks Rd</p>	<p>22 \$</p>	<p>0.0594 2,186.8</p>	<p>Medium Use Sheeted Road</p>	<p>7-8m unsealed carriageway, trees overhanging onto road, need to be trimmed, small trees 3m back, generally flat intersection, trees within 3m clear zone, trees trimming, road should be improved, road has a high grass island, intersection with Yorks Highway, some turning movements may be upgrade @DTF road</p>	<p>104</p>







<p>Rural/Sheeted Low Use High Wear (Southern Zone) Surface</p> <p>4051 Zone</p>	<p>Diagonal Rd</p> <p>Cunny Point Rd</p> <p>Bentley Rd</p>	<p>4675.2</p> <p>8</p>	<p>100,000</p> <p>8</p>	<p>7 - Major intersection due to angles between legs</p> <p>Intersection with Cunny Point Road has give way line which is not sufficient, radii insufficient for corner movements, 6-7m carriageway, pavement minor good with trees outside 3m clear zone, generally vertical curves with minor sight line issues, pavement condition gets worse, some trees within clear zone, narrow to 6m, junction with Bentley Road is a Y junction but very wide so drivers can square up, sight lines are sufficient, has give way, radii insufficient will use full width intersection due to angles between legs</p>	<p>10a</p>
<p>Rural/Sheeted Low Use High Wear (Southern Zone) Surface</p> <p>4088 Zone</p>	<p>Green Flat Rd</p> <p>Stansbury Rd</p> <p>Dipnet Shed Rd</p>	<p>3826.6</p> <p>8.5</p>	<p>100,000</p> <p>7</p>	<p>Intersection with Stansbury Road - Acute intersection angle, has give way sign, sight lines sufficient, observation angle poor due to intersection geometry, radius insufficient, left in turn likely to track off the pavement. Mid-block - 6 to 7m width, some lobbed trees within 3m clear zone and some grasses growing through pavement edges. More trees within 3m clear zone at western end. Sight horizontal curve through western end. Intersection within segment with Weavers Hill Road, has give way signs in both directions (road faded off on eastern side), sight lines sufficient for both directions, radius poor for both, both requiring vehicle to use full pavement width.</p> <p>Intersection with Dipnet Shed Road - Acute intersection angle, has give way sign, sight lines sufficient, observation angle poor due to intersection geometry. Radius insufficient, likely to track over centre line.</p>	<p>10a</p>
<p>Rural/Sheeted Low Use High Medium Wear (Southern Zone) Surface</p> <p>4240 Surface</p>	<p>Meezans Rd (Wind Bay)</p> <p>Corrigle Rd</p> <p>Hayward Park Rd</p>	<p>991.3</p> <p>5.5</p>	<p>100,000</p> <p>2</p>	<p>Junction with Corrigle Road needs baseRoad boxRoad, sight lines sufficient, can be improved with vegetation, trimming, poor angle, can be squared up, radii insufficient for some movements due to angle, 5m carriageway, clear line of sight, good pavement, pavement minor good. Hayward Park Road needs baseRoad boxRoad, sight lines sufficient, radii insufficient will need full road width to complete, noRoad to see in</p>	<p>10a</p>
<p>Rural/Sheeted Low Use High Wear (Southern Zone) Surface</p> <p>4886 Zone</p>	<p>Olive Tree Rd</p> <p>Stansbury Rd</p> <p>Oaklands Rd</p>	<p>2643</p> <p>8</p>	<p>100,000</p> <p>7</p>	<p>(Photo)</p> <p>Intersection with Oaklands Rd - Has give way sign, sight lines right sufficient, to left is restricted by vegetation and stobbs. Suggest trimming vegetation. Radius insufficient, vehicles will require full pavement width for turn. Intersection with Olive Tree Road, pavement minor good, some trees within 3m clear zone, radii insufficient to the eastern end, some grass growing through edges of pavement.</p> <p>Intersection with Stansbury Rd - Has give way sign, intersection angle not square, suggest squaring up, 5.1m intersection. Sight distance sufficient to the right, slightly limited to the left due to vegetation, poor observation angle due to intersection geometry. Radius insufficient and left turn in likely to track off of pavement. Intersection with Hamner Road has give ways, sight lines sufficient, radii insufficient, will need to cross centre of road to get into the road, some trees within 3m clear zone, 7m carriageway, pavement good quality, straight alignment minor vertical but sight lines sufficient, intersection with Willing Road has give ways, sight lines insufficient to east due to vegetation and horizontal curve, sufficient to west, radii insufficient will cross centre of road.</p>	<p>10a</p>
<p>Rural/Sheeted Low Use Low Wear (Southern Zone) Surface</p> <p>5028 Zone</p>	<p>Pollingborne Rd</p> <p>Willing Rd</p> <p>Bullcreek Rd</p>	<p>1992</p> <p>7.5</p>	<p>100,000</p> <p>7</p>	<p>Intersection with Brentwood Rd - Has give way sign, sight lines insufficient, restricted to the right due to vegetation. Radius insufficient, vehicles will use full pavement width. Road block - 7 to 8m pavement width, pavement surface good, some trees within 3m clear zone, some trees within 3m clear zone, some trees at edge of pavement.</p> <p>Intersection with Bullcreek Rd - Has give way sign, very sharp intersection angle, suggest squaring up. Sight lines sufficient, poor observation angle due to intersection geometry. Radius insufficient, left in turn will track off of pavement due to tight angle.</p>	<p>10a</p>



5056 Surface Rural/Shielded Low Use Medium Wear [Southern Zone]	Savage Hut Rd	Culline Rd	Stokers Lake Rd	2337.9	8	7 \$	100,000	Low Use Shielded Road Medium Wear	Intersection with Culline Rd - Has give way sign (field), sight lines insufficient (both) due to vegetation up to edge of pavement, radius insufficient, vehicle will use full pavement width. Mid-block - 7 to 8m pavement width, pavement surface good, reasonable amount of weeds growing in pavement near edges and in, limiting effective width to 6m, trees within 3m clear zone with branches encroaching into the road width, some trees at edge of pavement. 7 - Major intersection with Stokers Lake Rd - Not present, road closed off for some time through horizontal curve Widening	104
5071 Surface Rural/Shielded Low Use Medium Wear [Southern Zone]	Savage Hut Rd	Brenwood Rd	Weavers Rd	2320.2	7	7 \$	100,000	Low Use Shielded Road Medium Wear	Intersection with Weavers Rd - Give way sign present (but after cross, poor approach sight distances), 5 kg intersection, confusing as only between 2 minor legs prior to main leg, sight lines insufficient to the left due to vegetation, radius insufficient, particularly left-out, right-in due to intersection angle. Mid-block - 7 to 8m pavement width, pavement surface good, lots of trees within 3m clear zone. Some horizontal curves, sight lines through curves sufficient. Some loss of pavement from at low points where water may pond. Intersection with Brenwood - Has give way sign, sight lines sufficient, but some vegetation up to the right side of road due to vegetation and horizontal curve. Radius insufficient, vehicle will use full pavement width. (Photo)	104
4896 Surface Rural/Shielded Low Use Medium Wear [Southern Zone]	Savage Hut Rd	Depot Shed Rd	Green Flat Rd	571.3	7	7 \$	100,000	Low Use Shielded Road Medium Wear	Intersection with Depot Shed Road - Acute intersection angle, sight lines sufficient, observation angle poor due to intersection geometry, radius insufficient, some movements will track off the pavement. Mid-block - 6m pavement width with grasses encroaching in 1m on either side within pavement, trees within the 3m clear zone. Intersection with Green Flat Road - Has give way sign, sight lines sufficient, (both) due to vegetation, radius insufficient, vehicle will use full pavement width. 7 - Major intersection Widening	104
4738 Surface Rural/Shielded Medium Use Medium Wear [Western Zone]	Wells Rd	Yorks Hwy	Tiddy Waddy Beach Rd	2393.9	8.5	3 \$	100,000	Medium Use Shielded Road	Junction with Tiddy Waddy Beach Road has no hazard board, road tight but vehicles can make turning movements by crossing centre of road, sight distances good in both directions, junction approach sight distance poor due to horizontal curve and tight crest, vegetation on southern side of road overhanging onto road, small trees within 2m of edge. 7.4m wide unsealed carriageway, generally parallel junction with this highway has give way sign, sight lines sufficient, but some vegetation up to road edge, radius tight for left turn out will cross create line intersection with Harry Butler Rd - Has give way sign and crossroad warning signage indicating priority (insert - remove sign), sight lines sufficient but poor observation angle due to intersection geometry, radius insufficient, vehicle will use full pavement width, left out may track off of pavement. Mid-block - 6 to 7m pavement width with grass growing in pavement edges. Some minor pavement corrugation. Lots of trees within 3m clear zone with branches up to road edge, sight lines sufficient, but some vegetation up to road edge at station end with insufficient sight lines due to vegetation at edge of traffic lane (timber), no definition or curve widening, other horizontal curves with limited but sufficient sight lines. Intersection with Culline Rd - Has give way sign, sight lines left insufficient due to branches encroaching to edge of roadway, sight is sufficient. Radius insufficient, full pavement width used by vehicle, left in turn may track off of pavement.	104
4786 Surface Rural/Shielded Low Use High Wear [Southern Zone]	Wilson Rd	Culline Rd	Harry Butler Rd	2199.5	7.5	3 \$	100,000	Low Use Shielded Road High Wear	Intersection with Culline Rd - Has give way sign, sight lines left insufficient due to branches encroaching to edge of roadway, sight is sufficient. Radius insufficient, full pavement width used by vehicle, left in turn may track off of pavement.	104

Rural Shaded Low Use Medium Wear (Northern Zone) 4887 Surface	Woodbine Rd	Little Glory Rd	Culline Rd	3093	7.5	7	\$	100,000	<p>Intersection with Little Glory Road - Has give way sign, 4.5 degree angle for cross-road intersection - sight lines good, observation angle poor. Radius insufficient - full pavement width used.</p> <p>Mild block - 4 to 5m pavement width. Prominent grass. Some isolated trees within 3m clear zone. Southern end features more trees at edge of pavement / within 3m. Pavement width out to 5 to 6m. Tight horizontal curve (90 degree) with some vegetation blocking sight lines through no curve widening, no delineation, truck would use full width.</p> <p>Intersection with Culline Road - Has give way sign, light radius insufficient, radius insufficient - will cross centreline and full road width.</p> <p>7 - Major Intersection</p> <p>Widening</p>
Rural Formed 25155 Graded Surface	Francis Rd	Bridgman Rd		2907	6	1	\$	100,000	<p>Intersection with Bridgman Road has give way, sight lines sufficient, radii insufficient will use full width, 5-6m carriageway, clay road, trees within 3m clear zone, vegetation up to edge, generally straight but has some small humps in alignment, pavement poor condition.</p> <p>Intersection with Smith Road has give way, five ways, sight lines along Smith Road sufficient to east, junction to west with York Valley Road, radii insufficient due to angles. Intersection with Upper York Road has give way, light radius insufficient, will cross centreline, trees within 3m clear zone, narrow, clear zone becomes fine, pavement very poor, drainage issues and water runs down road causing rutting, cars have damaged driving on when wet, straight alignment, intersection with Rifle Range Road has give way, sight lines sufficient, radii insufficient road not wide enough for some turning movements.</p> <p>Widening</p>
Rural Formed 25120 Graded Surface	Balgowan Rd	Rifle Range Rd		1951	6	53	\$	100,000	<p>Mild block - 4 to 5m width, pavement ok, some trees in clear zone.</p> <p>Tight horizontal curve (90 deg) with no delineation or marking, sight lines poor, observation on on road. Truck will use full pavement width. Pavement width to 5 to 6m some section of northern end.</p> <p>Intersection with S Vincent Hwy - Has give way sign, sight lines are good. Radius is ok, but likely to use full width of widened road.</p> <p>Has priority at Holman Road, carriageway 2m wide usable 6m due to vegetation growing on pavement edges, trees within 3m clear zone, bushes up to edge and branches overhanging onto road, pavement good condition, give ways at Bousenburt Road intersection. Sight lines sufficient, road insufficient will need to use full width, trees within 3m clear zone, pavement poor condition, intersection with Lamshed Road has give way, sight lines sufficient to east, insufficient to west due to vegetation needs trimming.</p> <p>6 - Sight Distance</p> <p>radii insufficient for some movements will need full width may not even be sufficient.</p> <p>Widening</p>
Rural Shaded Low Use Medium Wear (Northern Zone) 4338 Surface	Adams Rd	Lamshed Rd	Holman Rd	2135.4	8.5	11	\$	50,000	<p>Intersection with Culline Road has give way, sight lines sufficient to west, insufficient to east due to vegetation, radii insufficient will use full width, 7m carriageway, straight alignment, pavement congested, some observation angle poor, some grass at edge, will use full width to east, give way to Holman Road sight lines very poor some cars, give way to York Valley Highway, sight lines sufficient to east, then give way to York Valley Highway, sight lines sufficient north, insufficient to south, radii sufficient.</p> <p>Widening</p>
Rural Shaded Low Use High Wear (Central Southern Zone) 4842 Zone Surface	Anderson Rd (S20 Gum Flat Ward)	York Valley Hwy	Culline Rd	3560.5	9	2	\$	50,000	<p>Intersection with Kangaroo Flat Rd - Has give way sign and advance T-junction sign (remove), sight lines sufficient, radius insufficient, whole will cross centre line.</p> <p>Mild block - 4m pavement width, pavement surface good, some isolated trees within 3m clear zone and some branches encroaching within road width. Some horizontal curve, some widening - have sufficient sight lines through curve.</p> <p>Intersection with Harry Butler Rd - Has give way sign (faded), sight lines insufficient (log encroachment left and horizontal + vertical geometry + vegetation right). Wide pavement with left slip lane, radius insufficient, some crossing of the centre line still likely.</p> <p>Widening</p>
Rural Shaded Low Use Medium Wear (Southern Zone) 4339 Surface	Bageets Well West Rd	Harry Butler Rd	Kangaroo Flat Rd	4037.4	8.5	2	\$	50,000	<p>6 - Sight Distance</p> <p>Widening</p>





4812 Zone) Surface	Rural Sheeted Low Use High Wear (Central)	Goldworthy Rd	Dams Rd	Cemetery Rd	1840.3	8 n	200m E of York Highway Intersection	51	0.1538	6	14	5	50,000	Low Use Sheeted Road High Wear	<p>Has priority at Cemetery Road. Intersection located after a red light at Cemetery Road. Advance warning sign provided. 7m carriageway, clear zone is good, pavement reasonable, straight alignment with minor vertical curve, intersection with Dams Road has give way, poor angle, sight lines just sufficient but poor observation angle, radii insufficient for some movements, need full widening</p> <p>6 - Sight Distance and Junction Widening</p> <p>Junction with Torke Highway has give way, hazard board, solid throat, sight lines sufficient, radii insufficient will cross centreline, steep approach and light horizontal curve to junction. Intersection with Dams Road has give way, clear zone, pavement poor in sections, trees within 3m clear zone, sight alignment, pot holes and corrugations, roads on edge of pavement, intersection with Ford Road has give ways, sight lines insufficient due to poor angles and vegetation, radii insufficient for some movements due to angles and width, trees on edge of pavement reduce width, lots of property access points, intersection with Minibon Road has give way, sight lines sufficient to east, insufficient to west due to horizontal curve and vegetation, radii insufficient will cross centreline</p> <p>Widening</p>
4811 Zone) Surface	Rural Sheeted Low Use High Wear (Central)	Stansbury Rd	Stansbury Rd	Yorkeham Rd	2659.8	7.5		5	5	5	5	50,000	Low Use Sheeted Road High Wear	<p>Intersection with Lower White Hut Road has give way, sight lines to east insufficient due to angle and vegetation, sight lines to west insufficient due to vertical curve, radii insufficient poor angles, due to a crest the approach sight distance to the intersection is very poor, there is an advanced warning sign, 5.6m carriageway, flat and straight generally with vegetation up to the edge, trees within 3m clear zone, pavement poor condition, vertical curves further north, meet with only minor sight line issues but one with major issue, has priority at Gleasons Road, junction with White Hut Road has give way and hazard board, intersection with Lower White Hut Road has give way, sight lines to east and west insufficient due to horizontal curve and vegetation, radii insufficient will cross centreline</p> <p>6 - Sight Distance and Junction Widening</p>	
4814 Zone) Surface	Rural Sheeted Low Use Low Wear (Southern)	Hayes Rd	Lower White Hut Rd	Gleasons Rd	3176.1	6		6	6	6	6	50,000	Low Use Sheeted Road Low Wear	<p>Intersection with St. Vincent Highway has give way, sight line sufficient to south, radii insufficient to north, insufficient, 6.7m carriageway, straight and flat, trees within 3m clear zone, vegetation up to edge of pavement, clear zone opens up, pavement fine, junction with Old Coast Road has give way and hazard board, sight lines insufficient to north, horizontal curve very poor, sufficient to south, radii insufficient will need full width</p> <p>6 - Sight Distance and Junction Widening</p>	
4214 Zone) Surface	Rural Sheeted Low Use High Wear (Central)	Hickman Rd	Old Coast Rd	St Vincent Hwy	3964.7	8.5		15	15	15	15	50,000	Low Use Sheeted Road High Wear	<p>Intersection with Sheok Beach Road has give way and hazard board, sight lines sufficient, 3.0m Shozak Beach Road, grass trimming would improve, radii insufficient will use full width, 7.6m carriageway, straight and flat, clear zone good generally, pavement reasonable, some poor sections, grass growing on edge of pavement, intersection with Watlie Point Road has give ways, sight lines sufficient, radii insufficient will use full width from both sides, 5m pavement very poor quality, junction with Sulfana Pt Road has give way, sight lines sufficient, radii insufficient will cross centreline</p> <p>6 - Sight Distance and Junction Widening</p>	
4804 Zone) Surface	Rural Sheeted Low Use Low Wear (Southern)	Hilawa Rd	Sulfana Pt Rd	Sheok Beach Rd	2004	8.5		0	0	0	0	50,000	Low Use Sheeted Road Low Wear	<p>Has priority at footways road, 7.8m carriageway, straight alignment with minor curve, intersection with Lower White Hut Road has give way and hazard board, five ways, sight lines down some of the legs insufficient, radii insufficient for some movements due to angles</p> <p>6 - Sight Distance and Junction Widening</p>	
3099 Zone) Surface	Rural Sheeted Low Use High Wear (Northem)	Kerry Rd	Roantraw Rd	Mason Rd	3222.2	8.5		11	11	11	11	50,000	Low Use Sheeted Road High Wear	<p>Intersection with the Esplanade needs hazard board, sight lines sufficient, radii insufficient will use full width, 7m carriageway, vegetation up to edge, some trees in 3m clear zone, narrow to 5m due to vegetation growing on pavement, branches encroaching over pavement, alignment to good, pavement fine, intersection with St. Vincent Highway has give way and hazard board, radii insufficient will need full width</p> <p>6 - Sight Distance and Junction Widening</p>	
4802 Surface	Rural Sheeted Low Use Medium Wear (Medium Zone)	Roantraw Rd	Esplanade	St Vincent Hwy	2484.9	7		1	1	1	1	50,000	Low Use Sheeted Road Medium Wear	<p>Intersection with the Esplanade needs hazard board, sight lines sufficient, radii insufficient will use full width, 7m carriageway, vegetation up to edge, some trees in 3m clear zone, narrow to 5m due to vegetation growing on pavement, branches encroaching over pavement, alignment to good, pavement fine, intersection with St. Vincent Highway has give way and hazard board, radii insufficient will need full width</p> <p>6 - Sight Distance and Junction Widening</p>	

4021 Surface	Rural Shreded Low Use Medium Wear (Southern Zone)	Koorika Rd	St Vincent Hwy	Goddemish Inreth Rd	3809	7	1 \$	50,000	<p>Intersection with St Vincent Highway has give way, sight lines sufficient, radii insufficient will need full width, 3m wide, vegetation up to edge, trees within 3m clear zone, width varies due to grass growing on pavement generally 4m, alignment fine, pavement good, junction with Goddsmith Beach Road needs hazardRoad, slight lines insufficient to suit due to vegetation, radii insufficient need full width</p> <p>Intersection with Mankowale Road - Has give way sign, sight lines sufficient, lined by crests, radius insufficient, vehicle will use full pavement width.</p> <p>Full deck - 7 to 8m pavement width, pavement surface is 100% bituminous, 100% bituminous, 100% bituminous edges, trees just outside 3m clear zone, some isolated trees within 3m, minor cross with sufficient sight lines. Some light horizontal curves with no delineation or curve widening, sight lines sufficient.</p> <p>Intersection with McEacherns Beach Road - Has give way sign, sight lines insufficient, restricted by vegetation with and a crest right, radius insufficient, vehicle will use full pavement width.</p> <p>Intersection with York highway has no give way, needs centreline, 7.5m carriageway, vegetation along edge and pavement good, vertical curve with minor sight line issues, junction with Gum flat Road has give way, sight lines sufficient to north, insufficient to south due to horizontal curve, radii sufficient, may cross centreline for some movements.</p>
4096 Zone Surface	Rural Shreded Low Use High Wear (Southern Zone)	Lake Fowler Rd	Mankowale Rd	McEacherns Beach Rd	2586	8	6 \$	50,000	<p>Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6.7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge.</p> <p>Intersection with York Highway has give way, sight lines sufficient to west, insufficient to east, no median, road needs trimming, radii insufficient need full road width.</p> <p>Intersection with Thepvale Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality.</p> <p>Intersection with Port Victoria Road has give way, proper angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point.</p> <p>Intersection with Hean Road has give way, sight lines to intersection are sufficient, trees within 3m clear zone, radii insufficient will need full width, 3m carriageway, trees and vegetation up to edge of road, pavement good quality, 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width.</p>
4204 Surface	Rural Shreded Low Use Medium Wear (Central Zone)	Lake View Rd (Milestones)	Yorka Hwy	Gum flat Rd	964.6	6	0 \$	50,000	<p>Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6.7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge.</p> <p>Intersection with York Highway has give way, sight lines sufficient to west, insufficient to east, no median, road needs trimming, radii insufficient need full road width.</p> <p>Intersection with Thepvale Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality.</p> <p>Intersection with Port Victoria Road has give way, proper angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point.</p> <p>Intersection with Hean Road has give way, sight lines to intersection are sufficient, trees within 3m clear zone, radii insufficient will need full width, 3m carriageway, trees and vegetation up to edge of road, pavement good quality, 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width.</p>
4120 Zone Surface	Rural Shreded Low Use High Wear (Northern Zone)	Lizard Park Dr	Hean Rd	Thepvale Rd	2836.4	7	32 \$	50,000	<p>Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6.7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge.</p> <p>Intersection with York Highway has give way, sight lines sufficient to west, insufficient to east, no median, road needs trimming, radii insufficient need full road width.</p> <p>Intersection with Thepvale Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality.</p> <p>Intersection with Port Victoria Road has give way, proper angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point.</p> <p>Intersection with Hean Road has give way, sight lines to intersection are sufficient, trees within 3m clear zone, radii insufficient will need full width, 3m carriageway, trees and vegetation up to edge of road, pavement good quality, 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width.</p>
4154 Zone Surface	Rural Shreded Low Use High Wear (Northern Zone)	Lizard Park Dr	Thepvale Rd	Port Victoria Rd	2085	7	32 \$	50,000	<p>Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6.7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge.</p> <p>Intersection with York Highway has give way, sight lines sufficient to west, insufficient to east, no median, road needs trimming, radii insufficient need full road width.</p> <p>Intersection with Thepvale Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality.</p> <p>Intersection with Port Victoria Road has give way, proper angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point.</p> <p>Intersection with Hean Road has give way, sight lines to intersection are sufficient, trees within 3m clear zone, radii insufficient will need full width, 3m carriageway, trees and vegetation up to edge of road, pavement good quality, 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width.</p>
4180 Surface	Rural Shreded Low Use Medium Wear (Northern Zone)	Lodge Rd	Standpipe Rd	Heading Rd	4866.3	7.5	3 \$	50,000	<p>Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6.7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge.</p> <p>Intersection with York Highway has give way, sight lines sufficient to west, insufficient to east, no median, road needs trimming, radii insufficient need full road width.</p> <p>Intersection with Thepvale Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality.</p> <p>Intersection with Port Victoria Road has give way, proper angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point.</p> <p>Intersection with Hean Road has give way, sight lines to intersection are sufficient, trees within 3m clear zone, radii insufficient will need full width, 3m carriageway, trees and vegetation up to edge of road, pavement good quality, 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width.</p>
4138 Zone Surface	Rural Shreded Low Use High Wear (Northern Zone)	Matthews Rd	James Well Rd	Redding Rd	3540.4	8	1 \$	50,000	<p>Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6.7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge.</p> <p>Intersection with York Highway has give way, sight lines sufficient to west, insufficient to east, no median, road needs trimming, radii insufficient need full road width.</p> <p>Intersection with Thepvale Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality.</p> <p>Intersection with Port Victoria Road has give way, proper angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point.</p> <p>Intersection with Hean Road has give way, sight lines to intersection are sufficient, trees within 3m clear zone, radii insufficient will need full width, 3m carriageway, trees and vegetation up to edge of road, pavement good quality, 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width.</p>
4144 Zone Surface	Rural Shreded Low Use Low Wear (Central Zone)	McConery Rd	Richaby Rd	Bankers Rocks Rd	3200.6	8.5	3 \$	50,000	<p>Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6.7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge.</p> <p>Intersection with York Highway has give way, sight lines sufficient to west, insufficient to east, no median, road needs trimming, radii insufficient need full road width.</p> <p>Intersection with Thepvale Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality.</p> <p>Intersection with Port Victoria Road has give way, proper angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point.</p> <p>Intersection with Hean Road has give way, sight lines to intersection are sufficient, trees within 3m clear zone, radii insufficient will need full width, 3m carriageway, trees and vegetation up to edge of road, pavement good quality, 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width.</p>

42.2 Zone) Surface	Rural/Sheeted Low Use Low Wear (Central)	McConkey Rd	Barkley Rocks Rd	Koolywarrie Church Rd	3398.6	8.5	3	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Barkley Rocks Road has give way, sight lines sufficient to erect, insufficient to wear to vegetation, radii insufficient will use full width, 7m carriageway, pavement average, vegetation up to edge of pavement, some trees within 3m clear zone, straight alignment, junction with Koolywarrie Church Road needs hazard board, has junction warning sign, sight lines sufficient, radii insufficient will use full width	100			
41.2 Zone) Surface	Rural/Sheeted Low Use High Wear (Central)	Miller Rd	Port Victoria Rd	Saint Rd	3499.2	7	2	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Port Victoria Road has give way opposite end of road, has to give way to Chinnabais Well Road first, sight lines sufficient, radii insufficient, the junction with Miller Rd is not straight, the junction with Saint Rd is not straight, radii insufficient will use full width, 7m carriageway, straight and flat, vegetation up to edge, trees in clear zone in sections, pavement good condition, intersection with Saint Road has give way, sight lines sufficient, radii insufficient will use full width	100			
42.48 Zone) Surface	Rural/Sheeted Low Use High Wear (Central)	Minilacowe Rd	Treasure Rd	Regegooye Wells Rd	3351.5	8.5	4	\$	50,000	Low Use Sheeted Road High Wear	Junction with Regegooye Well Road has hazard board, sight lines insufficient due to vegetation and horizontal curve, radii insufficient will cross centreline, straight pavement good, some trees within 3m clear zone, some vegetation up to edge, has priority at intersection with Treasure Road	100			
41.2 Zone) Surface	Rural/Sheeted Low Use High Wear (Central)	Mount Terrible Rd	Cordle Beach Rd	Minilacowe Rd	3156.5	8.5	5	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Minilacowe Road has give way, sight lines sufficient, radii insufficient will need full road width, crest just before junction, approach sight distance to intersection very poor has advanced give way warning sign, 6m carriageway, several horizontal curves with sight alignment and minor sight line issues, road straightens up, vegetation up to edge in sections, some trees in 3m clear zone, pavement reasonable condition, another horizontal curve with warning sign, sight lines sufficient, radii insufficient will use full width	100			
42.16 Zone) Surface	Rural/Sheeted Low Use Low Wear (Northern)	Mumford Rd (Kalkabury Ward)	Krupawa Rd	Wauralloe Rd	1947.9	6	1	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Wauralloe Road has give way, sight lines to north insufficient due to horizontal curve and vegetation, sufficient to south, radii insufficient will cross full width, 6m carriageway, some vegetation growing on pavement edges, clear zone good, flat and straight, has priority with Krupawa Road intersection	100			
41.55 Zone) Surface	Rural/Sheeted Low Use High Wear (Southern)	Munkowallie Rd	Lake Fowler Rd	New Horizon Rd	2614.8	8	8	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Lake Fowler Road - Munkowallie Road has priority, has onroad warning sign, full block - 7 to 8m pavement width, pavement surface is not straight, radii insufficient will use full width, 7m carriageway, straight and flat, vegetation up to edge, some trees within 3m clear zone	100			
41.62 Zone) Surface	Rural/Sheeted Low Use High Wear (Northern Zone)	Nahappa Rd	35.0km S of Spencer Hwy	36.0km S of Spencer Hwy	997.9	9	26	0.083	1	21	\$	50,000	High Use Sheeted Road	Intersection with New Horizon Road - Has give way sign, sight lines insufficient to the right due to vegetation (tree), radii insufficient, vehicle will track over the centreline.	100
48.7 Zone) Surface	Rural/Sheeted Low Use High Wear (Northern Zone)	Nahappa Rd	25.0km S of Spencer Hwy	26.0km S of Spencer Hwy	997.9	8 n	54	0.085	0.999	21	\$	50,000	High Use Sheeted Road	Advanced give way sign before Chinnabais Wells Road, give ways at intersection, sight distance to right good to left bit blocked by embankment, radii sufficient, carriageway very narrow, full width, 6m carriageway, straight and flat, vegetation up to edge, some trees within 3m clear zone, straight alignment, give way sign at Bagshaw Road are a surprise, sight distance is tight due to vegetation have to move along way forward, radii tight for left turns	100



Rural Shetland Low Use High Wear (Northern 4897 Zone) Surface	Manford Rd	Spencer Hwy	Manford Rd	5913.8	7.5	7	\$	50,000	104	Intersection with Manford Road has give way, sight lines insufficient, vegetation trimming would improve, radii insufficient, will need full width, 7m carriageway, pavement minor corrugations, some trees in clear zone them improve, poor alignment with horizontal and vertical curves which have sight line issues, widths generally enough to stay on correct side of road, 6-7m carriageway, intersection with Spencer Highway has give way however confusing with Urcina Road leg as to who has priority as both meet here, sight lines sufficient but observation angle very poor, also another leg on western side of Spencer Highway, trees within 3m clear zone left to be removed due to being close to junction. Intersection with Black Bobs Road has give way, sight lines insufficient due to vegetation to east, priority curving with other legs, radii insufficient for some movements due to angles, 7.8m carriageway, trees within 3m clear zone, vegetation up to edge, pavement good condition, horizontal curves with minor sight line issues, trees within 3m clear zone, pavement poor in patches, intersection with Manford Road has give way, sight lines sufficient but can be improved with vegetation trimming, radii insufficient will need full width for some movements due and junction widening.
Rural Shetland Low Use High Wear (Northern 4899 Zone) Surface	Waurilthe Rd	Manford Rd	Waurilthe Rd	3720.3	7.5	7	\$	50,000	104	Has priority at Hastings Road, 7.8m carriageway, good road just prior to intersection, trees within 3m clear zone and vegetation up to edge, pavement good condition, straight alignment with minor vertical, intersection with Black Road has give way, sight lines to west insufficient, and east insufficient due to vegetation, radii insufficient, will use full width.
Rural Shetland Low Use High Wear (Northern 4919 Zone) Surface	Hedding Rd	Back Rd	Hedding Rd	2387.8	8	22	\$	50,000	104	Intersection with New Point Road has give way, sight lines insufficient due to horizontal curve and vegetation, poor observation angle due to road angles, trees within 3m clear zone, radii insufficient for some movements due to angles, 6-7m carriageway, straight and generally flat alignment, pavement graded minor pot holes, trees within 3m clear zone, branches encroaching onto pavement needs to be trimmed back, has priority at Hastings Road intersection with McFarlane Road has give way, sight lines sufficient, gross trimming would improve, radii insufficient will use full width, 7m carriageway, pavement good condition, trees within 3m clear zone, straight alignment with minor vertical, some pot holes, intersection with Sunny Church Road has give way, sight lines to west insufficient, radii insufficient to east, radii insufficient will use full width.
Rural Shetland Low Use High Wear (Northern 4919 Zone) Surface	Manford Rd	Sunny Church Rd	Manford Rd	4106	8	22	\$	50,000	104	Intersection with Anderson Road has give way, sight lines sufficient, radii insufficient will use full width, 6-7m carriageway, straight alignment with large vertical curve sight lines sufficient, vegetation up to edge, some trees in 3m clear zone, pavement good with minor corrugations, intersection with Black Bobs Road has give way, sight lines insufficient both directions due to vegetation, needs trimming, radii insufficient will use full width.
Rural Shetland Low Use High Wear (Control 4883 Zone) Surface	Anderson Rd	Black Bobs Rd	Anderson Rd	3186.4	7.5	22	\$	50,000	104	Has priority at Rocky Waterhole Road, 5.4m carriageway, straight alignment, pavement fine, trees within 3m clear zone, vegetation up to edge of pavement, flat, intersection with Waavers Road has give way, sight lines insufficient to east due to vegetation and angle, sufficient to west, radii insufficient will use full width.
Rural Shetland Low Use High Wear (Northern 4886 Zone) Surface	Nalyappa Rd	Schwartz Rd	Nalyappa Rd	1597.9	7.5 (Data)	37	\$	50,000	104	Intersection with Nalyappa Road has give way, sight lines sufficient, radii insufficient will cross centralise, 8m carriageway, alignment fine, pavement good, clear zone good, junction with Schwartz Road is basically just a 90 degree curve, minor sight line issues will use full width.



Rural/Sheeted Low Use Low Wear (Southern Zone) Surface 4957 Zone) Surface	Rabbit Currier Rd	Harry Butler Rd	Pentimvale Rd	1100.9	9	7 \$	50,000	100	Intersection with Harry Butler Road - Has give way sign, sight lines to sufficient, with trees to both directions and observation angle poor due to intersection angle, some uncertainty of priority with intersecting minor roads prior to major road, radii insufficient, vehicles using full width of pavement. Mid block - 8m pavement width, pavement surface good, trees within 3m clear zone and branches to edge of pavement. Intersection with Pentimvale Road - Rabbit Currier Road has priority, crowned warning sign present. Intersection with Goldsmith South Road has give way, sight lines to sufficient, with trees to both directions and observation angle poor due to intersection angle, some uncertainty of priority with intersecting minor roads prior to major road, radii insufficient, vehicles using full width of pavement. Vertical, 5m in sections, intersection with Troubridge Hill Road has give way, sight lines insufficient to north due to angle and vegetation, sufficient to south, radii insufficient and junction widening will use full width
Rural/Sheeted Low Use High Wear (Southern Zone) Surface 4753 Zone) Surface	Recluse Rd	Troubridge Hill Rd	Goldsmith North Rd	3027.9	7.5	2 \$	50,000	100	Intersection with York highway has give way, sight lines insufficient due to vertical curve and vegetation, has slip lanes which should be removed, radii insufficient for some movements, 7m carriageway, straight alignment with vegetation up close, minor sight lines to south, 3m clear zone, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline Intersection with Point Anne Road has give way, sight lines to west insufficient due to curve, sufficient to east, radii insufficient will use full width, 5-6m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement fine, clear zone generally good, vegetation up close, minor sight lines to south, 3m clear zone, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline
Rural/Sheeted Low Use High Wear (Northern Zone) Surface 4616 Zone) Surface	Recluse Rd	York Hwy	Matthews Rd	4653.7	7.5	32 \$	50,000	100	Intersection with Point Anne Road has give way, sight lines to west insufficient due to curve, sufficient to east, radii insufficient will use full width, 5-6m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement fine, clear zone generally good, vegetation up close, minor sight lines to south, 3m clear zone, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline
Rural/Sheeted Medium Use Wear (Southern Zone) Surface 4976 Surface	Rockleigh Rd	Point Anne Rd	Wurrie Rd	2230.6	6.5	1 \$	50,000	100	Intersection with Dalruids Road has give ways, sight lines sufficient, radii insufficient will use full width, 7-8m carriageway, clear zone good, pavement fine, right horizontal curve but sight lines sufficient, junction with north, sufficient to south but poor observation angle, radii insufficient for some movements due to angles Has priority at Cross Road Junction, 67m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline
Rural/Sheeted Low Use High Wear (Southern Zone) Surface 5082 Zone) Surface	Rocky Watershole Rd	Oaklands Rd	Corrig Rd	1470.5	7.5	15 \$	50,000	100	Intersection with Dalruids Road has give ways, sight lines sufficient, radii insufficient will use full width, 7-8m carriageway, clear zone good, pavement fine, right horizontal curve but sight lines sufficient, junction with north, sufficient to south but poor observation angle, radii insufficient for some movements due to angles Has priority at Cross Road Junction, 67m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline
Rural/Sheeted Low Use High Wear (Central Zone) Surface 5081 Zone) Surface	Rogers Rd	Croser Rd	Yacca Rd	4346.4	7.5	8 \$	50,000	100	Intersection with Dalruids Road has give ways, sight lines sufficient, radii insufficient will use full width, 7-8m carriageway, clear zone good, pavement fine, right horizontal curve but sight lines sufficient, junction with north, sufficient to south but poor observation angle, radii insufficient for some movements due to angles Has priority at Cross Road Junction, 67m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline
Rural/Sheeted Low Use High Wear (Northern Zone) Surface 5074 Zone) Surface	Rose Rd	Hoerner Rd	Willing Rd	4232.6	9	10 \$	50,000	100	Intersection with Dalruids Road has give ways, sight lines sufficient, radii insufficient will use full width, 7-8m carriageway, clear zone good, pavement fine, right horizontal curve but sight lines sufficient, junction with north, sufficient to south but poor observation angle, radii insufficient for some movements due to angles Has priority at Cross Road Junction, 67m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline
Rural/Sheeted Low Use Medium Wear (Northern Zone) Surface 4532 Surface	Schwartz Rd	2.3km N of T Junction Unnamed Rd	Old Boundary Rd	1655.7	7.5	2 \$	50,000	100	Intersection with Dalruids Road has give ways, sight lines sufficient, radii insufficient will use full width, 7-8m carriageway, clear zone good, pavement fine, right horizontal curve but sight lines sufficient, junction with north, sufficient to south but poor observation angle, radii insufficient for some movements due to angles Has priority at Cross Road Junction, 67m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline
Rural/Sheeted Low Use Low Wear (Central Zone) Surface 4533 Zone) Surface	Secker Rd (Curramulka)	West Top	Micky Flat Rd	339.4	6	0 \$	50,000	100	Intersection with Dalruids Road has give ways, sight lines sufficient, radii insufficient will use full width, 7-8m carriageway, clear zone good, pavement fine, right horizontal curve but sight lines sufficient, junction with north, sufficient to south but poor observation angle, radii insufficient for some movements due to angles Has priority at Cross Road Junction, 67m carriageway, poor alignment with horizontal and vertical curves, minor sight line issues, pavement road condition, one road has minor sight line issues, intersection with Matthew Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline

4597 Zone) Surface	Rural/Sheeted Low Use High Wear (Southern Zone) Surface	Sheawk Beach Rd / New Hamilton Rd	Old Hamilton Rd	1977.1	7.5	30 \$	50,000	Low Use/Sheeted Road/High Wear	<p>Intersection with New Hamilton Road has give way, sight line sufficient, radii insufficient, full cross fall width, 6.7m carriageway, straight alignment, clear zone is good, pavement reasonable, intersection with Old Hamilton Road has give way, five ways, poor angles, major sight line issues to western leg (photo) due to vegetation and horizontal curve, sight lines sufficient along eastern leg, however poor observation angle, radii insufficient for some movements due to angles</p> <p>Intersection with Standpipe Road has give way, sight lines sufficient, radii insufficient, full cross fall width, 7m carriageway, straight and fair alignment, trees within 3m clear zone, good condition, pavement good, vegetation up to both edges, trees within 3m clear zone, sight lines good over vertical curves, pavement good, poor condition, straight alignment with vertical curves, insufficient will cross centreline</p> <p>Intersection with James Well Road has give way but no hazard board, sight lines sufficient to east but insufficient to west due to vertical curve, radii insufficient, need full width, 6.7m carriageway, same vegetation growing on edges of pavement, trees within 3m clear zone, bushes encroaching onto pavement need trim, alignment tight, pavement fine, minor rutting, horizontal and vertical curves with tight alignment but sight lines are fine, has priority at Access Road</p>	6 - Sight Distance and Junction Widening
4881 Surface	Rural/Sheeted Low Use Medium Wear (Northern Zone) Surface	Stimmons Rd	Marblehead Rd	4120.8	7.5	1 \$	50,000	Low Use/Sheeted Road/Medium Wear	<p>Intersection with Cross Road, 8m carriageway, pavement in good condition, straight alignment with vertical curves, vegetation up to both edges, trees within 3m clear zone, sight lines good over vertical curves, pavement good, junction with Marlin Road has hazard board, sight lines sufficient, radii insufficient, will cross centreline</p> <p>Junction with James Well Road has give way but no hazard board, sight lines sufficient to east but insufficient to west due to vertical curve, radii insufficient, need full width, 6.7m carriageway, same vegetation growing on edges of pavement, trees within 3m clear zone, bushes encroaching onto pavement need trim, alignment tight, pavement fine, minor rutting, horizontal and vertical curves with tight alignment but sight lines are fine, has priority at Access Road</p>	6 - Sight Distance and Junction Widening
4744 Zone) Surface	Rural/Sheeted Low Use High Wear (Central Zone) Surface	Springfield Rd	Ministion Rd	4026.3	7.5	33 \$	50,000	Low Use/Sheeted Road/High Wear	<p>Junction with Micky Fild Road, has no give way or hazard board, poor angle, slightly squarred up only, sight lines sufficient, radii insufficient for some movements, no through road, 5.6m carriageway, poor alignment, trees along edge of road, vegetation encroaching, dead end</p>	6 - Sight Distance and Junction Widening
4745 Zone) Surface	Rural/Sheeted Low Use Medium Wear (Central Zone) Surface	Stones Rd	Alviston Rd	4011.5	7.5	5 \$	50,000	Low Use/Sheeted Road/High Wear	<p>Junction with Bridge Road has give way, sight lines sufficient to south, insufficient to north due to vertical curve, radii insufficient, full cross fall width, 6.7m carriageway, 3.5m carriageway, pavement average, tight alignment with horizontal and vertical curves with minor rutting, horizontal and vertical curves with tight alignment, trees within 3m, some vegetation up to edge, large pile of rocks on southern side of road within 3m clear zone, intersection with Lake Fowler Road has give way, five ways, sight lines along Lake Fowler Road sufficient, other legs not, radii insufficient, will cross centreline</p> <p>8m carriageway, pavement good condition, straight alignment with some vertical curves but minor, trees within 3m clear zone, vegetation up to edge, narrow to way, sight lines to east sufficient, to west insufficient due to vegetation needs trimming, radii insufficient will need widening</p>	6 - Sight Distance and Junction Widening
4761 Surface	Rural/Sheeted Low Use High Wear (Southern Zone) Surface	Stone Rd (Curramulla)	Micky Fild Rd	712.2	6	0 \$	50,000	Low Use/Sheeted Road/Medium Wear	<p>Intersection with Andrews Road has give way, sight lines sufficient, radii insufficient, need full width, large pot holes at junction, 6m carriageway, trees within 3m on both sides, clear zone improves, with verges, pavement rough but reasonable, horizontal curve satisfactory, intersection with Back Bobs Road has give way, sight lines insufficient both ways due to vegetation and road angle, radii insufficient will need full width</p> <p>Intersection with Spicer Road has give way, sight lines sufficient, radii insufficient, will cross centreline, 7.5m carriageway, straight alignment, trees within 3m clear zone and up to edge, narrow 6.7m carriageway, hazard board at junction with Lime Kiln Road, sight lines insufficient to west along Lime Kiln Road due to vegetation, radii sufficient</p>	6 - Sight Distance and Junction Widening
4632 Zone) Surface	Rural/Sheeted Low Use High Wear (Southern Zone) Surface	BrIDGE Rd	Lake Fowler Rd	3657	7.5	2 \$	50,000	Low Use/Sheeted Road/High Wear		6 - Sight Distance and Junction Widening
4738 Zone) Surface	Rural/Sheeted Low Use High Wear (Northern Zone) Surface	Summer Track	Andrews Rd	3827.4	8	32 \$	50,000	Low Use/Sheeted Road/High Wear		6 - Sight Distance and Junction Widening
4738 Zone) Surface	Rural/Sheeted Low Use High Wear (Northern Zone) Surface	Summer Track	Andrews Rd	3189.5	8	32 \$	50,000	Low Use/Sheeted Road/High Wear		6 - Sight Distance and Junction Widening
4696 Zone) Surface	Rural/Sheeted Low Use Low Wear (Central Zone) Surface	The Gunbarrel Rd / Yorka Hwy	Spicer Rd	3534.1	7.5	11 \$	50,000	Low Use/Sheeted Road/Low Wear		6 - Sight Distance and Junction Widening



4725 Surface	West Beach rd	Marion Bay Rd	Lighthouse Rd	2242.4	7	4	\$	50,000	Low Use Sheeted Road Medium Wear	<p>Junction with Lighthouse Road has give way and hazard board, sight lines sufficient, radii insufficient will use full width, 7m carriageway, pavement good condition, vegetation up to edge trees within 3m clear zone, straight alignment with minor vertical, junction with Marion Bay Road has scaled throat, give way and hazard board, sight lines insufficient to south due to horizontal curve, intersection with Culline Road has give way, sight lines sufficient to north, radii insufficient will cross centreline with kerb left in and right out need to lane, other pavement to be completed, 6m carriageway, trees within 3m clear zone and up to edge, branches encroaching onto pavement, horizontal and vertical alignment is poor with minor sight line issues, intersection with Henner Road has give way, sight lines tight but sufficient, radii insufficient will use full width</p> <p>Intersection with Levens Road has give ways, sight lines sufficient, radii insufficient will cross centreline, 5m carriageway which narrows to 3.4m, clear zone generally good but trees start within it up to edge, pavement one edge, straight alignment with minor vertical, only one side of road, trees within 3m clear zone and up to edge, sight lines to north insufficient due to vegetation and vertical curve, sufficient to south, radii insufficient will use full width</p>
4776 Zone Surface	Whann Rd	Henner Rd	Culline Rd	2323.7	8	3	\$	50,000	Low Use Sheeted Road High Wear	<p>5.6m carriageway, vegetation up to edge and trees within 3m clear zone, 6m carriageway some grass growing on pavement edges, straight alignment with vertical curves meet sight line issues, intersection with Marion Bay Road has give way, sight lines insufficient due to vertical curve, and junction</p>
4708 Zone Surface	Wurrlie Rd	Point Soutair Rd	Levens Rd	3229.4	8	6	\$	50,000	Low Use Sheeted Road High Wear	<p>Give way at Sandy Church Road has poor sight distances due to poor angle, some turning movements tight, width down to 5.6m in sections, trees 2.3m from edge for large sections of road, alignment fine</p> <p>6.2m seal with no edge lines, 1.5m unsealed shoulders, sight horizontal curves, trees 3m back, intersection with Yorkie Highway sight distances tight to south due to alignment, radii good</p>
4688 Zone Surface	Yorkie Valley Rd	Sandy Church Rd	2.7km W of Marion Bay Rd	2700.9	8	6	\$	50,000	Low Use Sheeted Road High Wear	<p>Junction with Bookyona Road has hazard board and give ways, sight distance good, radii tight for left turn will cross onto wrong side of road, good delineation</p>
8177 Surface	Mount Hat Rd	Yorkie Hwy		1390.3	5.9	5	\$	50,000	Rural Spray Seal High Use Upper	<p>Intersection with Upper Yorkie Road has give ways, sight lines sufficient, radii insufficient will use full width, 6m carriageway, clear zone good, flat and straight to Pioneer Road intersection, sight lines sufficient, radii insufficient will use full width, dry weather road, 5.6m carriageway, straight and flat, pavement very poor condition, some major rutting and drainage issues, intersection with Spencer Highway has give way, poor angle, sight lines sufficient, radii insufficient will use full width</p>
8137 Upper Surface	Point Pearce Rd	Victoria Rd		1037.6	6.1	30	\$	50,000	Rural Scaled Roads Normal Use	<p>Junction with South Terrace is 90 degree bend, major sight line issues and insufficient width, so trucks will cross centreline, 7m carriageway, trees within 3m clear zone, intersection with Pine Point Road has give way, sight lines sufficient, radii insufficient will cross centreline</p>
5157 Earthworks	North Terrace (Wattland)	Spencer Hwy		1011	7	0	\$	50,000	Township Sheeted (North Zone) Wearing Surface (incl. Lower Base & Subbase)	<p>Has priority at Bowman Terrace, 9m seal, straight into school zone with flags out, intersection with Arthurton Road? Has give way, sight lines sufficient, radii insufficient, widening</p>
5187 Earthworks	Sandlands Rd	Pine Point Rd		220	7	4	\$	50,000	Township Spray Seal Upper	
7804 Surface	Clinton Rd	Arthurton Rd		489	7.8	119	\$	50,000	Township Spray Seal Upper	

25124	Rural Formed Graded Surface	Barnes Rd	Rocky Bend Rd	Nahaypa Rd	3152	6	0 \$	50,000	Unheeded Road formed and graded	Intersection with Nahaypa Road has give way, sight lines insufficient due to excessive road width. Road width insufficient with full road width, 6m carriageway, straight alignment with vertical curves, minor sight line issues, pavement sandy, vegetation up to edge of pavement, width varies 5-6m, pavement poor condition, several crests with poor sight lines, grass growing on pavement narrows width, poor approach sight distance to intersection, consider warning sign, has priority at Rocky Bend Road	10a
25212	Rural Formed Graded Surface	Point Soutbar Rd	Corn Point Rd		4202	6	8 \$	50,000	Unheeded Road formed and graded	Intersection with Corn Point Road has give way, sight lines sufficient, radii insufficient, will use full width, 5m carriageway, 3m clear zone, poor approach sight distance, clear sight alignment with vertical curves, 6-8 sight distance and junction widening	10a
25250	Rural Formed Graded Surface	Worles Rd	Hayes Rd		1525	5	6 \$	50,000	Unheeded Road formed and graded	Intersection with Worles Road has give way, sight lines insufficient, major issue to north, radii insufficient due to poor angles, five ways, 6m carriageway, pavement reasonable, alignment fine, some trees, within 3m clear zone, width varies between 5-7m, has priority at Orme Cowle Road	10a
25215	Rural Formed Graded Surface	Orme Cowle Road	Little Sheoak Road		3133.6	6	0 \$	50,000	Unheeded Road formed and graded	Junction with Upper Yorks Road has give way, poor angle, sight lines to south good, to north insufficient due to angle and vegetation, high angle, radii insufficient for some alignments, single light points, minor vertical, 5m clear zone, width varies between 5-6m, pavement trees on both sides within 3m clear zone, has give way at Kaimon Road intersection, sight lines to west insufficient due to curve in road, to right poor due to full grass, radii insufficient will need full road width	10a
25218	Rural Formed Graded Surface	Upper Yorks Road	Kaimon Road		1352.9	5	0 \$	50,000	Unheeded Road formed and graded	Intersection with Reservoir Road has give way, sight lines sufficient, radii insufficient, turning movements not possible as roads too narrow, 5-6m unsealed carriageway, pavement generally good but minor drainage issues, isolated trees within 3m clear zone, intersection with Upper Yorks Road has give way, sight lines insufficient due to trees and trees, radii insufficient will need full road width	10a
25220	Rural Formed Graded Surface	Reservoir Road	Bridge Road		1797	5	0 \$	50,000	Unheeded Road formed and graded	Has priority at Point Soutbar Road intersection, 6-7m carriageway, very light vertical curves with major sight line issues, vegetation up to edge and encroaching onto pavement, trees within 3m clear zone, pavement reasonable, narrows to 5m in sections, some pot holes, has priority at Larens Road junction	10a
25252	Rural Formed Graded Surface	Point Soutbar Road	Larens Road		3224.2	6	0 \$	50,000	Unheeded Road formed and graded	Has priority at Res Road junction, 3m carriageway, straight alignment with minor vertical sight line fine, some trees within 3m clear zone, pavement reasonable, intersection with Reservoir Road has give way, sight lines sufficient but insufficient will use full width	10a
25204	Rural Formed Graded Surface	Res Road (Track)	Hundred Line Road		1523.8	5	0 \$	50,000	Unheeded Road formed and graded	Intersection with Hundred Line Road has give way, sight lines insufficient due to vegetation, radii insufficient need to use full width, 5m carriageway, vegetation up to edge, pavement average, straight alignment with vertical curves, minor sight line issues, intersection with Hayes Road has give ways, sight lines sufficient but vegetation trimming would improve, radii insufficient will need full width, angles poor	10a
25255	Rural Formed Graded Surface	Hundred Line Road	Hayes Road		3226.1	5	1 \$	50,000	Unheeded Road formed and graded	Leads to gate which is closed, 4m seal with 1.2m unsealed shoulders, no line marking, clear zone good, straight alignment with minor vertical, sight line fine, has priority at School Road	10a
7902	Township Spray Seal Upper Surface	School Road	Cullifsc		373.4	4	0 \$	40,000	Unheeded Road formed and graded		10a



104	Rural/Sheeted High Use (Southern Zone) 4891 Surface	North Coast Rd	1.0km W of Bayview Rd	2.0km W of Bayview Rd	2.0km W of Bayview Rd	1002.3	7.5	2236.5	500m W of Clinton Rd	2599.8	21 \$	0.037	0.8425	21 \$	5,000	Low Use Sheeted Road High Wear	6-7m unsealed cartway, some tight horizontal curves with superelevation, slight lines impacted by vegetation, trees 2m from edge, loose material on surface	104	
104	Rural/Sheeted High Use (Southern Zone) 4901 Surface	North Coast Rd	2.0km W of Bayview Rd	3.0km W of Bayview Rd	3.0km W of Bayview Rd	1002.3	7.5	2236.5	500m W of Clinton Rd	2599.8	21 \$	0.037	0.8425	21 \$	5,000	Low Use Sheeted Road High Wear	6-7m unsealed cartway, some tight horizontal curves with superelevation, slight lines impacted by vegetation, trees 2m from edge, loose material on surface	104	
104	Rural/Sheeted High Use (Southern Zone) 4902 Surface	North Coast Rd	3.0km W of Bayview Rd	4.0km W of Bayview Rd	4.0km W of Bayview Rd	1002.6	7.5	2236.5	500m W of Clinton Rd	2599.8	21 \$	0.037	0.8425	21 \$	5,000	Low Use Sheeted Road High Wear	6-7m unsealed cartway, some tight horizontal curves with superelevation, slight lines impacted by vegetation, trees 2m from edge, loose material on surface	104	
104	Rural/Sheeted High Use (Southern Zone) 4453 Surface	Gap Rd	1.7km W of Truck Bend Rd	Nellyappa Rd	Nellyappa Rd	1730.5	2	39 \$	5,000	5,000	5,000	41 \$	0.023	0.736	41 \$	5,000	High Use Sheeted Road	Flat and straight, intersection with Mahappa Road has give recently upgraded ways, slight distance good, being reconstructed currently, but some rail look light	104
104	Rural/Sheeted Low Use High Wear (Central Zone) 5012 Surface	Powerline Rd	Twelve Mile Rd	Micky Flat Rd	Micky Flat Rd	2236.5	7.5	2236.5	500m W of Clinton Rd	2599.8	21 \$	0.037	0.8425	21 \$	5,000	Low Use Sheeted Road High Wear	7.0m unsealed cartway, straight alignment, subtle edge in sections, pavement good, give ways at Micky Flat road, slight distances impacted by vegetation in both directions, rail insufficient	104	
104	Rural/Sheeted High Use (Northern Zone) 5078 Surface	Sandy Church Rd	13.0km E of Hwy	13.0km E of Spencer Hwy	13.0km E of Spencer Hwy	1002.6	9	1002.6	500m's of 9 Seal	3376.6	3 \$	0.023	0.736	41 \$	5,000	High Use Sheeted Road	7m cartway, alignment good, subtle 4.6m from edge, road correct to high pavement good, junction with road on west side, grass bank, rail impacted by vegetation, need some firming	104	
104	Rural/Sheeted Low Use High Wear (Northern Zone) 4915 Surface	Powerline Rd	Hickman Rd	Port Vincent Rd	Port Vincent Rd	3376.6	8	3376.6	500m's of 9 Seal	3376.6	3 \$	0.023	0.736	41 \$	5,000	High Use Sheeted Road	7m cartway, alignment good, subtle 4.6m from edge, road correct to high pavement good, junction with road on west side, grass bank, rail impacted by vegetation, need some firming	104	
104	Rural/Sheeted Low Use High Wear (Northern Zone) 5019 Surface	Quarry Rd	Goldsworthy Rd	Port Vincent Rd	Port Vincent Rd	3341.4	9	3341.4	500m's of 9 Seal	3341.4	34 \$	0.1512	6.804	34 \$	2,000	Low Use Sheeted Road High Wear	Intersection with Port Vincent Road has poor sight distances, rail good, need vegetation removed to west and vertical curve to east	104	
104	Rural/Sheeted High Use (Northern Zone) 5064 Surface	Bojalama Rd	Blitzer Rd	Boundary Rd	Boundary Rd	3143.9	9	3143.9	500m's of 9 Seal	3143.9	34 \$	0.1512	6.804	34 \$	2,000	Low Use Sheeted Road High Wear	Junction with Boundary Road has hazard board and give way, sight distances fine slightly impacted by vegetation, rail light, 8m cartway, narrower in some sections, school bus route, intersection with Craig Road has give way, intersection with Boundary Road has give way, straight alignment, pavement fine, best practice with vegetation removal	104	
104	Rural/Sheeted Low Use High Wear (Northern Zone) 4731 Surface	Willing Rd	East Toe	Polkinghorne Rd	Polkinghorne Rd	2934.8	8	2934.8	500m's of 9 Seal	2934.8	21 \$	0.037	0.8425	21 \$	1,000	Low Use Sheeted Road High Wear	Junction with East Terrace has priority, 6m unsealed cartway, some tight curves and slight lines impacted by vegetation, large trees 2m back, intersection with Polkinghorne Road has priority	104	
104	Rural/Sheeted High Use (Northern Zone) 4915 Surface	Five Point Rd	23.5km SE of Vista Grove	24.5km SE of Vista Grove	24.5km SE of Vista Grove	1002.6	30	1002.6	Between Wall Rd and Sandy Church Rd	1002.6	35 \$	0.023	1.257	35 \$	1,000	High Use Sheeted Road	Y-junction with MGE-Traze Road, it has priority and give way on Mt Falun but vehicles may not obey signage	104	
104	Township Spray Seal Upper (Curamulla) 7658 Surface	Fourth St (Curamulla)	North Toe	North Toe	North Toe	116	5.6	116	5.6	500	0 \$	0	0 \$	500	1- Signage	Within 50m/h zone, 7m seal with no line marking, have priority at Second Street no give way however 1.4m kerb to left, no line marking, straight and gradual downlope, sabbies behind kerb, pavement looks fine, intersection with Main Street seems to give way but no signage, sight lines sufficient, rail sufficient	104		
104	Township Spray Seal Upper (Curamulla) 7273 Surface	Second St	Second St	Second St	Second St	153	9.5	153	9.5	500	0 \$	0	0 \$	500	1- Signage	Within 50m/h zone, 7m seal with no line marking, have priority at Second Street no give way however 1.4m kerb to left, no line marking, straight and gradual downlope, sabbies behind kerb, pavement looks fine, intersection with Main Street seems to give way but no signage, sight lines sufficient, rail sufficient	104		

Yorke Peninsula Council

Annexure 9

Primary producer rates versus rates expenditure

Yorke Peninsula Council  
Selected Transport Assets Spend compared to General Rate Income 2021-2022 to 2023-2024

Item	21/22 Actual	21/22 Percentages of total rates income	22/23 Revised Budget	22/23 Percentages of total income	23/24 Estimate	23/24 Percentages of total income	23/24 Rates	Percentage	Amount
Rates Income (Paul)									
<b>Total rates income (a-b+c+d+e+f)</b>	<b>\$19,283,076</b>		<b>\$20,257,888</b>		<b>\$21,675,619</b>		Increase applied to all categories	5%	\$1,012,879.40
a. Residential rates total	\$10,513,544	55%	\$10,778,662	53%	\$11,317,595	52%	Additional Primary Production increase	2%	\$405,151.76
b. Commercial	\$567,040	3%	\$538,263	3%	\$565,176	3%	<b>Totals</b>	<b>7%</b>	<b>\$1,418,031.16</b>
c. Industrial rates	\$76,798	0%	\$76,594	0%	\$80,434	0%	Last year rates raised		\$20,257,588
d. Primary Production	\$6,880,866	36%	\$7,537,437	37%	\$8,319,450	38%	Forecast rates raised		\$21,675,619.16
e. Vacant Land	\$1,043,277	5%	\$1,125,890	6%	\$1,182,183	5%			
f. Other	\$201,451	1%	\$200,752	1%	\$210,790	1%			
<b>EXPENDITURE (Daniel)</b>									
<b>Total expenditure on selected items below</b>	<b>\$9,645,896</b>	<b>50%</b>	<b>\$16,028,481</b>	<b>79%</b>	<b>\$9,517,593</b>	<b>44%</b>			
Rebates	\$467,264	2%	\$2,183,375	11%	\$1,500,000	7%			
Jetpatch OPEX	\$315,730	2%	\$279,739	1%	\$393,839	2%	Have used seeked road maintenance spend (excluding depreciation).		
Transport Capex (ie resheeting & patch sheeting (excluding seals)	\$5,172,296	27%	\$7,406,424	37%	\$5,213,394	24%	For 23/24 have not included North Coast Road Stage 2 but you could.		
One off transport contracts like Waurallies Rd	\$2,398,375	12%	\$4,573,235	23%	\$650,000	3%			
Transport Opeex (patrol greasing)	\$1,292,231	7%	\$1,286,108	6%	\$1,240,360	6%			
Seals & gutter capex	\$0	0%	\$0	0%	\$0	0%			
Rubble	\$0	0%	\$300,000	1%	\$500,000	2%			
<b>Total rates levied before rebates &amp; remissions (02/20100/980/800)</b>	<b>\$19,292,485</b>		<b>\$20,261,903</b>		<b>\$21,660,236</b>				
Variance \$ (due to changes in valuations between modeling and actual rate raising)	\$9,409		\$4,315		\$4,617				

MAGIQ

\$20,261,903  
\$4,315

\$19,292,485  
\$9,409

Total rates levied before rebates & remissions (02/20100/980/800)  
Variance \$ (due to changes in valuations between modeling and actual rate raising)

**Yorke Peninsula Council**

**Annexure 10**

**Potential Transport AMP re-prioritisation of what is resheeted in the future**

Asset ID	Asset Type	Name	From	To	Length	Width	Counter Location	AADT	%HV	HV
	Rural Sheeted Medium Use (Southern Zone)						2km East of West			
4261	Surface	Brutus Rd	Bayview Rd	Corny Point Rd	16684.5	8	Cowie Rd	72	0.0345	3
	Rural Sheeted Medium Use (Northern Zone)	Chinaman Wells Rd	Port Victoria Rd	Beginning of seal	16730.4	9	250m E of South Kilkerran	35	0.0439	2
4465	Surface	Coringle Rd	Hayward Park Rd	Weavers Rd	9371.5	8	500m S of Weavers	24	0.0769	2
4513	Surface	Corny Point Rd	Liddiard Rd	28.7km E of Liddiard Rd (end of unsealed)	28754.7	9	East of Hayes Rd (500m)	111	0.018	2
4416	Surface	Cunningham Rd	Spencer Hwy	Back Rd	7578.5	8	1.5km W of Back Rd	23	0.0583	2
9345	Surface	Daly Head Rd	Marion Bay Rd	Daly Head	8598	10	300m W of West Beach Rd	111	0.0071	1
4404	Surface	Dowlingville Slant Rd	Yorke Hwy	Clinton Rd	9719.2	9.5	200m W of Yorke Highway	42	0.0062	1
4415	Surface	Dump Rd	Minlaton Rd	St Vincent Hwy	12721.8	7.5	West of Yorke Highway	34	0.0519	2
21615	Surface	Gap Rd	Spencer Hwy	Coast	13334.1	8	West of Spencer Highway (200m)	65	0.0238	2
3988	Surface	Gleesons Rd	White Hut	Gleesons	17185.8	8	50m W of Marion Bay Rd	31	0.0066	1
4085	Surface	Gun Club Rd	Spencer Hwy	Wauraltee Rd	19005.8	8	500m S of Wauraltee	44	0.0274	2
4112	Surface	Heel Rd	Wattle Point Rd	Troubridge Hill Rd	7152.1	8	Wattle Point Bush Camping Reserve	40	0.0042	1
4189	Surface	Melton South Rd	Upper Yorke Rd	22.0km S of Upper Yorke Rd	22365.6	8.5	200m S of Upper Yorke Rd	9	0.1113	1
4188	Surface	Micky Flat Rd	End of Seal .9km E of North Tce	Old Coast Rd	14859	9	End of Seal (Curramul ka)	46	0.045	2.07

4173	Rural Sheeted Medium Use (Northern Zone) Surface	Mount Rat Wells Rd	Spencer Hwy	Mount Rat Rd	15259.3	200m SE of Spencer 8 Highway	18	0.0461	0.8298
4147	Rural Sheeted High Use (Northern Zone) Surface	Nalyappa Rd	Spencer Hwy	42.0km S of Spencer Hwy	42498.2	200m S of Spencer 8.5 Highway	124	0.0233	2.8892
4911	Rural Sheeted Medium Use (Southern Zone) Surface	New Honiton Rd	West St	McEachens Beach Rd	18706.1	200m W of Goldsmith 9 Beach Rd	24	0.02	1
4891	Rural Sheeted High Use (Southern Zone) Surface	North Coast Rd	1.0km W of Bayview Rd	Point Souttar Rd	11044.2	North Coast Rd (End of 8 Seal)	227	0.0088	1.9976
4850	Rural Sheeted Medium Use (Central Zone) Surface	Old Coast Rd	Moorara Rd	Lime Kiln Rd	12207.1	south of Clinton Rd intersectio 9.5 n (200m)	37	0.1111	4.1107
4829	Rural Sheeted Medium Use (Central Zone) Surface	Old Port Vincent Rd	2.5km E of Gum Flat Rd	2.5km E of Gum Flat Rd	14765.4	600m W of Port Vincent 8 Rd	28	0.0494	1.3832
4927	Rural Sheeted High Use (Northern Zone) Surface	Pine Point Rd	4.5km SE of Vista Grove	Spencer Hwy	24082.5	Between James Well Rd and Sandy 9 Church Rd	39	0.0323	1.2597
4614	Rural Sheeted Medium Use (Northern Zone) Surface	Saint Rd	South Tce	South Kilkerran Rd	6826.7	500m W of South Terrace 9 (Maitland)	47	0.05	2.35
5002	Rural Sheeted High Use (Northern Zone) Surface	Sandy Church Rd	Spencer Hwy	Yorke Hwy	25191.6	1km East of Spencer 9 Highway	32	0.023	0.736
5050	Rural Sheeted High Use (Southern Zone) Surface	South Coast Rd	Yorke Hwy	43.0km E of Yorke Hwy	48299.8	100m E of Yorke 9 Highway	52	0.0188	0.9776
4662	Rural Sheeted Medium Use (Southern Zone) Surface	Sturt Bay Rd	1.7km S of Warooka (Golf Club)	South Coast Rd	10841.7	Adjacent 8 Cemetery 200m N of New	97	0.0352	3.4144
4647	Rural Sheeted Medium Use (Southern Zone) Surface	Troubridge Hill Rd	Pt Giles Rd	Troubridge Point Rd	17299.8	Honiton 9 Rd	51	0.0306	1.5606
4672	Rural Sheeted Medium Use (Northern Zone) Surface	Urania Rd	Port Victoria Rd	Spencer Hwy	10713.9	500m W of Spencer 9.5 Highway End of Seal	34	0.017	0.578
4572	Rural Sheeted High Use (Southern Zone) Surface	Waterloo Bay Rd	Green Hill Rd	McEachens Beach Rd	7186.8	(McEachers Beach Rd intersectio 8 n)	54	0.0222	1.1988

4679	Rural Sheeted Medium Use (Southern Zone) Surface	Wattle Point Rd	Sultana Point Rd	Heel Rd	4708.7	200m S of 8.5 Hilsea Rd	57	0.0124	0.7068
4707	Rural Sheeted Medium Use (Northern Zone) Surface	Waylands Rd	Upper Yorke Rd	Arthurton Rd	8709.4	500m W of Upper 8 Yorke Rd	22	0.0994	2.1868
4575	Rural Sheeted Medium Use (Central Zone) Surface	Weavers North Rd	Weavers Rd	Minlaton Rd	13972.6	200m N of Bowden 8 Rd	28	0.0524	1.4672
4785	Rural Sheeted Medium Use (Northern Zone) Surface	Weetulta Rd	West Tce	Spencer Hwy	10254.6	500m W of Thompson 10 Rd	60	0.1052	6.312
4734	Rural Sheeted Medium Use (Northern Zone) Surface	Wells Rd	Yorke Hwy	Tiddy Widdy Beach Rd	2593.9	8.5			
5157	Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	North Tce (Maitland)	Spencer Hwy		1011	7			
5146	Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	West Tce (Maitland)	North Tce		1784	7			
5160	Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	South Tce (Maitland)	End of Seal at Town limit		536	7			
5147	Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	Sandilands Rd	Pine Point Rd		220	7			





<b>COMMUNITY ENGAGEMENT PLAN</b>		SF215 Responsible Officer: Community Development & Engagement Officer							
		Issue Date: 09/12/2021 Next Review Date: December 2025							
<b>PROJECT NAME: STRATEGY RESPONSE TO NETWORK LEVEL HEAVY VEHICLE ROUTE ASSESSMENT AND RISK ANALYSIS</b>									
Stakeholders	Level 1 INFORM	Level 2 CONSULT	Level 3 PARTICIPATE	Level 4 COLLABORATE	Responsibility	Start Date	End Date	Status	Evaluation Method
All residents All residents All residents	Website Public Notice Social Media				Community Development and Engagement Officer Community Development and Engagement Officer community Development and Engagement Officer	14/09/2023 19/09/2023 15/09/2023	6/10/2023 6/10/2023 6/10/2023	NS NS NS	# views # responses # reach

STANSBURY - STAGE 3

AG: 11483674

Form B2

APPLICATION TO NOTE LAND MANAGEMENT AGREEMENT - DEVELOPMENT ACT, 1993

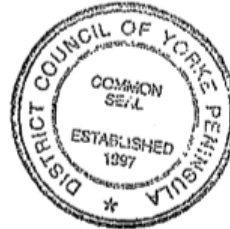
TO: The Registrar General

DISTRICT COUNCIL OF YORKE PENINSULA of 8 Elizabeth Street MAITLAND SA 5573 HEREBY APPLIES pursuant to the provisions of Section 57(2) of the Development Act, 1993 for the notation of the attached Land Management Agreement pursuant to the provisions of Section 57(2) of the said Act which said Land Management Agreement is dated the 28<sup>th</sup> day of October 2010 and made between DISTRICT COUNCIL OF YORKE PENINSULA aforesaid as the Council of the one part and TRIUMPH RESIDENTIAL AND COMMERCIAL PTY LTD (ACN 115 916 786), 9 Dakota Drive, PARAFIELD SA 5106 as the Owner of the other part which Agreement binds the whole of the land comprised in Certificate of Title Register Book Volume 5876 Folio 334 and operates to control the future development, management, preservation or conservation of the said land.

DATED the 28<sup>th</sup> day of October 2010

COPY

THE COMMON SEAL of DISTRICT COUNCIL OF YORKE PENINSULA was hereunto affixed in the presence of:



[Signature]  
Mayor

[Signature]  
Chief Executive Officer

The Owner HEREBY CONSENTS to the noting of the attached Land Management Agreement Deed.

EXECUTED by TRIUMPH RESIDENTIAL AND COMMERCIAL PTY LTD in accordance with s127(1) of the Corporations Act by:

[Redacted Signature]  
Signature

GIUSEPPE GIROLAMO  
Print Name

DIRECTOR  
Director

[Redacted Signature]  
Signature

JOHN JACOPETTA  
Print Name

SECRETARY  
~~Director / Secretary (delete inapplicable)~~

and if only one person has signed, that person states that he/she is the sole director and sole secretary of the company

THIS DEED is made the 28<sup>th</sup> day of October 2010

BETWEEN:

DISTRICT COUNCIL OF YORKE PENINSULA of 8 Elizabeth Street MAITLAND SA 5573 ("the Council") of the one part

and

TRIUMPH RESIDENTIAL AND COMMERCIAL PTY LTD (ACN 115 916 786) of the address specified in Item 1 of the Schedule (hereinafter with its successors and assigns, as the case may be, referred to as "the Owner") of the other part

RECITALS:

- A. The Owner is the registered proprietor of an estate in fee simple in the whole of the land specified in Item 2 of the Schedule ("the Land").
- B. Save and except the Owner and the person(s) specified in Item 3 of the Schedule, if any, as at the date of this Deed no other person has any legal interest in the Land.
- C. The Owner was granted Development Plan consent, Land Division consent and Development Approval pursuant to the provisions of the *Development Act 1993* ("the Act") to divide the Land creating 23 additional allotments from one existing allotment comprising 21 Torrens titled allotments, 2 Community titled allotments, a road reserve, and vested of the portion of the Land to the Council for drainage purposes ("the Development") as depicted on the Plan of Division attached to Item 4 of the Schedule to this Deed ("the Plan of Division").
- D. The Owner wishes to enter into this Deed to ensure that fencing, building works, building heights, outbuildings and landscaping are controlled and undertaken in an appropriate manner to maintain a high standard of design and residential amenity of the Land.
- E. Pursuant to the provisions of section 57 (2) of the Act the Owner has agreed with the Council to enter into this Deed relating to the future development, management, preservation and conservation of the Land subject to the terms and conditions that follow.

NOW THIS DEED WITNESSES:

INTERPRETATION

- 1. The parties acknowledge that the matters recited above are true and accurate and agree that they form part of the terms of this Deed.
- 2. In the interpretation of this Deed unless the context otherwise requires or admits:

Words and phrases used in this Deed that are defined in the Act, or in the regulations made under the Act, have the meanings ascribed to them by the Act or the regulations as the case may be;

ITR:ITR-P81332\_001.DOC

References to any statute or subordinate legislation include all statutes and subordinate legislation amending, consolidating or replacing the statute or subordinate legislation referred to;

The term "the Owner" where it is a company includes its successors, assigns and transferees and where it is a person includes his or her heirs, executors, administrators and transferees and where it consists of more than one person or company the term includes each and every one or more of such persons or companies jointly and each of them severally and their respective successors, assigns, heirs, executors, administrators and transferees of the companies or persons for the time being registered or entitled to be registered as the proprietor of an estate in fee simple of the Land;

The term "person" includes a corporate body;

The term "the Land" shall include any part or parts of the Land;

The term "Plan of Division" is the plan of division that is depicted in Item 4 of the Schedule;

The term "dwelling" shall mean any building, capable of human habitation, proposed to be constructed on the Land and which is or will be an approved development under the Act but does not include a "second hand transportable building";

The term "landscaping plan" shall mean a landscaping plan which will encourage (but will not be solely restricted to) the re-establishment of endemic (local) vegetation and provide screening of any dwelling from adjoining allotments and/or public places to the reasonable satisfaction of Council;

The term "side rear boundary" shall mean the side property boundary of an allotment, for a distance of 8.0m along the side boundary of the allotment taken from a point where the side boundary intersects the rear boundary of the allotment;

The term "solid form fence" shall mean a masonry or similar type of fence (including factory pre-painted steel sheet fence);

The term "transportable building" shall mean any building that is capable of being moved or removed on, to or from the Land;

The term "pre-fabricated building" shall mean any building that is capable of being constructed, whether in part or whole, off the Land and then being transported onto the Land;

Any term which is defined in the statement of the names and descriptions of the parties or in the Recitals has the meaning there defined;

Words importing the singular number of plural number are to be taken to include the plural number and the singular number respectively;

Words importing any gender include both genders;

Where two or more persons are bound hereunder to observe or perform any obligation or Deed whether express or implied they are bound jointly and each of them severally.

3. Clause headings are provided for reference purposes only and are not to be resorted to in the interpretation of this Deed.
4. The requirements of this Deed are at all times to be construed as additional to the requirements of the Act and any other legislation affecting the Land.
5. Nothing contained in this Deed shall fetter the Council in the exercise of its discretion as the Relevant Authority under the Act.

**ACKNOWLEDGMENTS OF THE OWNER:**

6. The Owner acknowledges that fences on allotments are to be erected in the following way:
  - 6.1 no fencing on any allotment shall be constructed along the front boundary of the allotment, being the primary street frontage, and/or forward of the dwelling line (with the exception of the fencing on allotment 1 which shall be negotiated with Council, and agreed in writing by the Owner and Council prior to its construction) unless it is constructed of an open type construction of the following types:
    - 6.1.1 Picket (timber, steel, aluminium with minimum 55mm separation between uprights),
    - 6.1.2 Pier brick or masonry posts with timber, steel or aluminium uprights with minimum 55mm separation between uprights maximum height shall be 1.50 metres;
  - 6.2 The height of any fencing to the rear (eastern) allotment boundaries on allotments 12 -21 shall be a maximum 1.50 metres high above natural ground level and constructed of an open type construction of tubular steel or aluminium with vertical members of maximum diameter of 25mm and a minimum 70mm separation between uprights, support posts should be a maximum of 90x90mm or 90mm diameter;
  - 6.3 The maximum height of any fencing on the side rear boundary of allotments 12 -21 shall be a maximum height of 1.50 metres above natural ground level and constructed of an open type construction of tubular steel or aluminium with vertical members of maximum diameter of 25mm and a minimum 70mm separation between uprights, support posts should be a maximum of 90x90mm or 90mm diameter.
  - 6.4 A solid form fence on the side rear boundary of allotments 12 -- 21 is allowable to a maximum height of 1.0metre above natural ground level, and the tubular style fence noted in clause 6.3 may be constructed to the top of the solid form fence, provided the overall combined maximum height of the fence does not exceed 1.50metres.
  - 6.5 Fencing on a side boundary, not the side rear boundary, on allotments 12 – 21 should be a solid form fence to maximum height 1.80metres above natural ground level. Factory pre painted steel sheet fencing is also acceptable.
  - 6.6 The northern side boundary to allotment 12 is excluded from the requirements of 6.5.
7. The Owner acknowledges that rainwater tanks on allotments are to be erected in the following way:
  - 7.1 Each allotment shall have a rainwater tank of nominal minimum capacity of 10,000 litres fitted with outlets in a manner to provide 7500 litres of domestic water supply and provide 2,500litres of roof water detention. The tanks will be as depicted on the

Rainwater Tank Detail attached to Item 5 of the Schedule to this Deed ("the Rainwater Tank Detail");

- 7.2 The rainwater tanks should be constructed of either plastic, fibreglass or colorbond steel and meet regulatory requirements for containment of potable water;
  - 7.3 Location of the rainwater tanks will be in accordance with Council Development Plan guidelines but must not encroach on the area marked "No Structure" on the Plan of Division. Rainwater tanks are to be screened from public view.
8. The Owner acknowledges that all buildings on any of the allotments shall be erected in the following way:
- 8.1 Buildings on any of the allotments should be of a high standard and comply with the guidelines in Council's Development Plan. No transportable or prefabricated buildings are to be located on allotments 12 to 21 inclusive or on Community Lots 1 & 2;
  - 8.2 Building setbacks from the primary street frontage to any of the allotments must be in accordance with the guidelines in Council's Development Plan;
  - 8.3 No building on allotments 12-21 shall encroach on the area marked "No Structure" as depicted on the Plan of Division;
  - 8.4 Buildings on allotments 12 - 21 shall be of single storey construction with a maximum roof height of 5.2m above the top of the average finished kerb level directly in front of the respective allotment, except that split level construction is acceptable and overall roof height is not greater than 5.2m from the top of the average finished kerb level directly in front of the respective allotment;
  - 8.5 Any buildings on Community allotments 1 and 2 shall be constructed with a maximum building height level of AHD 22.40metres, except that and in any event, shed walls shall not be greater than 3metres in height with overall height of the shed (including roof) not exceeding 4.5metres in height. Two storey or split level buildings are acceptable provided overall building height is not greater than a level of AHD 22.40metres.
  - 8.6 All outbuildings to community lots 1 and 2 shall have a maximum height of AHD 22.40metres as depicted Item 6 of the Schedule to this Deed except that, and in any event, shed walls shall not be greater than 3metres in height with overall height of the shed (including roof) not exceeding 4.5metres in height;
  - 8.7 Garages to allotments 12 - 21 (inclusive) should be incorporated under the main roof of any dwelling built on the allotment;
  - 8.8 Outbuildings to allotments 12 - 21 (inclusive) are not to be separate from the dwelling to which they relate;
  - 8.9 Garages to allotments 1 - 11 (inclusive) are to be located no further forward than the dwelling line;
9. The Owner acknowledges that landscaping will be undertaken on allotments in the following way:
- 9.1 At the time of lodging an application for a dwelling on any allotment, the Owner shall provide to the Council a detailed landscaping plan satisfactory to the Council with such

landscaping being completed to the reasonable satisfaction of Council within 12 months of occupation of the dwelling;

- 9.2 Landscaping to allotments 12 – 21 and Community allotments 1 and 2 shall incorporate suitable species to the reasonable satisfaction of Council that do not unduly impair neighbouring properties views of the coastline and are located in areas so as to maximise benefit and minimise interruption to coastal views from neighbouring properties;
- 9.3 Landscaping of Community allotments 1 – 2 shall incorporate suitable species to the reasonable satisfaction of Council that do not impair neighbouring properties views of the coastline and be planted as depicted on Item 7 of the Schedule to this Deed.
10. The Owner acknowledges that the purpose of any landscaping plan shall be to encourage (but will not be solely restricted to) the re-establishment of endemic (local) vegetation and to provide screening of any dwelling from adjoining allotments and/or public places.

#### UNDERTAKINGS OF THE OWNER:

11. The Owner shall ensure that buildings on any of the allotments are of a high standard and comply with the guidelines in Council's Development Plan. Further the Owners shall not cause, suffer or permit any transportable or prefabricated buildings to be located on allotments 12 to 21 inclusive nor on Community Lots 1 & 2.
12. The costs and expenses incurred by the Owner in relation to any requirement pursuant to clauses 6, 7, 8 and/or 9 of this Deed shall be borne by the Owner.

#### OPERATION OF THIS DEED

13. The parties expressly declare and agree that the provisions of this Deed shall not be binding or impose any obligation upon them unless and until the Deed is registered and a memorial thereof entered on the Certificate of Title for the Land pursuant to the provisions of section 57 (5) of the Act in priority to any other registrable interest in the land save and except for the estate and interest of the Owner therein.

#### RESCISSION

14. If any development authorisation obtained for the Development is not granted, or if granted, lapses or expires by virtue of the provisions of the Act without being implemented by the Owner, the Council agrees to rescind this Deed at the request of the Owner and the reasonable costs of and incidental to the preparation, stamping and registration of the Deed of Rescission shall be borne by the Owner.

#### COUNCIL'S POWERS OF ENTRY

15. The Council or any employee or authorised officer of the Council may at any time enter into or upon the Land for the purposes of:
- 16.1 inspecting the Land or any building thereon;
- 16.2 exercising any other powers of the Council under this Deed or pursuant to law.

#### VARIATION AND WAIVER

16. This Deed may not be varied except by a supplementary Deed signed by the Council and the Owner.



17. The Council may waive compliance by the Owner with the whole or any part of the obligations of the Owner herein contained but no such waiver is effective unless expressed in writing and signed by the Council.

**NOTICES**

18. Notice for the purposes of this Deed is to be taken to be properly served on the Owner if it is:
- 18.1 posted to the Owner at the Owner's last address known to the Council; or
- 18.2 any method prescribed by the *Development Regulations 2008* for the service of a notice.

**NOTING OF THIS DEED**

19. Each party must do and execute all such acts, documents and things as are necessary to ensure that as soon as is possible after the execution of this Deed by all necessary parties, this Deed is noted by the Registrar-General against the Certificate of Title for the Land pursuant to Section 57(5) of the Act.

**COSTS**

20. The Owner is to bear the costs of and incidental to the negotiation and preparation of this Deed and the stamping and the noting of this Deed on the Certificate of Title to the Land.
21. The Owner hereby agrees to indemnify the Council and keep the Council forever indemnified in respect to the whole of its costs and expenses (including without limitation legal costs and expenses) of and incidental to the implementation of this Deed including the enforcement of its terms.

**GOVERNING LAW**

22. The law governing the interpretation and implementation of the provisions of this Deed is the law of South Australia.

**GENERAL PROVISIONS**

23. If any provision of this Deed shall be found by a court of competent jurisdiction to be invalid or unenforceable in law then and in such case the parties hereby record that it is their intention that such provision be severed from this Deed and that the remaining provisions are to be effective and enforceable according to their terms.
24. This Deed contains the whole Deed between the parties in respect of the matters referred to herein.

EXECUTED as a Deed

THE COMMON SEAL of the  
DISTRICT COUNCIL OF YORKE PENINSULA  
was hereunto affixed in the presence of:

)

*R. J. ...*  
.....  
Mayor

*Dieter Buehl*  
.....  
Chief Executive Officer



oo

SIGNED by  
TRIUMPH RESIDENTIAL AND COMMERCIAL PTY LTD



in the presence of:

.....  
Witness

*SIM TARGA*  
.....  
Name

oo

The person named in Item 3 of the Schedule, if any, who has a legal interest in the Land by virtue of the interest specified therein **HEREBY CONSENTS** to the Owner entering into this Deed.

Signed for and on behalf of )  
**ST GEORGE BANK LIMITED** )  
by its lawful attorney in the ) .....  
presence of )

.....  
**WESTPAC BANKING CORPORATION** ABN 33 007 457 141 of 97 King William Street ADELAIDE SA 5000  
Pursuant to Registered Mortgage No. 11015948 as successor in law to St. George Bank Limited  
pursuant to the Financial Sector (Business Transfer and Group Restructure) Act 1999 (Cth) and successor in  
law to Advance Bank Australia Limited pursuant to the Bank Mergers (Advance Bank) Regulation 1998  
(NSW).

By its Tier Three Attorney  
Roger David Campbell  
pursuant to Power of Attorney Registered Number  
9037336 of which s/he has no notice of any  
revocation of the said Power of Attorney.

Signature of Attorney No. 9037336

Signature of Witness

Susan Marion Cabot  
Full Name of Witness

97 King William Street ADELAIDE SA 5000  
Address

(08) 8424 5439  
Telephone No.

THE OWNER HEREBY CERTIFIES pursuant to Section 57(4) of the Act that no other person has a legal interest in the land.

SIGNED by  
TRIUMPH RESIDENTIAL AND COMMERCIAL PTY LTD  
in the presence of:

)  
)  
)

.....  
Witness

.....  
Name

*SILV TIRCA*

SCHEDULE

**ITEM 1**                    **Full Name of Owner:**  
TRIUMPH RESIDENTIAL AND COMMERCIAL PTY LTD

**Address of Owner:**  
9 Dakota Drive  
PARAFIELD SA 5106

**ITEM 2**                    **Land Description:**  
The whole of the land comprised within Certificate of Title Register Book Volume 5876 Folio 334 being Section 200 in the area named Stansbury Hundred of Dalrymple.

**ITEM 3**                    **Full Name of person with legal interest in the Land (if any) and details of interest in the Land**  
ST GEORGE BANK LTD

**ITEM 4**                    **Plan of Division**  
Attached hereto

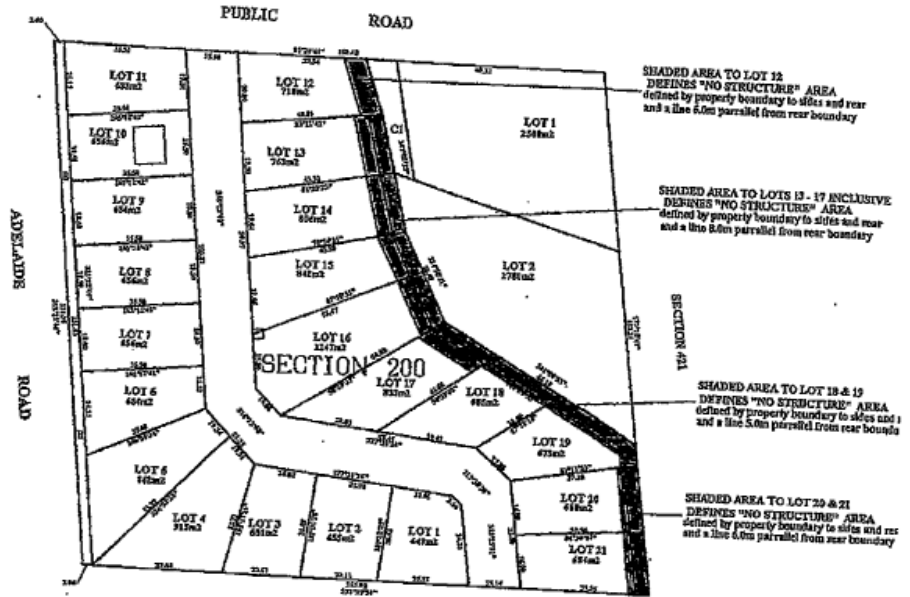
**ITEM 5**                    **Rainwater Tank Detail**  
Attached hereto

**ITEM 6**                    **Community Lots 1 & 2 Building Height Detail**  
Attached hereto

**ITEM 7**                    **Controlled Vegetation Plan**  
Attached hereto

ITR:ITR:P81332\_001.DOC

ITEM 4 PLAN OF DIVISION



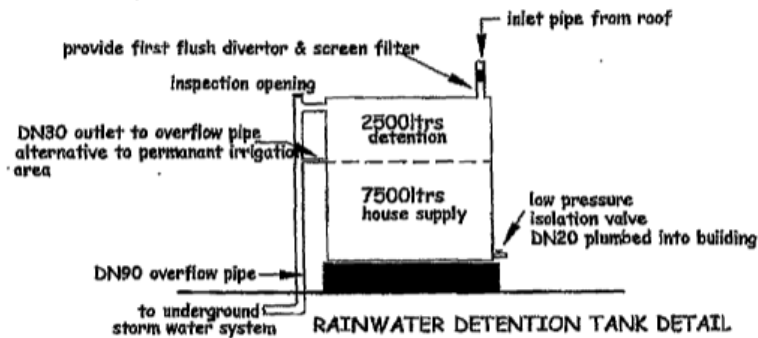
NEW DIVISION PLAN DP 71328  
PLAN FOR PLANNING PURPOSES

SECTION 200 HUNDRED OF DALRYMPLE  
CT 5878034  
AREA NAMED STANBURY  
SITE AREA ~ 2.45ha

- A = EASEMENT TO COUNCIL FOR SEWER AND STORM WATER DRAIN
- B = LAND VESTED TO COUNCIL
- CL = occasionally used & access driveway



**ITEM 5 RAINWATER TANK DETAIL**  
 Sample of acceptable rain water tank setup

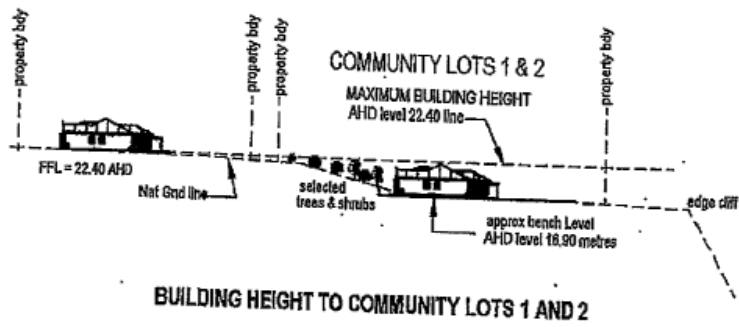


**ROOF WATER MANAGEMENT**

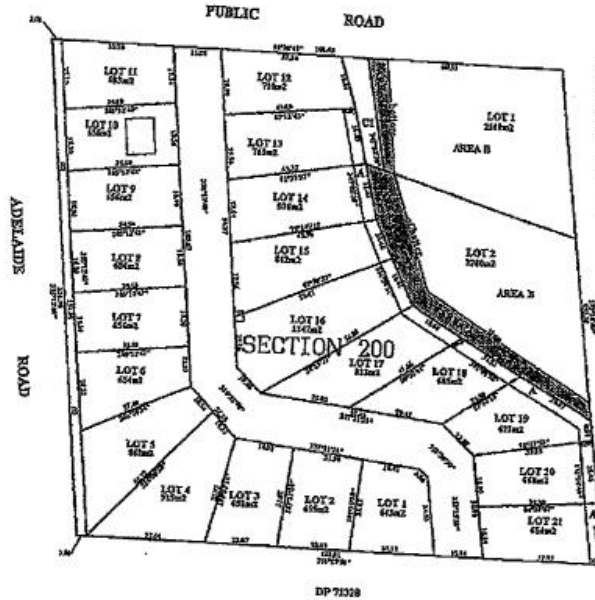
DWELLINGS TO BE FITTED WITH 10,000LTR TANKS  
 UTILISE TANKS AS ROOF WATER DETENTION AND HOUSEHOLD USE  
 ROOF WATER TO BE DIRECTED TO TANKS VIA SEALED SYSTEM  
 TANK WATER CONTINUOUSLY FED TO HOUSE VIA PUMP AND SUPPLY  
 WC AND L'DRY AS MINIMUM. OVERFLOW TO COUNCIL STORM WATER  
 DRAIN . MINIMUM 7500ltrs AVAILABLE FOR HOUSEHOLD USE AND  
 2500ltrs FOR DETENTION



ITEM 6 COMMUNITY LOTS 1 & 2 BUILDING HEIGHT DETAIL



ITEM 7 CONTROLLED VEGETATION PLAN.



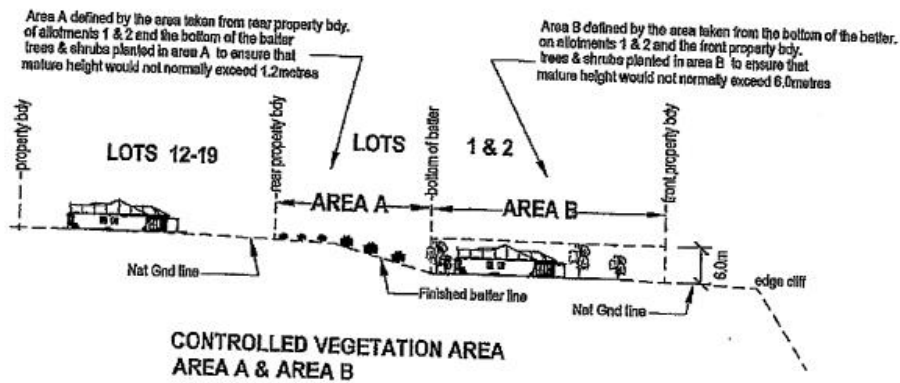
SHADED AREA A TO LOTS 1 & 2 IS DEFINED BY THE REAR PROPERTY (WESTERN) BOUNDARY AND THE BOTTOM OF THE BATTER LINE INCLUDES THE SIDE PROPERTY BOUNDARIES

AREA B TO LOTS 1 & 2 IS DEFINED BY THE BOTTOM OF THE BATTER LINE AND THE FRONT PROPERTY (EASTERN) BOUNDARY INCLUDES THE SIDE PROPERTY BOUNDARIES

AREA A & B = "CONTROLLED VEGETATION" AREA REFER TO CROSS SECTION FOR ADDITIONAL DETAILS

Bottom of batter line = BOTTOM MOST POINT OF BASK SLOPE  
 Note: bottom of batter line indicates only and also be defined by batter on site

PLAN FOR CONTROLLED VEGETATION AREA



PURPOSE: DIVISION  MAP REF: 4428/30/N.63/D  LAST PLAN:	AREA NAME: STANSBURY  COUNCIL: DISTRICT COUNCIL OF YORKE PENINSULA  DEVELOPMENT NO: 544/D036/08	APPROVED:  DEPOSITED/FILED:	<b>D</b>  SHEET 1 OF 3  V01																				
AGENT DETAILS: PYPYR LEAKER SURVEYING SERVICES PTY LTD ABN 79 718 006 161 PO BOX 1030 GLENELG SOUTH SA 5045 PH 08 8373 8880 FAX 08 8294 0843 DATE: 20/01/10 AGENT CODE: PLS0P REFERENCE: PL2322																							
SURVEYORS CERTIFICATION: I, David Edward PYPYR licensed surveyor of South Australia do hereby certify (1) That this plan has been made from surveys carried out by me or under my personal supervision and in accordance with the Survey Act 1992 (2) That the field work was completed on 12th DECEMBER 2009 except for final placement of survey marks for/like-out if not applicable)																							
Dated _____ Licensed Surveyor																							
SUBJECT TITLE DETAILS: <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>PREFIX</th> <th>VOLUME</th> <th>FOLID</th> <th>OTHER</th> <th>PARCEL</th> <th>NUMBER</th> <th>PLAN</th> <th>NUMBER HUNDRED / IA / DIVISION</th> <th>TOWN</th> <th>REFERENCE NUMBER</th> </tr> </thead> <tbody> <tr> <td>CT</td> <td>5876</td> <td>336</td> <td></td> <td>SECTION(S)</td> <td>200</td> <td></td> <td>DALRYMPLE</td> <td></td> <td></td> </tr> </tbody> </table>				PREFIX	VOLUME	FOLID	OTHER	PARCEL	NUMBER	PLAN	NUMBER HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER	CT	5876	336		SECTION(S)	200		DALRYMPLE		
PREFIX	VOLUME	FOLID	OTHER	PARCEL	NUMBER	PLAN	NUMBER HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER														
CT	5876	336		SECTION(S)	200		DALRYMPLE																
OTHER TITLES AFFECTED: EASEMENT DETAILS: <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>STATUS</th> <th>LAND BURDENED</th> <th>FORM</th> <th>CATEGORY</th> <th>IDENTIFIER</th> <th>PURPOSE</th> <th>IN FAVOUR OF</th> <th>CREATION</th> </tr> </thead> <tbody> <tr> <td>NEW</td> <td>15.36</td> <td>SERVICE</td> <td>EASEMENT(S)</td> <td>A17/F3</td> <td>FOR ELECTRICITY SUPPLY PURPOSES</td> <td>DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 889000)</td> <td>223LGRPA</td> </tr> </tbody> </table>				STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION	NEW	15.36	SERVICE	EASEMENT(S)	A17/F3	FOR ELECTRICITY SUPPLY PURPOSES	DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 889000)	223LGRPA				
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION																
NEW	15.36	SERVICE	EASEMENT(S)	A17/F3	FOR ELECTRICITY SUPPLY PURPOSES	DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 889000)	223LGRPA																
ANNOTATIONS: NO OCCUPATION ON SUBJECT LAND UNLESS SHOWN OTHERWISE																							
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"> <b>Development Assessment Commission</b>   <b>LAND DIVISION CERTIFICATE</b>                       Approved in accordance with the requirements of Section 51 of the Development Act 1993                       Signed                       Description of signatory: Supervisor of Land Divisions as delegate of D.A.C.                       Dated 05/11/2010 09:38 pm                 </td> </tr> </table>				<b>Development Assessment Commission</b>  <b>LAND DIVISION CERTIFICATE</b>  Approved in accordance with the requirements of Section 51 of the Development Act 1993  Signed Description of signatory: Supervisor of Land Divisions as delegate of D.A.C.  Dated 05/11/2010 09:38 pm																			
<b>Development Assessment Commission</b>  <b>LAND DIVISION CERTIFICATE</b>  Approved in accordance with the requirements of Section 51 of the Development Act 1993  Signed Description of signatory: Supervisor of Land Divisions as delegate of D.A.C.  Dated 05/11/2010 09:38 pm																							

