

ATTACHMENTS

UNDER SEPARATE COVER Ordinary Council Meeting 10 April 2024

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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.

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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.

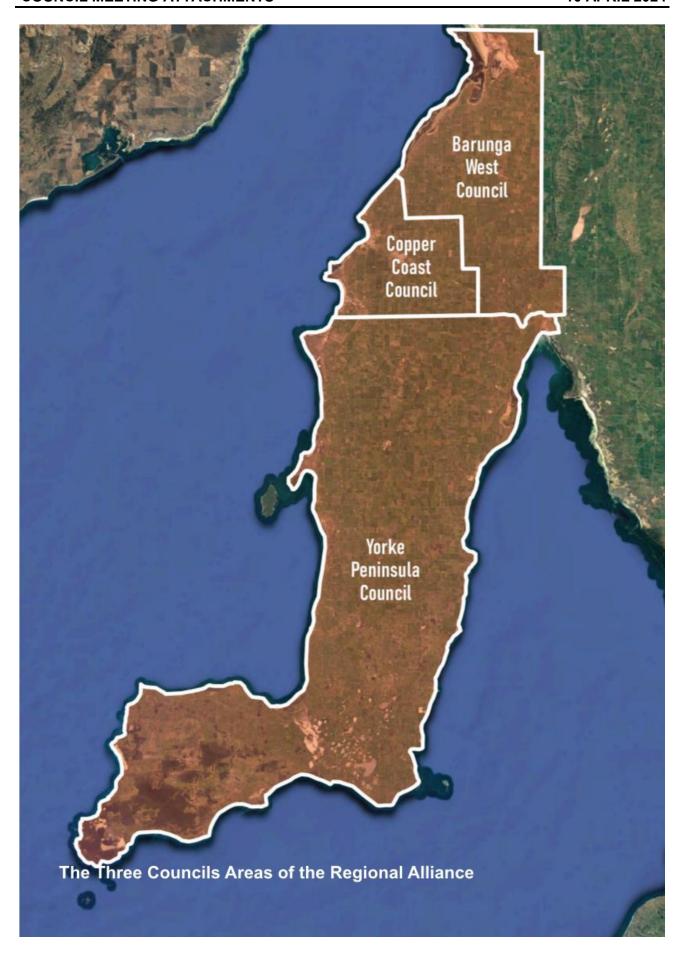
The Alliance acknowledges the Narungga people who are the traditional owners of the land and offer respect to their Elders past and present.

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.



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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).

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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 Na@ns
Conven@n on the
Rights of Persons with
Disability

NATIONAL

Na@nal Disability Strategy 2010 - 2020 Na@nal Disability
Insurance Scheme

Na@nal 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

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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.

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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-today 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.

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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.

6

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			

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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.

How we are doing:

82%

of people think they live in an accessible area

25% of people think it is hard to access the foreshore

55%

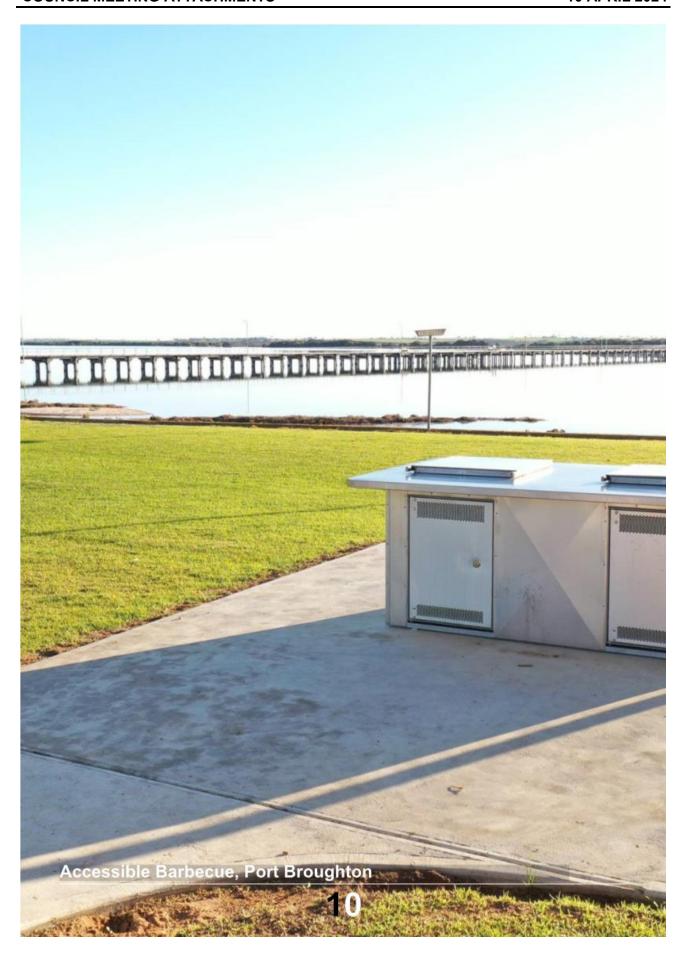
of people do not think there are good footpaths near them

≈ 50%

of the community think the Council is inclusive for all people. 85%

of people think everyone has the same opportunity to participate in consultation and decision making

9



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

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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.

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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.

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Priorities

- 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.

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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.

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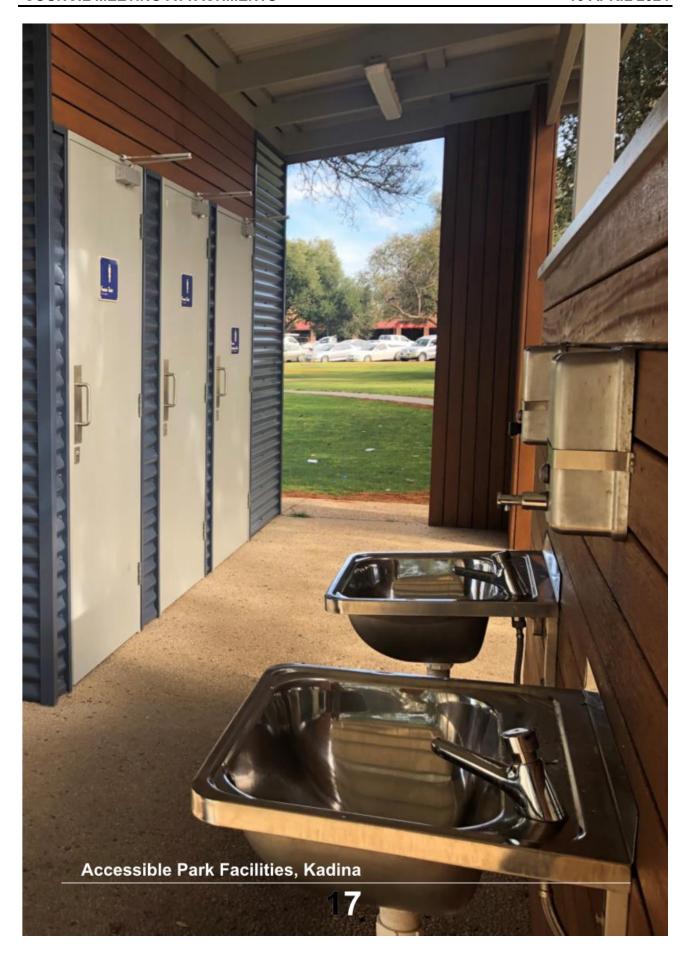
Priorities

- 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.

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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.

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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.

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Priorities

- 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.
- 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.

20



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.

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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.

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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.

23



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.

24



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.

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Priorities

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

Outcomes

Number of people using community transport.

26





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-toface, 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.

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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.

How our Community Finds Information:								
34% local news	15% word of mouth	13% socal media						
8% posters and	7% noticeboard	6% community						

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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.

37%	35%	17%
phone	face-to-face	email
6%	3%	
ocial media	mail	
(Consultation with Co	uncil:
28%	24%	18%
survey mail-out	online survey	face-to-face interviews
15%	6%	5%
community	phone	online

30



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.
- 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.

31



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.

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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.

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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.

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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.

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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.



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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.

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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.

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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.

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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.

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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.

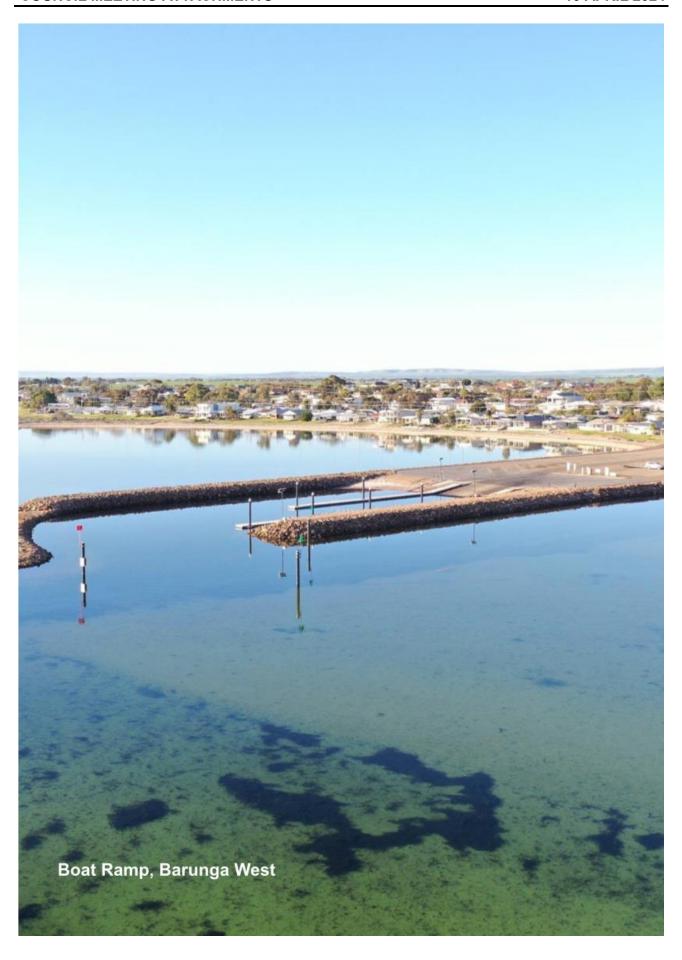
The Region

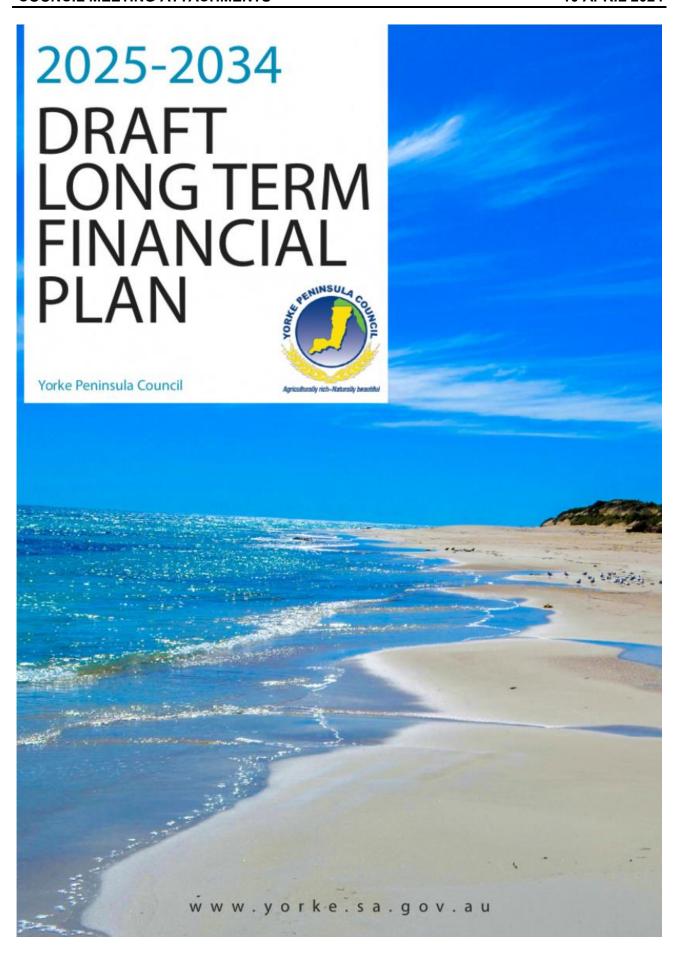
This Regional Disability Access and Inclusion Plan relates to the local government areas of Barunga West Council, Copper Coast Council and Yorke Peninsula Council.

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.

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Document Information

• Document Details

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Adopted by Council:	ТВС				

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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

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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 cor	mpared to the o	general rate i	ncreases1	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
General Rate Increase	4.80%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Road Maintenance and Renewal Loading (RMRL)*	2.00%	2.00%	1.75%	1.50%	1.50%	1.25%	1.25%	1.00%	0.75%	0.75%
Total Rate Increase	6.80%	5.25%	4.25%	4.00%	4.00%	3.75%	3.75%	3.50%	3.25%	3.25%
LTFP CPI Estimate	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.

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¹ The phase "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.

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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.

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- 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:

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- 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.

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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.

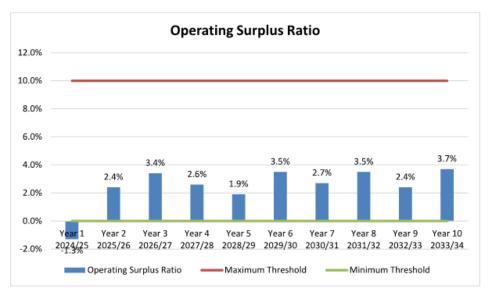


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The graph on page 11 shows that Council will achieve an Operating Surplus in Y2 (2025/2026) and maintain an Operating Surplus over the life of the Plan. This result is in line with the objectives of this LTFP.

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.

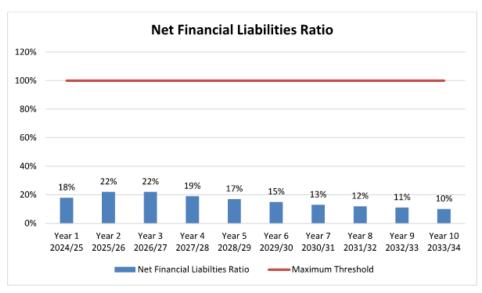


The trends in the OSR graph above is reflective of the movement in the forecast operating surplus/ (deficit) shown in the graph on page 11.

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.

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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.

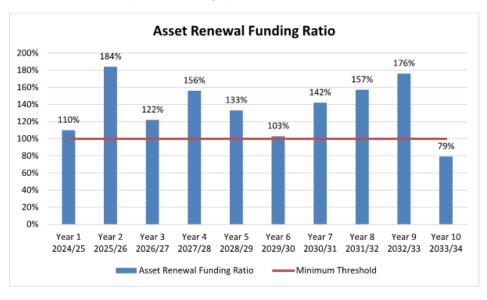
As stated, earlier three (3) new loans totalling \$4.6m are forecast over Y2 and Y3 to assist in Council's contribution to several major projects.

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.

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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 ration 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.

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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.

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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)				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		otions not A negotiat	provided ions are	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

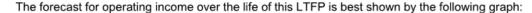
Expenditure Type	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
Employee (Salary/Wage)				3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Employee (Leave Expense)				3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Employee (Workers Compensation)	as EBA	tions not p negotiation ntly in pro	ons are	3.00%	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%

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Insurance	5.00%	5.00%	5.00%	15.00%	5.00%	5.00%	5.00%	5.00%	15.00%	5.00%
Landscape Levy	4.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Utilities (Electricity & Gas)	0.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Utilities (Water)	0.00%	3.25%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Waste & Recycling	5.00%	4.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

Operating Income

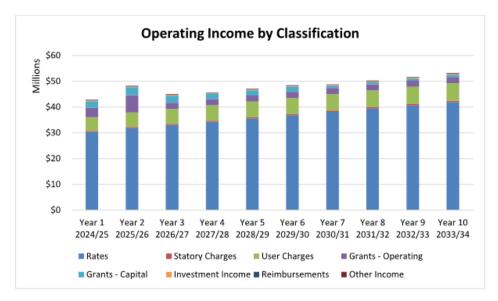
Council's operating income base on which this Plan is built is \$42.9m (Y1) of which approximately 71% is derived from Rates (inclusive of service charges, separate rates and the landscape levy). At the end of the Plan (Y10), operating income is forecast to be \$53.1m (keeping in mind that \$1 today 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 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%).

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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 criteria². As mentioned previously at this stage no growth has been modelled over the life of this LTFP.

General Rates	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	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

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² 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).

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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

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- 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 ³	Classification	Total Cost (\$'000)	External Funding (\$'000)4	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)
Totals			36,798	21,072	15,726	(11,126)	(4,600)

³ 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).

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⁴ 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.

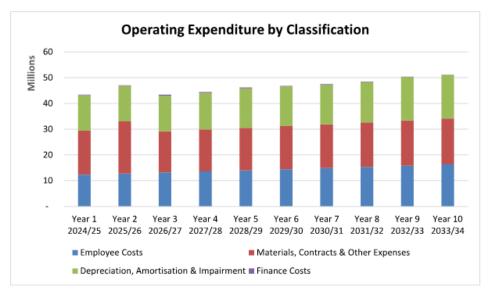
Other Revenue

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.

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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.

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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).

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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.

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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
Total	160,861	133,930		

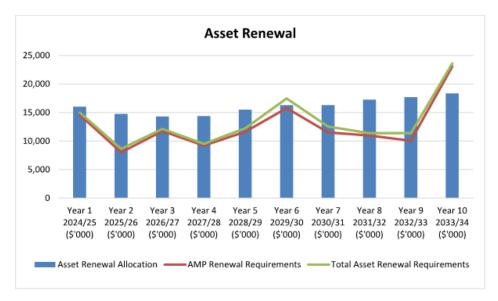
^{*} Asset renewal requirements for Minor Plant, Equipment & Other Assets have been calculated using unindexed asset expiry dates in the absence of a formal asset management plan. The renewal projections for this asset class have not been included in calculation of the denominator for the Asset Renewal 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
Total AMP Renewal Requirements	14,597	8,032	11,747	9,224	11,634	15,789	11,518	10,968	10,053	23,102
Minor Plant, Equipment & Other Assets (no AMP)	406	612	389	285	622	1,687	1,032	405	1,319	509
Total Asset Renewal Requirements	15,003	8,644	12,136	9,509	12,256	17,476	12,550	11,373	11,372	23,611
Less: Forecast LTFP Renewal	-16,012	-14,750	-14,300	-14,400	-15,500	-16,300	-16,300	-17,250	-17,700	-18,350
(Over)/Under Renewal	-1,009	-6,106	-2,164	-4,890	-3,244	1,176	-3,750	-5,877	-6,328	5,260

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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 backlog⁵ 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
Less:	
LTFP Renewal Allocation	(160,862)
Equals:	
Estimated Remaining Asset Renewal Backlog (Y10)	15,997

⁵ 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.

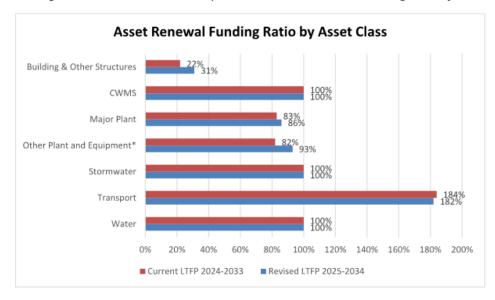
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Asset Renewal

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
Total Funding	16,012	14,750	14,300	14,400	15,500	16,300	16,300	17,250	17,700	18,350	160,861

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.



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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
Total	3,250	2,900	2,400	2,320	2,320	2,320	1,500	1,500	1,500	1,000	21,020

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
Totals	788	9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,788

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.

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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

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COUNCIL MEETING ATTACHMENTS

STATEMENT OF COMPREHENSIVE INCOME - GENERAL FUND					Projected	Years				
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$	\$	\$	\$	\$	5	\$	\$	\$	
Income										
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										
Total Income	42,855,453	48,223,718	44,921,711	45,612,794	47,060,301	48,489,904	48,774,274	50,228,261	51,650,451	53,131,297
Expenses										
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				27.00	-				LOTTO TO	72.24.62
Total Expenses	43,410,454	47,057,046	43,393,262	44,413,712	46,175,425	46,809,414	47,464,886	48,465,608	50,415,893	51,158,318
Operating Surplus / (Deficit)	(555,001)	1,166,671	1,528,450	1,199,082	884,875	1,680,490	1,309,388	1,762,653	1,234,558	1,972,979
Asset Disposal & Fair Value Adjustments										
Amounts Received Specifically for New or Upgraded Assets	1,591,747	6.000.000		0.00						
Physical Resources Received Free of Charge										
Operating Result from Discontinued Operations										
Net Surplus / (Deficit)	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										
Amounts which will not be reclassified subsequently to operating result.										
Changes in Revaluation Surplus - I,PP&E	4,823,965			4,758,976	15,315,563	2,967,171			2,449,753	
Total Other Comprehensive Income	4,823,965			4,758,976	15,315,563	2,967,171			2,449,753	
Total Comprehensive Income	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

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COUNCIL MEETING ATTACHMENTS

Yorke Peninsula Council 10 Year Financial Plan for 2025-2034										
STATEMENT OF CASH FLOWS - GENERAL FUND					Projected	Years				
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
				\$	\$					
Cash Flows from Operating Activities										
Receipts:	22.277.22	2022200	1000000000	1.200.021.022	201122-212			22/2/2020	10010000000	7777444
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
Payments:										
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	(262,605)	(248,232)	(407,907)	(361,793)	(315,413)	(271,719)	(233,045)	(209,936)	(186,399)	(160,770)
Net Cash provided (or used in) Operating Activities	10,502,106	11,852,826	12,237,997	13,308,002	14,184,704	14,989,014	15,817,393	16,580,223	17,194,939	17,928,586
Cash Flows from Investing Activities										
Receipts:										
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	300,000	330,000	300,000	400,000	010,000	000,000	000,000	000,000	000,000	000,000
소급하다 10 HT (2000 F) 중요하다 (2000 F) 10 HT (2000 LEVE COUNTY COUNTY LEVEL COUNTY	100,089	80.700	28.917	14.744	12,606					
Repayments of Loans by Community Groups	100,009	89,796	20,917	14,744	12,000					
Payments:	(16.011,790)	(44 700 004)	(4.4.000.000)	(44 400 000)	(46 600 000)	(46 200 000)	(10 000 000)	(47 pen opp)	147 700 0001	140 DED 000
Expenditure on Renewal/Replacement of Assets		(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)
Net Cash provided (or used in) Investing Activities	(12,502,482)	(14,772,693)	(11,417,145)	(12,305,256)	(13,377,394)	(14,100,000)	(15,300,000)	(16,250,000)	(16,700,000)	(17,350,000)
Cash Flows from Financing Activities										
Receipts:										
Proceeds from CAD	2									
Proceeds from Borrowings	**	4,100,000	500,000			1.5				
Payments:										
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)
Net Cash Flow provided (used in) Financing Activities	(1,369,317)	2,785,248	(950,816)	(987,775)	(948,728)	(909,463)	(398,334)	(421,467)	(445,944)	(471,844)
Net Increase/(Decrease) in Cash & Cash Equivalents	(3,369,693)	(134,619)	(129,963)	14,970	(141,419)	(20,449)	119,059	(91,244)	48,994	106,741
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
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
egon e egon edutageura - ann or me kegt	1,214,430	1,019,031	343,000	204,030	023,413	002,070	322,023	030,193	013,173	300,320
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		-		and the same of		0000000		ATTENNA TO	0.20000.02	
Cash, Cash Equivalents & Investments - 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

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STATEMENT OF FINANCIAL POSITION - GENERAL FUND					Projected	d Veers				
STATEMENT OF PROPERTY OF STREET	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/3
	\$	2025/20	\$	\$	2020:25	2023/30	2030/31	\$	\$	2033/3-
ASSETS								•		
Current Assets										
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			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1000000	100000000000000000000000000000000000000					581008075
Inventories	568,523	668,519	536,133	546,545	554,473	562,659	571,111	579,839	591,928	601,391
Other Current Assets						727777				
Non-current assets classified as "Held for Sale"										
Total Current Assets	3,634,114	3,808,645	3,288,414	3,365,013	3,272,425	3,313,262	3,495,770	3,467,543	3,584,081	3,755,699
Non-Current Assets										
Financial Assets	56,267	27,350	12,606	4.0				*:		19
Equity Accounted Investments in Council Businesses						12				
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				4.5						
Non-current assets classified as "Held for Sale"										
Other Non-Current Assets					-					1
Total Non-Current Assets	321,339,414	331,387,769	331,965,217	336,917,963	352,313,196	356,064,959	356,849,551	358,276,707	361,467,771	362,859,081
TOTAL ASSETS	324,973,529	335,196,414	335,253,631	340,282,976	355,585,622	359,378,221	360,345,321	361,744,251	365,051,852	366,614,780
LIABILITIES										
Current Liabilities										
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"			*							
Total Current Liabilities	6,971,844	7,431,581	6,485,685	6,503,178	6,512,278	6,052,931	6,129,441	6,208,943	6,301,307	6,285,440
Non-Current Liabilities										
Cash Advance Debenture	100 mm *		*	1000000 T	200 CO 200 TO	1000000		- Literatura (S	*	500000000000000000000000000000000000000
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"	-					- 4				
Total Non-Current Liabilities	3,937,438	6,533,914	6,008,577	5,062,372	4,155,480	3,759,765	3,340,966	2,897,741	2,428,667	2,034,483
TOTAL LIABILITIES	10,909,282	13,965,495	12,494,263	11,565,550	10,667,758	9,812,696	9,470,408	9,106,684	8,729,974	8,319,923
Net Assets	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	358,294,857
EQUITY										
Accumulated Surplus	(2,035,718)	5,130,953	6,659,403	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
Total Equity	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	358,294,857

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COUNCIL MEETING ATTACHMENTS

Yorke Peninsula Council 10 Year Financial Plan for 2025-2034 STATEMENT OF CHANGES IN EQUITY - GENERAL FUND					Projecte	d Years				
	2024/25 \$	2025/26 \$	2026/27 \$	2027/28 \$	2028/29 \$	2029/30 \$	2030/31	2031/32 \$	2032/33 \$	2033/34 \$
Opening Balance	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									*:	
Other Comprehensive Income	4,823,965			4,758,976	15,315,563	2,967,171			2,449,753	
Total Comprehensive Income	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										
Equity - Balance at end of the reporting period	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	358,294,857

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Yorke Peninsula Council										
10 Year Financial Plan for 2025-2034										
UNIFORM PRESENTATION OF FINANCES - GENERAL FUND					Projected	d Years				
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/3
	\$	\$	\$	5	\$		\$	5	\$	
Income										
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	100,114	100,121	100,101	100,007	101,011	104,001	101,100	110,010	110,000	111,001
Total Income	42,855,453	48,223,718	44,921,711	45,612,794	47,060,301	48,489,904	48,774,274	50,228,261	51,650,451	53,131,297
Expenses										
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
		13,792,729		14,163,624		15,365,409		15,672,844	16.808.690	16,808,690
Depreciation, Amortisation & Impairment	13,770,281		13,797,808		15,360,330		15,365,409			
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 Total Expenses	43,410,454	47,057,046	43,393,262	44,413,712	46,175,425	46,809,414	47,464,886	48,465,608	50,415,893	51,158,318
		2000000				7212				
Operating Surplus / (Deficit)	(555,001)	1,166,671	1,528,450	1,199,082	884,875	1,680,490	1,309,388	1,762,653	1,234,558	1,972,979
Timing adjustment for grant revenue			*			*			*	
Adjusted Operating Surplus / (Deficit)	(555,001)	1,166,671	1,528,450	1,199,082	884,875	1,680,490	1,309,388	1,762,653	1,234,558	1,972,979
Net Outlays on Existing Assets										
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
Total Net Outlays on Existing Assets	(1,941,509)	(627,271)	(142,192)	243,624	370,330	(334,591)	(334,591)	(977,156)	(291,310)	(941,310
Net Outlays on New and Upgraded Assets										
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	[430,000]	(420,000)	(400,000)	(420,000)	(450,000)	(430,000)	(450,000
add back Proceeds from Sale of Surplus Assets (including Investment Process, Real Estate Developments & non-current assets held for sale)			100							
Total Net Outlays on New and Upgraded Assets	483,351	(3,592,488)	(256,061)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000
Annual Net Impact to Financing Activities (surplus / (deficit))	(2.013,159)	(3.053.088)	1,130,196	992,706	805,205	895,898	524,797	335,497	493,248	581,669
rantem recompact to a money according familiary (action)	[= 310 100]	(a)asajaaaj	1,130,100	222,700	220,200	230,000	224,121	230,401	-30,240	301,000

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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 as 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 acquired 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.

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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.

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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:

- 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:

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

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- 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.
- 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.

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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
	TOTALS	168	\$52,504,000	252	\$69,227,000

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

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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

- Heavy Vehicle Access Strategy V2 (under separate cover)
- 2. Community Engagement Plan Heavy Vehicle Access Strategy U

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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

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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
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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

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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 <u>unsheeted</u> 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.

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- 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:

- o The extent of interest in road network changes.
- The willingness of HV road users to change the status quo of blanket NHVR B Double preapproval 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.
- o 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.

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- 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

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- 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 <u>strengthening and insitu binding</u> 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.).
 - o 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.

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- 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.

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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.

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The major beneficiaries of Council's massive road network is transport and primary producer agribusiness. 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,

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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) preapproved 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:

- Look at NHVR's national notices https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices
- 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
- 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.



Heavy vehicle information will be updated in RAVnet on a regular basis. To find out more about RAVnet, watch the

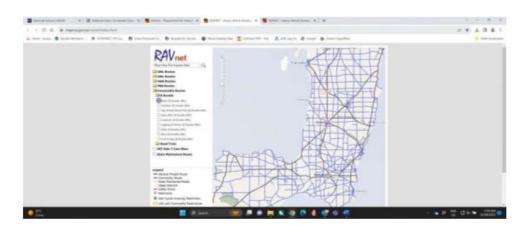
training video and visit the FAOs page.

Enter the online RAVnet map system

After clicking on the purple link "Enter the online RAVnet map system", the following appears https://maps.sa.gov.au/ravnet/index.html

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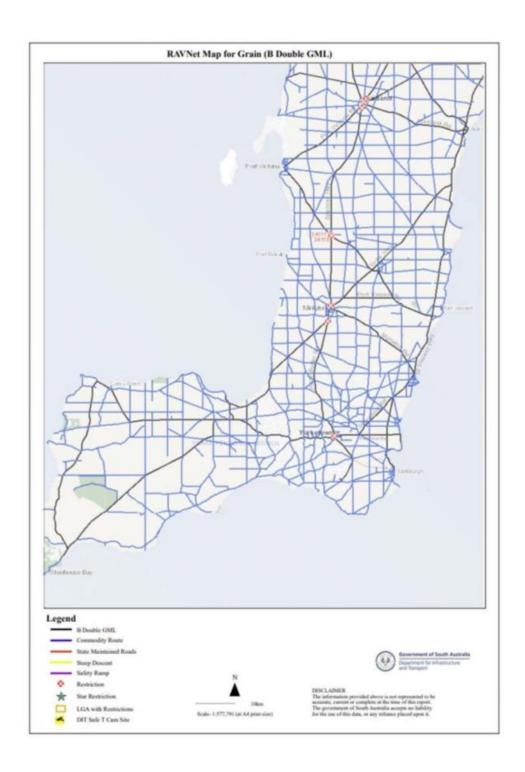


If one registers with DIT, at the bottom left of the map is 'Print' icon (see below) which when pressed provides a listing of road use conditions attached to the blue colour coded roads on the YP network for a particular HV category.



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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.



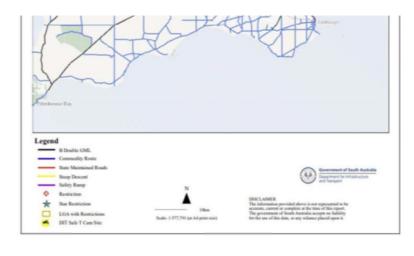
 Coupled with above is a suggested change to the HV Operator's Guide reducing the speed limit of <u>ALL</u> GML B-doubles to 50km/hr across the entire Yorke Peninsula Council road network except for more stringent requirements on P1 roads. Such will help reduce road surface condition deterioration. Note, 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

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



Restrictions					
Ref	Restriction Information				
43731	80kph speed limit applies between Maitland & Minlaton, unless a lower limit is posted				
34110	80kph speed limit applies between Maitland & Minlaton, unless a lower limit is posted				
34111	80kph speed limit applies between Maitland & 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	Applications for A Doubles can continue to go through the NHVR/Council case by case consideration.
	longer HVs with wider turning paths and greater tracking movement.	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).
		Where the road formation width is less than 7m and there is little if any room for error for oncoming

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Other Issues	Council Staff Comment	Council follow up if endorsed
		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 Adouble 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. Additionally sign post narrow roads with signage indicating the possible presence of HVs.
Future increased demand or higher levels of service (i.e. via mining or agri- business machinery).	Use of 'User Pays' Infrastructure Agreements.	Such is being drafted for a business now but would need to be adjusted for each unique set of circumstances.
No change to the NHVR pre-approval for B Doubles and allow equal access on unsealed YPC roads.	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. 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.	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.
Traffic growth and changing risk profile notwithstanding permits.	Council will continue to employ its traffic counters which deliver data not only on traffic numbers, and	Council Assets teams to continue updating road use data and look to changes needed in road hierarchy and permit controls.

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Other Issues	Council Staff Comment	Council follow up if endorsed
	traffic types but also on traffic speed. 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). 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.	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. Make use of RACUS road defect visual data to help better assess changing conditions.
Maintenance renewal prioritisation on medium use roads.	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).	Asset and Works renewal planning consideration.
Sight distance lines across most the LGA through roadside vegetation encroachment on bends and at intersections.	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	Asset and Works renewal planning consideration.

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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.	Internal YPC work team reorganisation.
	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.	

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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

Annexure 1

PHASE 2 February 2022 - OUTCOMES

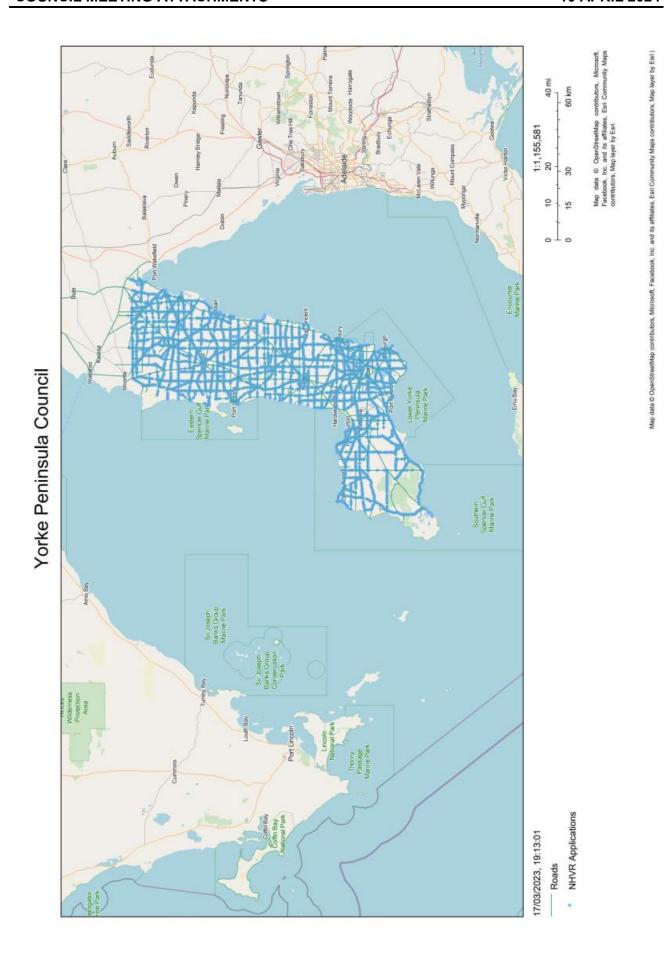
PHASE 2- February 2022

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

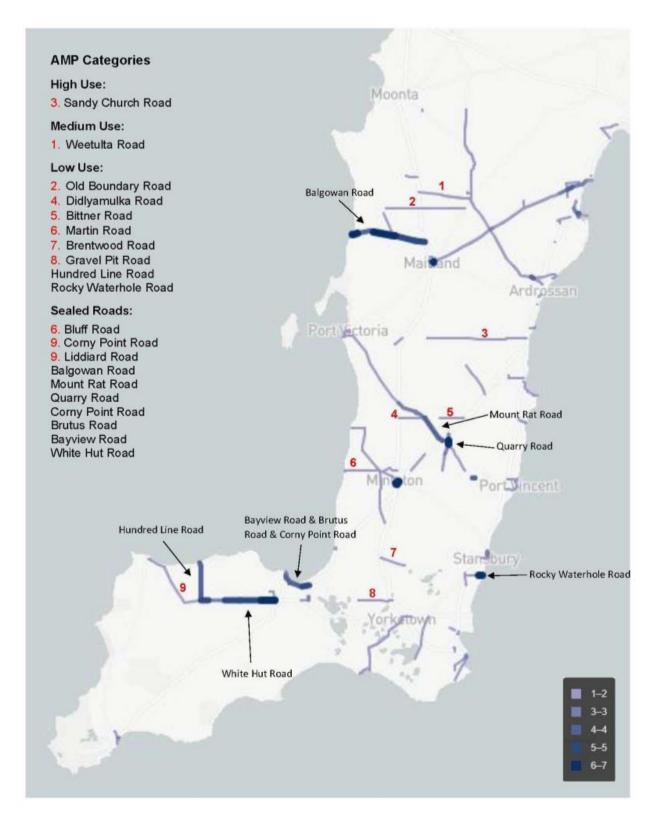
Annexure 2

Existing Permit distribution - OSOM, SPV, Agricultural



Oversize/Overmass (OSOM) Permits

2017/18 - 2018/19 - 2019/20 - 2020/21



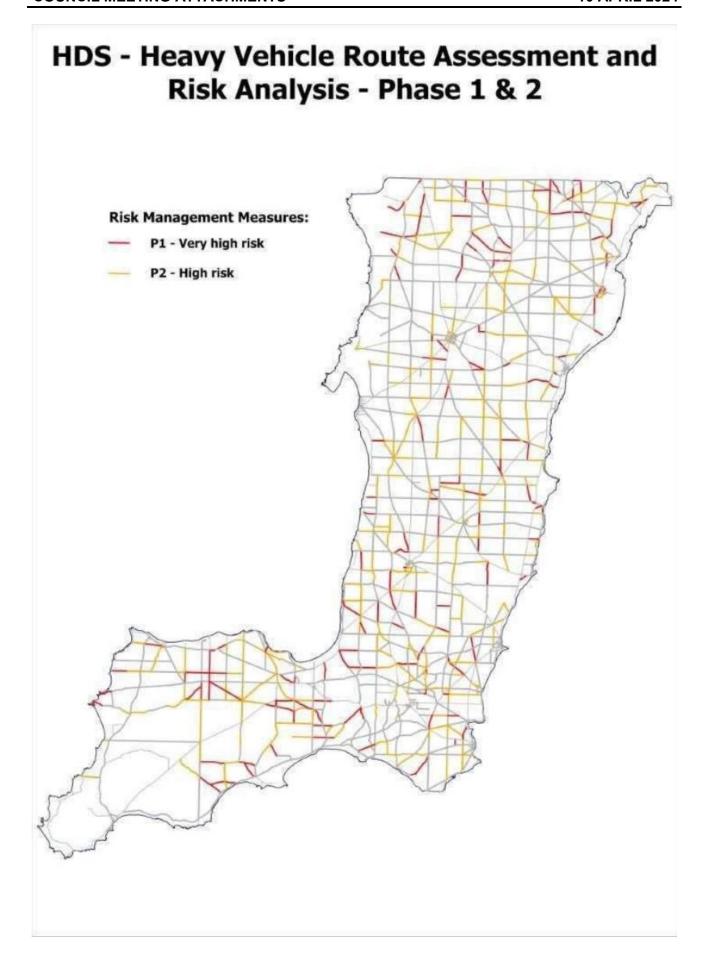
Special Purpose Vehicle (SPV) Permits

2017/18 - 2018/19 - 2019/20 - 2020/21

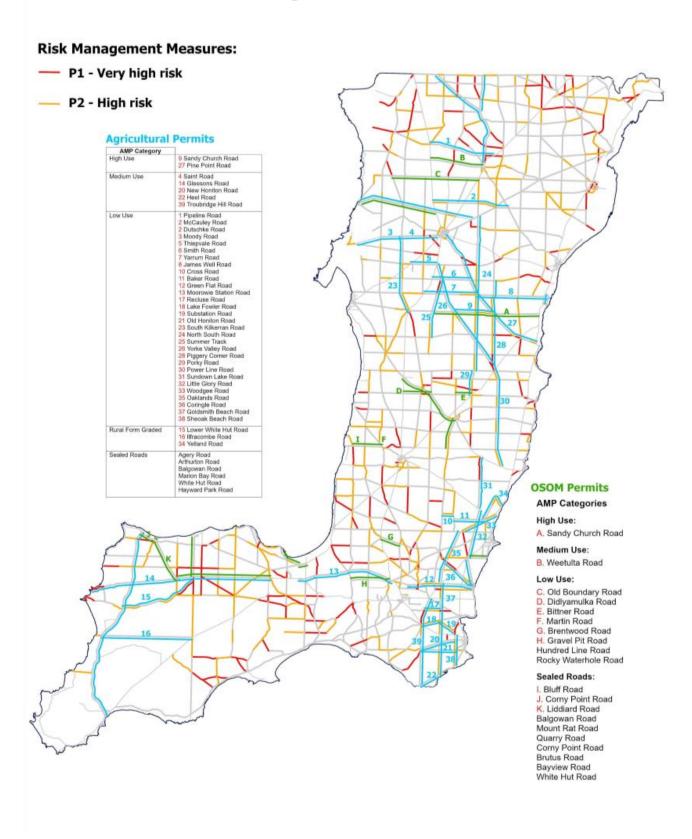


Annexure 3

Distribution of P1 and P2 issues



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



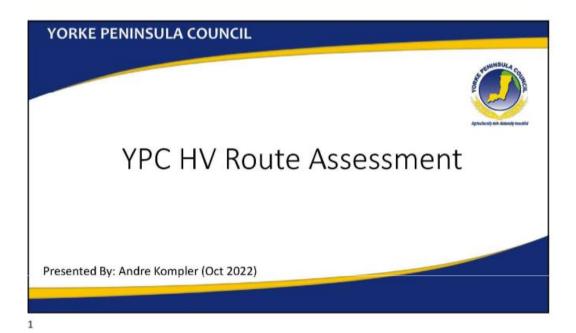
Annexure 4

AADT sample

Accept Section Roads — Mark Use	From	To	Caunter Location	Date Frem	Dute To	AADT
Anthonian Erust	Upper Yorke Road	Yorke Highway	SDDm W of Yorks Havy	03-laby-2022	11-September-2022	289
Arthurton Boad	Kolkolbury Road	Pedler Road	PederRd	17-June-2022	D9-August-2022	234
Arthurton Road	Kolkataury Road	Pedier Road	100m N of Upper Yorke Rd	17-June-2022	09-August-2022	2 1
Chrom Road	Sharmon Terrace (Martland)	Yorke Highway 2 Three Mr of Vortice Histories	Total May End	1.0ec-21	2.00g.22 38.88cot-2022	392
Gardner Street	Moorara Road Prices	Yarke Highway	Yorks Hwy End (Bloom sign)	2020	2021	256
Awai Sesied Apads - Normal Use						
Balgowan Road	Main Street (Bolgswort)	Speacer Highway	200m W of Spencer Hwy	03:144-3022	05-September-2022	203
Black Point Road	St Vircent Highway	Sun 5 of St Vincent Highway	100m WW of Beat Ramp	28-May-2018	11-April-2019	304
FLIFTON BOARD	Molecular Burnell Abado File Prints	Library Yorks Board		22 be 22	2013 CR. Assessed 2023	130
Lime ID Food	Did Coast Road	Stylnout Hataox	JOSEP E of Yorks Highway	OB-December-2021	97-Mach-2022	2 2 2
Port Julia Road	St Vincent Highway	Julia Road (Port Julia)	50km Sign adjacent oval	03-September-2021	29-0 moter-2021	154
Rogues Point Road	Rogues Point	Yorke Highway	30km Sign	03-Septowboy-2021	29-0 trother-2021	150
Sourt Bay Road	Baker Street (Warooku)	1.7km S of Baker Street [Warooka]	Nearcemetery	16-Oct-20	15-Mer-21	97
Aligh Use Sheeted Roads						
Comy Point Road	Lindard Road	28. Arm E of Lideland Road Jend of Unseared)	East of Hayre Road (Sopri)	01-Canton bar, 2010	30-Danumban-3000	H 76
Melon South Road	Upper Yorke Road	Vorte Highway	200m S of three Yorks But	01-4009-2029	244426263	: -
Nathassa Road	Sperior Hathway	Port Victoria Road	North of Gas Road informaction	20-September-2019	28-August-2020	. 3
Nalyappa Road	Spencer Highway	Port Victoria Road	200m S of Spencer Hary	01-April-2022	03-June-2022	124
Nelyappa Exad	Spercar Highway	Port Victoria Road	200m W of Part Victoria Rd	01-April-2002	27-Mag-2D22	35
Morth Coast Read	Boyview Road (Point Turton)	Point Souttar Read	North Coast Road (End of Seal)	6102-Annual-60	09-4pril-2021	227
Pine Point Road	End of Seal 4.5km SE of Vista Grove (Maldand)	St Vincent Highway	Between James Well Road and Savily Church Road	24-September-2019	28-July-2020	£
Sandy Church Road	Spencer Highway	Yorke Highway	1km East of Spercer Highway	19-March-2021	07-May-2021	32
Sandy Church Road	Spercer Highway	Yorke Highway	200m E of Redding Rd	01-April-2022	D3-Aune-2022	33
South Count Hoad	Yorke Highway	Green Hill Road	200m Laf Yorke Highway	26-Luhy-2021	26-September-2021	B
Waterloo Ray Road	Green Hill Road	McEacherns Beach Road	End of Seal (McEacherns Beach Rd Intersection)	14-144-2023	26-September-2021	35
Meetive Use Sheeted Roads						
drutus Road	Baywar Road	Cerry Peerl Road	Zam East of West Cowe Read	16-October-2000	32-March-2021	22 1
Chinaman Wells Road	Port Victoria Road	Degritting of seal Chindrian Wells	250m E of South Nilkman Youd	08-109-2021	27-648247-2021	a :
Cortegie Road	Hayward Park Road	Wessert Foad	South S of Virenwert Road	G3-December-2021	01-March-2022	1 2
Code Mand Board	March Register	Dob Head	200m Work of Mary Booch Booch	15-December 2020	1200-48160	* :
Dradmarile Start Road	Yorko Highway	Clerron Road	Adjacent Whealta Terrais Courts	19-March 2001	29-Aug-2021	i z
Dawlingville Slant Road	Yorke Highway	Clinton Road	200m W of Yorke Hwy	01-Jpril-2022	DS-May-2022	27
Dump Road	Ministran Road	52 Wincont Highway	Wort of Yorks Highway	16-April-2011	G7-May-2021	x
Gap Road	Spencer Highway	Coast	West of Spencer Highway (200m)	33-144-2030	G2-May-2021	99
Greeons Road	White Hut Road	Coast	50m W of Marien Bay Road	14-144-2023	24-September-2021	33
Gun Chib Roali	Spencer Highway	Waaroltee Road	500m 5 of Wauroffee Road	02-December-2021	64-March-2022	7
Heat Road	Watthe Feet Road	Troubings Hill Road	Water Point Barn Carroing Asserve	15-May-2021	26-September-2021	2 2
Miccy File Road	North Intracti	CID COURT NOTED	TODAY OF AGO (LATTERING)	03-Demochan-2011	M. Labourer, 2023	0 1
Mark House Board	Mart Straut	MeCochemy Beach Doard	200m W. of Caldwaith Beach Book	08-144-2021	26-Sentember-2021	1 2
Old Coast Read	ME Road	Lime Kin Road	SON SOTIME Read	03-December 2021	61-March-2022	: 5:
Old Port Writers Road	East Terrace	Port Vincent Read	600m W of Port Vincent Road	08-April-2022	26-May-2022	. 22
Saint Road	South Terrace	South Elberran Road	500m W of South Terrape (Maisland)	19-March-2021	28-Mey-2021	47
Sourt Bay Road	1.7km S of Buker Street	South Court Road	Adjust Cimetary	16-October-2020	32-March-2021	- 68
Troubridge Hill Boad	Port Giles Road	Troubridge Point Road	200m N of New Hanton Road	10-December-2021	04-March-2022	. 3
Urania Road	Wauraltee Road	Spearcer Highway	500m W of Spencer Highway	08-144-2023	27-4-spust-2021	. 2
Wattle Point Road	Selbana Point Road	Heel Road	200m S of Hibea Road	G9-Unly-2021	26.September-2021	i la
Westerds Exad	Upper Yorke Road	Arthurton Road	500m W of Upper Yorke Road	08-1shy-2021	26-November-2021	22
Winavers Korth Road	Warvers Road	Winlaton Road	200m N of Bowden Road	09-July-2021	26-September-2021	28
Weetulta Road	West Terrace (Arthurbon)	Spencer Highway	500m W of Thornpson Road	GB-July-2023	03-September-2021	89
Low Use Sheeted (Nigh Wear) Roads						
Busierrichult Road	Holman Road	Copper Yorke Road	ZDOM Mill of Address Road	US-December-2041	38-March-2022	12 12
Honore Board	Union Yorke Board	Corrells Board	200m I of Politrahorne Food	11-March-2002	26-April 2022	: 10
Jumes Well Road	Vortor Highway	North South Road	200m E of Standolpe Road	26-tovernber-2021	18-February-2022	: *
Lighthouse Road	Marian Ray Road	Roint Annie Bead	Marion Bay Road (Conv. Point carl)	12-December-2019	17-3-00-2020	
Mason Read	Ciron Road	Pionser Read	300m E of Clinton Read	02-December-2021	38-February-2022	20
Moorawie Station Road	Harry Butler Road	Yorke Highwiny	200m W of Lake Sunday Road	08-April-2022	26-May-2022	\$
Old Boundary Road	Schwartz Read	Yorke Highway	West of Spencer Highway (200m)	31-14/-2020	14-April-2021	45
Point Annie Road	Marion Bay Road	Lighthouse Road	200m W of Marion Bay Road	03-September-2020	32-Warch-2023	R
Quarry Road	West Terrace	Port Vincent Read	500m 5 of Scol	16-December-2020	32-Warch-2023	45
Witcon ers Potad	Robbet Conner Road	X Viscent Highway	SOOM EAST of Lake Montally Moud	00-May-2021	10-Way-2021	2 1
Willing Road	East Terrace	Correll Road	SOOm Wet Clinton Road	DO-May-2021	30-kme-2021	ĸ
Surveyle Road	Schilling Road	Ageny Hoad	200m Lof Coate Road	11-March-2022	31-March-2022	R
Wearnstee Beach Road	Wearshaw Road	Conservation Drives	700m W of Waunibee Road	GB-April-2012	G3-May-2022	21
Low Use Sheeted (Low Wear) Roads						
Bamboos Road	Richalty Road	Bertram Road	Fort Richaby Rd end	22-lune-2020	20-July-2020	æ
depositional annual rooms						
Clinton Road	Bowman Terrace	North Terrace	Adjocent 47 Clinton Road	29-September-2017	10-August-2018	281
				MA a suprementation of the same		

Annexure 5

21 October 2022 Maitland Community Consultation slide presentation



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. Council Obligations

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

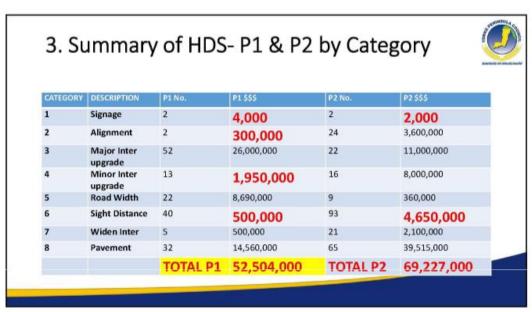
3



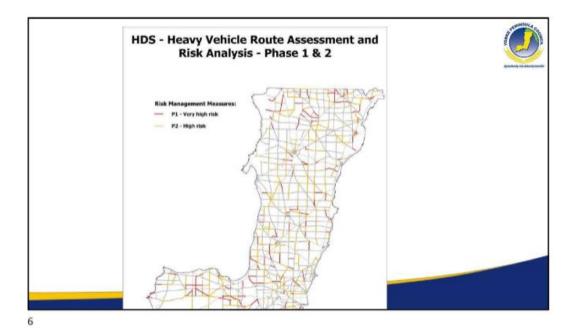
2. Transport Network (3890km)

- 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



5





5. Next Steps



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

Q



6. Sample Strategy (options)

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

q



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



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

11

Annexure 5.1

Roads Working Group/Stakeholder views on roads most used

Location	Stakeholder	Issue/Comment	Industry
Major Road Used	Richard Murdoch	Issue/Comment	Farming and Transport - SYP
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	
Major Road used	Greg Twelftree	Issue/Comment F	Farming - CYP
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)			

Diffe Dange Dood		Vorke Denineurla 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	
Major Road Used and Intersections	Anthony Trengove		Transport
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	
Minlaton Road, Roberts Highway and Button Road intersection		Sign and sight distance	
Bowden Road and Minlaton 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, Gleesons Road and Liddiard Road 5 way intersection		Sign and sight distance	
Major Road Used	David Langford	Issue/Comment	Farming - CYP
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)	

Annexure 6

Summary of 19 responses to a community survey

Collated Survey Responses 22/101210

to the	state seale	to the state sealed road network for freight and transport?	
Yes	No No	Survey Response	Council Officer Response
17	2		
2. Do yo	ou support a	strategy that would see the removal of the 2t	2. Do you support a strategy that would see the removal of the 26m B Double gazettal/pre-approval on the least used roads?
Yes	9	Survey Response	Council Officer Response
9	13	٠	
3. Where with a	e there are a	Where there are adjacent roads, are you in favour of Council maintaining 26m B Double access on only the with access to other roads provided via a permit, where there is a demonstrated need to access the road?	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?
Yes	No No	Survey Response	Council Officer Response
80	=		
4. Where road i	e a primary in question road from t	producer/transport operator has no alternative has P1 or P2 Issues identified, are you in fave the gazetted/pre-approval, with access instead	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?
Yes	No No	Survey Response	Council Officer Response
2	14		
5. Are ye with a	ou in favour	Are you in favour of the blanket removal of the 26m B Double gazettal and pre-approva with access instead provided by way of a permit, where there is a demonstrated need?	5. Are you in favour of the blanket removal of the 26m B Double gazettal 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?
Yes	No No	Survey Response	Council Officer Response
9	13		

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

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

Yes	8	N/A	Council Officer Response
	80	2	
YES. what	per cent. over	and above exis	If YES. what per cent. over and above existing rates. would vou be prepared to pay?
	5	Survey Response	Council Officer Response
1-2% Commensurate	1-2% Commensurate with monies required	uired	
I believe that por contribution in a already expens contribution un guaranteed tha and maintainin 2%	rating income so sive rates, howeveder a service chart money went to a an appropriate	I believe that primary production ratepayers already make a significontribution in rating income so I wouldn't like to see a huge hike is already expensive rates, however I would be happy to make a smit contribution under a service charge type of arrangement if it was guaranteed that money went towards improvements to the road ne and maintaining an appropriate level of access for heavy vehicles 2%	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

Council Officer Response Bear in mind the likelihood of the risk as well. Speed-limit heavy vehicles to reduce risk. 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. Survey Response

Collated Survey Responses 22/101210

contribute to the cost thereof. Whist safety for all road users is of utilized	All road users benefit from better and safer roads, urerefore, all should contribute to the cost thereof. Whist safety for all road users is of utmost	All road users benefit from better and safer roads; therefore, all should	through Minlaton and Yorketown for any truck.	and one and and another throughout towns: 50km/hr is too fast	ctions and still have entirely unregulated access from paddocks ads with greater risk.	diate the perception of the risk and the need to improve our roads ndustry, but the reality is that there's never been a serious accident and here allowed. You can upgrade all the roads and) is reserved only for drivers who meet strict standards in difficult	ed, this should be reserved for over width machinery. It is hard to of the solution without knowing the risks identified. We probably ed to keep in mind that obtaining a MX (B double/ road train	hat we need to remember that road trains re no wider than semi- ombinations and therefore I don't believe escort conditions are	uation of transport needs from paddock to silo.	nance and speed x 3	d network has handled the heavy vehicle traffic with minimal or no s for many years. Do the p1 or P2 issues take into account little to vehicle use in many of these roads.	Survey Response		Survey Response 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. Maintenance and speed x 3 Re-evaluation of transport needs from paddock to silo. Re-evaluation of transport needs from paddock to silo. 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. 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. Standard of road and speed limits throughout towns; 50km/hr is too fast through Minlaton and Yorketown for any truck. 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
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 What do you believe should be considered as part of the solution/ s P2 issues? 	be considered as part of the solution/ strategy to manage heavy vehicle risk on roads with P1 or
Survey Response	Council Officer Response
Education to the general public to look out for heavy vehicles.	
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.	
Minimise vegetation at intersections, apply speed restrictions to all heavy vehicles between 40-60kph, improve signage where necessary	
More signage, 60km speed limit for B-Double gazetted roads and permit A-Double roads. More education for tourism would help a lot.	
Better built roads.	

Any additional comments made throughout survey	
Other Response	Council Officer Response
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	

Any additional comments made unoughout survey	Council Officer Response
Oulei Nesponse	Council Chicago Incologo
demonstrated that road trains are also more forgiving on pavements than b-doubles in large volume movements.	
It's not about no alternative routes it about using the most commonsense route.	
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.	
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 gazetal 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 signal and placer 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 may be a controlled to the controlled to	
limit for gazetted belouble Rd,s and for the permitted Rd's of A Doubles. This would help reduce the amount of road damage.	
Most farming blocks only have access from 1 road so all roads are critical.	
Any revenue required to fix the P1 & P2 issues should come from the hefty rate increases that have ALREADY been applied to Primary Producers.	
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	

Any additional comments made unoughout survey	Ostronii Officer December	0 10
Omer Kesponse	Council Officer Response	
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.		
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 the12-month timeline recommended by HDS and to minimize the risk to the community it should be considered:		
>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 >>revoke pre-approval for 26m B Doubles carrying a commodity and poperating at HMI.		
>>revert to NVHR permit >>revert to NVHR permit >>along to a suitably qualified 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.		

Annexure 7

P1 Summary

NHVR applications update 2002/2023		۰	01	w	21	up.	٥
Additional considerations 200	210001001001001001011						
Citeren	- Andrews	B - Pavement	8 - Pavement	B. Pavengre	8 - Paverlent	tismang g	8 - Pavement
MIX comments		intersection with Arthurton Road has give way, sight incs audition, and multi-filent will are servation, as will fined, and some servation, and corresponse, pavement good condition, been within an observation will be about a considerable queey pavement, tight becomen cans with morn right lies pavement, tight becomen cans with morn right lies laster. Since has an always to be with every only, every with, poor ill germent 3-den walds, there are now as 3 albern, no access from Lakes Bood force across at 3 albern, no access from Lakes Bood	interaction with Pipaline Raad has give way, sight Ineas sufficient, and Jundfrieter, will cross centralise, 6m carriggesty, registron controlling according factors from Diom along fibroid, other end is one lare unds with grast down middle. Americe with Giff Boundary You draw grast way, sight lines sufficient, rad it sufficient will use full width.	Intronction with Boardon Road has give way, sight lines introduction with Boardon Boardon Lour, ratil instrictions the to regeletation and horizontal strunt, ratil instrictions will need to use fill width, fast 200m 6.7 has carriegoway, traight and fill, superation up to edge and trees within clear zone, the becomes one lines took day for the superation up to edge and trees within clear zone, the becomes one lines took with other structs, provinced to condition, post adjustment of struct, prevenent very poor condition, post adjustment and split line states, trues on edge, wegetistic overhandley, southern 13 has widness to the my post of the post of struct proced cells up. In widness to my particle overhandley, postbern 13 has widness to the particle states of the post of the post of struct one open superation. Lose Use Stocked Andrews with sight lines just 1, 1075,000,000 flood Medium Weer sufficient, see full width (Prints)	lunction with South Coset flood has give way, eight lines sufficient, online middle with counts enterlier, hould to see in the 10 trees, find contributely, vigilation up to edge, powerment way vandy, traight alignment with minor vertical corress, ustrare if thocks a make it through sood sectioned; houldout all covers with minor sight line is season rank when his mer creeple, sectorated in with hadmed line book has give sey, poor angle should be squared up, slight line incomflicient to north due to writing corres, wifficient to south, radii insufficient will see full width.	Junction wich Number Une Bood has give usay, sight lines audification, and sufficient, and sufficient, and sufficient, and sufficient and sufficient and superior very suited, hazard bound, 5 din terrilegway, parement very suited, vergetation to to oble, some treates within 3m deep control critical powering the work interest given with sufficient lines and some wide in restora, poor somewher, mint regid the laws, parctices with Food Bay Bood has give may, sight lines sufficient, reall insufficient can't do vight out to hit in	intersection with Standage Road has no give way, sight linest insufficient and interesting the standage of the standage and then server to turn into back Boad, it in what track, gran down middle, gipment very poor, may se give the soats, posentent very poor, may a Boulde look, intersection with Aintie filted has no give way, sight lines, sufficient, mail insufficient.
P1 metine Classification	49,592,000.00	Low Dze Sweedd S 1,150,000,000 Road Medium Wear	hitana carista 100m down Undheeted Bood way, a 1,150,000,00 formed and graded width,	Lose Dos Statedor 1, 1,075,000,00 Road Medium Wear	Lunction w Sufficient, some fielder, pass edger, pass	Unchested Board 908,000.00 formed and graded	Uncheeked Road 905,000.00 formed and graded
SHW HV P2 contine	\$ 61,685,000		us.	***		•	vi.
Counter Leveth Width Location AADT	427046		5728	5364.9	\$ 2202	9 2260	4501 3
ļ.	Total metrus <3185km	Ela kes		Rogers Rd	ps		
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Avort ID Avort Tupe Name		Rural Sheeted Low Use Medium Wear Medium Wear Hertern Zonel 4638 Surface Sheak HI Bd	Rural Formed 25184 Graded Surface Lakes Rd	Rural Sheeted Law Use Medium West Medium West (Corested State) 4526 Surface Gum Far Werr	Russi Formed 23159 Graded Surface Hispspy Valley, Rd Handred Une Rd	Razal Formed 23142 Graded Surfree Coomere Bid	Rural Formed 23131 Graded Surface Bush No

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Undheted float	Unsheeted Road 730,000.00 formed and graded	Uniheted foad 720,000.00 formed and graded	Umbreted fload 710,000.00 formed and graded	Uncheeced Road 655,000.00 formed and graded	Unthreted Road 650,000.00 formal and graded Low tize Sweeted 540,000.00 fload High Wear
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					Portey Rd
Point Souther Rd	Little Sheoak Rd	White Hut Rd	Yorke Hwy	Baundary Rd	Hundred Line Rd Roo lama Rd
Rural Formed 25119 Graded Surface Babiliton Rd	Rural Formed 25116 Graded Surface Balaklava Rd	Ruzil formed 23214 Graded Surface Reo Rd	Rural Termed 23.002 Gended Surface Perecy Rd	Rural Formed 25130 Graded Surface Brook Rd	Raral Formed 25546 Graded Surface Wurle Ed Rural Sheested Low Nees High Work (Cortra) 4029 Zortus Gregor Ed

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intranscript with Karagano Flat Rd - No give way sign, intranscript with Karagano Flat Rd - No give way sign, sign then adirates, adds invalidation, varieties all susful government with the state of t	Junction with Spencer Highway has sufficient aight hees; realitionalitient does in House Road width and and refrequent death in House and Jehoul, je are down middle in rections, preventer soft them improves, switch and the agree and an instruction with Pert Victoria land has give ware, sight lines unfaired. Pert Victoria land has give ware, sight lines unfaired and from the way, spill make a uniform. Side of intersection, powerment every poor with major defining states, als where treats while great down middle, bearings according to the sight of their processing. They have also the sight lines authorities with State Road has no hazard board, sight lies sufficient, realit incufficient has its width of Henner Road.		Intersection with Wessers from 14 kips down way their left- ines sufficient. Redult inclination to narrow width of Autonio Bush and the Company of the Company of the Company Bush which book - San pavement width, grass growing in middle, pavements pour - unserver lock and probability. Whilling allgorines, - not defineations, Some vacious of pavement allgorines, - or defineations, Some vacious of pavement allgorines, - or defineations, Some vacious of pavement challenges, Whiteen 35 confere not only guithin the roadings, Whiteen 35 confere not only all charges and promote 98 from - Honteened cover into intersection - Mazard boards and intersection paid a cover sign present. Sight lines to be Minimificient, all to de full width for terms. Sedius impellients, will see full width for terms.	Introduction with Oad Rel -Hat give way aga, sight leads insufficient to the left (raids carve and vegetation to edge of powement), and/or insufficient, webside will cross centre line. Walk about 5 - feet processes which is some section, ables of rabbe rent 1 to 1.5 and fibrated approve egg of powement in Some powement some calcium, tables of rabbe rent 1 to 1.5 and fibrated approve egg or accession. Performent approva som exclicited in some actions, carried to access to section in some earlies. Carbot to the companion of the significient of the fibrated approvements to a wholege tond, amount invest, belt suitable for leasy vehicle to the carried and the significient, webtide will sure full powement width.
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Inaction walk & Vincent lightway has a pre-way. Y. Parcico, (peolo) sight free inaffected to left due to harizant are voor, different for right, abstraction major why pour, if which on right free in seat possible due to angle, way deligence, a projected to be expressed by, E-Prin carraigness, straight algoriest with some usgrade, personners good contings, clare are has some haards existen end then becomes good, interaction was State the Road has give ways, gight least sufficient, ridel mustificient wall treas certainline	Intersection with Little Sheoak Road Nas give Way, sight intersection with Little Sheoak Road na outh resident, pricing under resident, pricing under select was supported in an open selection of the control interferent for some trees. Worth in one for son, stokes on ornthum roads of road about some initial clear zone, pawement good but some bose orne with the zone, pawement good but some bose orne with earth zone, pawement good but some bose orners will select some to control and the fact for some trees with resident some some makes the zone good with a some control and set to the gross, where an uniformation when Wall control and pawement way proor in the statich, justices will road and powers were proor of extension as all protein to be very goor of extension as all protein between the in and right can daw to and in angle lipidos) insufficient for left in and right can daw to apple libedo	Luccion with Upper Yorke Highway has give way, Y- garciase will good agle, doctorido a agles poor real invafficient for inner assurements due to engles, agle time insufficient for inner assurements that to angles, agle time insufficient for inner and real control of the control road, 5° 7° in cartifiques or come grass prowing on capits of prominent, some times within 3m dust atom, parement good, hos printly at Poststeams Road	hatmostics with Verlar Hery - (Far interacts with hatmostics with Verlar Histories, mort visible (thinked by Proteins more visible (thinked by Proteins more visible (thinked by Proteins and Proteins a	intersection with Upper Vorte Road has give ware, angle over pears, Visiteden and up mela to be squared up, sight fines markfreet to seeds, self-cent to north but observation and less responsible to self-cent for some movements due to angle, 2m carticipanes, trees within clear rame, porement good but shape meds to be improved sinter running down middle of nood, signment fine, has privary at Polkinghome Road	hteractice with Aerburton Road has give ways, sight lines walfraint, radi invalificient will cross serviration, Gun cortrappear, these within all extra cross, powerheart poor condition, alignment the, interaction with Upper Vorter Road has give way, angle poor than a "signation, sight lines to south insufficient, rooth sufficient, and insufficient for some movements due to a wells. Another signated up
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Location with Yorke Highway is a Y-junction, has give way, gight their subridies, in your forestions right, cold insufficient for some accountants, plottal, insend to be subridied for some accountants, plottal, insend to be subridied by an extraction of the properties of your cold and the properties of the subridied and you will be analyst and provide a subridied and into subridied and you will be minor slight their bosons, pile of mobile within food manufactured and you could be the proving at Coole Road, 7m corriggiously, all gradient is the priority at Coole Road, 7m corriggiously, all gradient is legant strength and confidence in the priority at Coole Road, 7m corriggiously, all gradient they become manufactured and the good, porements appear to the legant strength of the subridient subridge or subridient due to the subridge or the subr	Loadin with St Vincent Highway Hurth has give way, in St 20 me, I justified that developeration and service and se	His priority, at floundary Road, 7m scriiggeary, wider in worthom, light horizontal curves around late but sight lines sightlient, present serving the control to good sillicent, present sight horizontal curves sight but sight lines sillicent, present good confidence, casts area generally good, intersection with little Cost food by preve way, sight his servinger took of records on the vegetation, read involved to the vegetation, read involved to the vegetation, read involved by but middle with a little sillicent took for extraor side to vegetation, read involved the sufficient from neutron side, but middle with Vecera Highway has piece way, sight lines sufficient but the benchmin may be one, sight lines afficient but of benchmin may be sen, sight lines afficient but of benchmin may be controlled to the sufficient lines afficient lines afficient but the required up wery danger rus (photo)	interaction with Mahland Road has give way, poor angle "Hurston, givin have afficient the poor detawardien angle, road loughteet for some morements due to angles. I'm carrageway, parement, good condition some minor corrugations, trees within an date some, straight alignment, has priority at Wheere Road	Justin with Cemetary Road has give way, Vjantion, sight insex shifteet but poor observation and it, and insufficient will cross control lett, 37 and cartageous, some trees, find the server will cross control lett, 37 and cartageous, some fire, interferent with the server influence of bettomer care of the server in the control is less of the server will be control is less of the server of the control is less of the control	Junction with Pert Vincent Road has give way, is Y- garden, agit hers fromfletted thes or negles, related to agust- insufficient for some accentant (plotting, leads to gause as jurnitum, 6—70 carriagnous; some trees within 5m clear come, poverment agod forofflous, particion with 5° to frocent Highwas has give way, large extra grassed issuf, sight insus afficient and behavision majes very poor, radi insus afficient for some movements due to might, reed for remove (shand and square up
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beah Societies from 395,000.00 formed and graded	Untheeted Road 335,000.00 formed and graded	Umheeted Boad bead bomed and graded	Should carried	Low Use Sweeted \$ 375,000.00 Novelton West	Medium Use 390,000.00 Sheefed Road	Uncheeted Road \$ 350,000.00 formal and graded
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Intersection with White Hut Road has give way, sight lines sufficient, radii insufficient, track with greas down middle, I marked an No through road" [photo]	Interaction with Pennal Bood has give was, sight less and finder, and incomflicture were failt considerable. Sign carriagouse, becaused in convery right with mixture sign lime sussess due to experience, was vergetation in concoording, trees within fail cold care room, powerment in substantible to leave within fail cold room, because all within the control of the cold of deep manual unique taken and wegetation is early fail of wrightly liphocally. Durition with 1820 solicits layer fails should have been asset to find the control of the cold of deep with the labeling and the last should read out the standard and deep first fails of the finest fail free in confidental being first fail free in confidental being fails freely float shell friend.	Ysjunction with Matland Road, poor angle, sight distances i to right poor due to angle, radii insufficient for some movements	Inaction with Weavers forth Rood needs hasard brand installed, spill in safetions called installed with the will an extra series of installed installed with the will an extra series after subset in safeting week to we petition growing a presented, some trees within the left a tome, star light algorines, with vestical carver, ald it less generally good consented the Lot angle of if common terms other way, widen to 6-7m at weeter reds, justicions with peder series or each hand rood, it get lines to be a series of the consentences, inclines with the left of the consentences of installed with the series Sweeted installed to the series of the	Leads to camp area, dead and backeth, 3-4m cartigeous, pressumes about troughout, straight algorithm and prome mirror vertical traves sight here so afficient, care to be precently good, minor sight line States area grant some writted to new, widens to 5-6m, preventent needs a grade	Intersection with North-South Road has give way, sight intersection with North-South Road has give way, sight intersection has been discovering any expectation, and interferent dear wish carried prought stress within the discovery beautiful to the continuous stress with grown middle. In white, can per offer middle of given on white the sections and damaged from heavy derive where well, pursue middle (photol, 36) and garden from heavy from the control of the sections and damaged from heavy derive where well, pursue middle climate from from Road has give way. In the Speceded on branch control section from Road has give way.	Lanction with Dann Read has give worp, V-juntium, [picked), eight Here systems and expected a radio, and insufficient for ione amountments, dange of those giving way, exercise in the suparation of insurangeous, parement good, other come good, strong this algoriment, with vertical, parameter growth and the properties of the properties	Junction with Little Shesak Road his give way, very doze in vote legions, partion, sight likes afficient, Latin involves globus, partion, sight likes afficient, Latin involves globus, but out of their and right in new rest by passible due to each of the control
Unsheered Boad 335,000.00 formed and graded	Unthested Boad 225,000.00 formed and graded	Rural Sealed Roads 300,000.00 High Use	Low Use Sheeted 285,000.00 flood Medium Wee	Low Use Sheered 280,000.00 Road High Wear	Low Use Sweeted 25,000.00 Road Medium Woo	Low Use Sweded 250,000.00 Road High West	Low Die Sheeted 250,000.00 Road High Wear
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¥	65	di b	Roberts Hwy 2844.5	Control 2782.5	North South Rd 2610.1	Mdbura Park Rd 2880,7	CORMY POINT RIG 3516.9
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Reo Rd	Outine Rd Kalkabury Wan	Pa ole	FF BA	Murile Rd	Pistol Club Rd	Cemstery 8d (Curramulka)	Diagonal Rd
Rural Formed 25223 Graded Surface Reo Rd	Ruza Formed Codine Rd 2340 Graded Surface Hallsabury Wardi Agery Rd	Rural Spray Seal High Use Upper 8179 Surface	Rural Sheated Low Use Medium Wear [Central Zons] 4746 Surface	Rural Sheeted Low Use High Wast (Southern 4732 Zone) Surface Wurlie Rd	Rural Sheeted Low Use Medium Wear (Northern Zore) 4955 Surface	Rural Sheeted Low Use High Wear (Central 4289 Zone) Surface	Runil Sheeted Low Use High Wear (Southern 4053 Zont) Surface

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Inexcison with Troubridge Hill Board has give way, right in the safety water, right in the safety and the safety water, right and right safety between the safety loss are taken up and it is auditioned for left in and right with a safety date to we have a form a safety of an extra good that the movement pood but safet in actions and damage evident, then white his movement good but safet in actions and damage evident, then white his minimate, then white his minimate, then white his minimate, white the right into an interest, then a principal course, we then one of white heart and the heart safety has principly at Clan 3 - Major betweeting Paper and All All All All All All All All All Al	Intersection with White that Road has give ways, sight lines aufficient is activated serviced as extending, in aufficient insection with white that Road has give ways and properly vergetation to be ending, prevenent poor, and properly vergetation to be ending to end has give ways although existin through, ighthough, spiration was to up, sight and read insure, weaks to be ended out and equated as preferences to be ending to be ending to the prevenent very poor to ordination, vegetation up to addig, has prior by as a prior by a sight intervention beginning.	Junction with Sampline file is a V-junction, give wave and plenty and clear, needs right, and completely and clear, needs right, also deepersons and curve is a very final filed, powerment proxy, width a verifier from a prast up to edge, stringful filed, powerment proxy, with the world from the other stringful filed power and to define the other stringful filed power is 3. Major later correction, however? 3. Major later correction later corrections the proxy filed filed power is the other stringful filed filed for the other stringful filed f	Inoction with South Illberran Inaid has give wery. Y- ynchron, (poolog), gight less inonlinein to south due to ynchron, (poolog), gight less inonlinein to south but, good observation wight, well inoufficient to south but, good observation wigh, read inoufficient in transmementers observation wigh, read inoufficient in transmementers give way, a segment to be a south one grown on the parameters give way, a segment give a read in the powerment have a ready, a regarding to a soft invest on miled to have a ready, a regarding to a ready indirected one region below and the servery, but innotine one region below and the servery with the innotine one region they give a servery and the servery of	His priority at Adams Road, they weather road sign, road of of one would have draings leave. Less within in month of continuous draining leaves. Less within in proving an expension, in caristypus yours vegatistics proving an expension of the proving an expension of the proving an expension of the proving and the large sign data from logs, book and additional facilities for some expension and the large sign of the proving and the logs, book and additional to some expension at the large sign of	Junction with Point Turton Road has give way, Psparkton, saled threat, 4ght has sufficient Calearonian might every cased threat, 4ght has sufficient Calearonian might every sings both backs at send of seel proby. The cartileges of the to angle, sings both backs at send of seel proby. The cartileges of the send of the send proby. All plement with point vertical carries, internection with all perment way, page the way, open there are not good, straight all perment way, has give way, open there cartilleernt, refull in page 266.	Interpretation with Pagenty Commer Board has give way, wight interpretation with Pagenty Commer Board has give way, wight for lines sufficient, rodd insoftence, rodd insoftence in section 1994. 6-7m. In clear strong easy, systemic and condition, some trost swithin an electric strong and an electr
Junction with Troi lines sufficient, Y-J angles, needs to b angles, needs to be possible, 6-7m car pavement good be tight a lightnesset but dies zone, water improves, pavement signs, creat with m fransid Road	antersection with White Hut B sufficient radii resultireant will carrigorway, regretation up to junction with Lower White Hus although with Lower White Hus although with the Hus William way, priently decided, 5-fm cam poor confilion, wegetion up your confilion, wegetion up your confilion, wegetion up	Junction with Samphire Rd is a Y priently not clear, needs sign, all hard to see from Kellys fell Rd, y varies from 4m to 6m, gress up 1 alignment, has priority at Shoel fight conve through intersection	Junction, (photo), vegetation and cu vegetation and cu	Has pelority at Adams Boasi, " cut dram would have draining clier zone, 7th carriageway is provenent, width varine, parte has give wory, lorge certral gis angles, sight lines is wulfficient insufficient for some movement set up needs to be improved	Junction with Point Turton Road sealed threat, sight lines sufficie good, read inspection to some lines occur of the source of t	Internaction with Internaction with Incessorificent, rac carriageway, pave 3m clear sens, very procley. The strong Road has give way squared up, poor r some movements.
Law Una Stweend 250,000,000 Road High West	Low Use Sheered 250,000.00 Road High Wear	Low Use Sheered 250,000.00 foath figh Wear	Low Uze Sheeted 250,000.00 Road High Wear	Low Use Sweeted 259,000.00 Host High Weer	Low Use Sheeted 250,000.00 Road High Wear	Low Use Sheeted 250,000.00 Road High West
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Diamond Lake	Hundred Live	Kelbys Hill Rd	Koch Rd	Lamshed Rd	Little Sheoak	McFartane Rd
Rural Sheeted Low Use High Waar (Southern 4068 Zone) Surface	Runsi Sheeted Low Use Hgh Wars (Souther 1995 Sonn) Surface Hundred Lice Md Wester Hut Not	Rural Sheeted Low Use High Wear (Northern 4007 Zonn) Surface	Rural Shrested Lraw User High Wear (Northerm 4082 Zone) Surface	Rural Sheeted Low Use High Week (Nutrbern 4126 Zone) Surface Lamshed Rd	Rural Sheeted Low Use High West Gootbern Wast Gootbern 4736 Zone) Surface Little Sheeak 84 Poht Turton 84	Rural Sheeted Law Use High Wear (Northern 4181 Zone) Surface

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intersection with title Sheatal Road has give way, sit ways, sight included and and an angle and ways, affer the solor man included confidence to south the range and well-state the result in angle and welptation, will finant in early, partitly confusing for cardinage leaves, sight horizontal curvers sight lines stanced, wartest areas with ment sight line stanced, everted areas with mint sight line stanced by good, sevented its solor stanced by good, sevented its solor solor solor sight in signered in goods and solor several good sevented its solor powerment in solories, turner, and subsidiated had solor solor ordio, bearded solories with confidence in the global solories of solir intersection with Statis Spirical Robots and solories and insufficient for some momental, sight then suffered, with Statis and sind sevenes, sight then suffered, and and financiate will not sell worth.	Intersection with Black Bobs Road hos give ways, sight files to wast randforded to be extent incust, safficient to east, rail and inferior and waster for carringways, vegetation up to edge, porement is very corrupted, and joined and straight, joined with volve visitery Boad is Vanction, has join way that sight line is autificient for some movement is hand, rail insufficient for some movements, need to improve alignment (phono).	Lucction with Combooks fead has give way, 'Ajunction (pilotols, Agin Here, 19th these suppliesent the proof observation angles, unare if people will give way, radii mulficiate for the out and quit in read to be barmed dea to agin, other movement from, 5m carrageway with grow of the military in carrageway with grow Gobern middle in section, trees to the carrage collection the readings, respectively in parameters and the parameters good, thereaction with Collection the readings are supplied to collection the least had to give way, right lines to nexth loadings the last had be give way, right lines to nexth loadings the last had with the supplied of the country radii.	Junction with DM silkness is fload has no give may sign, sight here suffices, absence that megic poor, 2-junction works from the property 2-junction works from 50 per sign insufficient to 3 per similar sign control glossy triand, needs to be arreaded and spurse of that julgment representable, some frees within 6-se zone and septiminal poor, appearing 190 and per some processing in a per some present and the sign of the sig	Junction with Gap Road has no give saw, but appears it aboutd, sight ince saffected but good of the surgit, '' particle,' have junction when half-pages Road to east, reali invalidities with half-pages Road to east, reali invalidities for more movement date to single, demonstration of the surgit dam contragressy for first. In then becomes track with gross down middle, vagantston up to edge	Junction with Nort Jule Hand in Yelunction, uptil lines to sufficient the part of the surface of some movement does to adde, noted to the separated up, (plants, illustration with the surface of the sur
between sell would occorrect \$	Low lize Sheeted \$ 250,000.00 fload High Whear \$	Low line Sheeted \$ 250,000.00 Road High Wear?	Low Use Sheeted \$ 25,000.00 Nast Daw Www	Low Des Sheeted 5 250,000,00 Read Low Wear	Low live Sheeded \$ 250,000.00 fined live Week
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Sturt Day Rd	Black Bobs Rd	Godinith Beach Rd. Gumbowie Rd	Pu den geb un	Gap Rd	Port Julia Rd
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Rural Sheeted Low User Low Weet Certific 4227 Zone) Surface	Rural Sheatad Low Use Low Wear (Northern 5032 Zone) Surface	Rural Sheeted Low Use Lew Wear (Northern 4627 Zone) Surface	Rural Sheetod Law Use Lew West (Nothern Zono) Surface	Rumil Sheeted Low Use Medium Wear Houthern Zees 4350 Surface

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h 3 - Major Intersection Usgrade	7. 3 - Mijor Indernaction Upgrande	is all the second of the secon	n 3 - Major Indersaction Upgradu	3 - Mijor lideraction Upgrafe	n 3 - Major Intersection Upgrade	t, t	alignment, sight distance and introsticion upgradin	carisgeway width
Junction with Cultine Road has give way, needs hazard Boods, 45th Ties and finch, three weepersides to east to improve, real insufficient and road seminates, 6-m carragement, porner light contres at the start, straightees, out, some leader these white feels reade, straightees, out, some leader these white feels reade, shriften with regardeness and the book provided and several spiritual with professional several spiritual with professional several spiritual with the Service of Sept. And the Service of Sept. Service of Sept. Service for some movements due to angle	Junction with Arthurton Road has give way, agive lines to outsily have a bind extron, geth rests to corch authority. A particle and gir, raid insufficient due to angle, 6-7m durity peak, partnering and Arthuring corch annual convex with circle groups of passing sold partnering and a control corces with miner agilt her to sold, sold the rest within the new roots to groups do passive good partnering yilling the rest on the corch Loss the Soldered good region, agilt their sufficient, radii roudficient for left 220,000.00 Road Medium Weer out and right in due to angle, needs to be squared up	Intersection with Spencer Highway has give way, sight intersection with Spencer Highway has give way, sight season states afficient, intersections after a fine of the season, the mempeway, tight hereintal content of correct with intersection the season state of the season seement agood condition, vegetation up to edge, junction with all till bad condition, vegetation up to edge, junction with all till bad condition, who way way after and the season seemed to be season as a season of the season seemed to be season and the season seemed to be seemed become the season seemed before the season seemed to be seemed to be seemed to see Seemed to see the seemed to seemed the seemed to see the seemed to seemed the seemed to see the seemed to seemed the seemed to see the seemed to seemed the seemed to see the seemed to see the seemed to seemed the seemed to see the seemed to see the seemed to see the seemed to seemed the seemed to see the seemed to seemed the seemed to seemed the seemed to seemed the seemed to see the seemed to seem	His priority at flority band haud, 4.5m carringworp, persenting pool condition, minor explined presented pool continue, manner sign in the issues, vegetables up to object straight alliament, some treas in those trees, within the faith "4-bit dailm with Ferguson Boad, sight lines sufficient that pool exbervation has been seen with the properties of the	internenties with Old founders lead to his present way, tagin interparties and interpart radii interpullicent will cross centrelia. Am circipaces, parentent politicis and conscious, straight and generally flut, some vegetakis on so tago, jurcition, sught leac Religious loss flows, yet and present and Religious loss flows wey, Yeuricitis, sight leac insufficient to north date over witch all all present and Loss Use Sweeted vegetation, sufficient to each, saci insufficient due to 250,000.00 Road Medium West angles (pletol) needs to be squared up.	Junction with Twelve Mile Blood has give way, Yajuncition, adjiff freits or and irradification, to distribution of adjiff the store and structured that is natified, and correspond, the historical adjiff to the structure of the land structure of the structure of	width, sin carriageness, presenent responsable, clear none generally good, partial mish florigues flood the surpersy of the supposed he got server, so there approach light distance to the got server over a trenst, "bluckton, may so well, or surpersy of the consense of the surpersy of the loss of the loss below one care, and including and the somewheat, all the can and left in contrible compared (phosp), intervention with famus fload has give very, sight into sufficient, rold in multipless will a south in such a multiple set will read the surpersy and the surpersy sight into sufficient, rold in multipless will a south in such fload and read the surpersy sufficient, rold in multipless will be supplied to the surpersy and surpersy supplied to the surpersy supplied	intersection with Port Virtuin Road is at a poor angle, shulled be squared in, sight distance to right way tight doubt or high way tight doubt or bentional curve on Port Victoria Road, has large grass island in middle of intersection for some movements? Radi appear ok	Road narrows to single lane track, no rocen to get off road, porrement gone tight corress
					Linaction with algorithms in carriage and carriage and carriage and week made in Low Uze Sheeted in SQ,000,000 fload Medium Wasa unfactor wood Soods and Medium Wasa and Soods and See Soods an	width, forn curts granufly good granufly good for upspeak fold incofficien cell incofficien cell incofficien cell incofficien to the Secrete Ass give way, 8, 250,000.00 Road Medium West need for West,	Medium Use 250,000.00 Sherrted Road	Medium Use 250,000.00 Shreted Road
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7.5	2	5.5		**	h	-	250m E of South Kilkerran 9 Rd	Sam W of Marion 8 Bay Rd
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Cutifine Rul 2	Sawley Rid	Bourt Rd	Navjeppa Rd	Nelyappa Rd	Turche Min Rd		2km Vi of Port Victoria Rd 11	Glesons
Anderson Rd	Arthurton Rd	Spencer Hwy	Tos Tree Glen Bå Racky Bend Rd	There church Rd Old Boundary Rd	St Virtues Hay	Brutus	ls Port Victoria Rd	West Coast Rd
Cemetery Rd (Brentwood)	Harmer Rd	Martin Rd		Tipara Gurch P	Virecombe Rd	West Cowle Rd	Ohnaman Well Rd	Greesons Rd
Rural Sheeted Low Use Medium Wear (Certra Zore) 4293 Surface	Rural Sheebed Low Use Medium Wear Hechten Zores 3994 Surface	Rural Sheeted Low Use Medium Wear (Central Zone) 4168 Surface	Rural Sheeted Low Use Medium Wear Necthern Zons) 4695 Surface	Rural Sheeted Low Use Medium Wear (Nerthern Zons) 4673 Surface	Rural Sheeted Low Use Medium Woor [Control Zone) 4677 Surface	Rural Sheeted Low Use Medium Wear (Southern Zoom) Wearing 25238 Surface	÷	Rural Sheeted Medium Use [Southern Zone] 4D44 Surface

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sight distance, alignment and major intersection logsrode	Lunction witening, intersection upgrade	3 - Major Medraetton Upgende	3 - Major Intersection Upgrade	9 3 - Major feberuacion Uppgrafer	3 - Major Metroection Upgrafe	3 - Major Marwellon 1 Upgrafe	3 - Major Mersvetton Upgrafe	B - Parement
Intersection with Spencer Highway has 7 legs, poor alignment makes sight distances to left officials, radii sight sooner tuns clue to angle, give way promised, advanced warming sign has poor approach sight distance due to vertical curve.	Junction with Upper Yorke Road poor alignment, V. Junction that needs realignment, Junction with Orris Comie Road has a give way, V-junction shape, central grassys laws, split lines a give to but		action countries. Can instruction was accounted in a second countries, spicially lies carriagemay anno actions wider, post he facilities with major light the instruction and winder all agreement with major light the issue, vegetation up to edges and encountries onto pavement; some trees within an observation, some trees within an observation, and a powerment on a partie within an observation, and a power with a post in extendit and an arrive and an arrive and a second to be found it symmetry any time, junction with concare to as fload it symmetry and their processes of the standard centric pricery under sight time incufficent radicional fload.	Junction with South Goac Road has give way, 'Function gost ta, sight Faster sufficient but protection was to a sight become read in a configuration of the configuration of the configuration outside for the configuration to suit the configuration outside for the configuration of the configuration outside for the configuration outside for the complete as too narrow (photo)	Junction with Cauringham Road has gow way, Y-junction with pace angle, (plentle), gifth lines insufficient to west of other to regardine, sufficient to state that pace regist, reds in other to be expanded by any distribution for some anothering, reds to be expanded up and management insufficient for some anothering up assemble, alignment light with his pace, and the pace of t	Iunction with Handred line foad has pareity around the corner, bedirections) hazard board continuing about the am infectionally handred to see the base specific, width varies between the and any persentent pare to select the second particular specification up to edge with trees in 3m dear 20ms, into of pool hose, with trees in 3m dear 20ms, into of pool hose, with trees in 3m dear 20ms, into select and are also also also also also also also also	aware special country are more emigravely, become within all orders rows, powermost good outsilty, become for most with order me winting, strategies and allow on- street practing, function who high ferred Varieties, no give way but seems like need to, sight lines sufficient bot observation in the poor, rais definition that difficult to complete some resolvement due to emigli, need to make priority dear, this junction also includes Fourth St.	Junction web St Vincent Highway has give way, needs haunt beauting the time addition, and invalidate well cross centraline, in trace with gass down middle, weightain on parametric, desirence in general page of, printing averaginally on parametric, desirence in control page, of piles upon edge of dest rose, justices with New Hemmon Bood has give way, sight lines sufficient, bennth termining to west required, raid insufficient (plants)
Mardum Use 250,000.00 Sheeted Road	Rural Souled Roads 250,000.00 High Use	Undweed Road 250,000.00 formed and graded	Unsheeted Road 250,000.00 formed and graded	Unthesed Soad 250,000.00 formed and graded	Umbresed Road 250,000.00 formed and graded	Umhereral Boad 250,000.00 formed and graded	250,000.00	Uncheeted Road 240,000.00 formed and graded
18 0.0461 0.8298 S	40.	us.	en	es.	MA.	40	47.	sa.
200m SE of Spencer 8 Highway	6.1	40	up.	٠	4	u)	7.1	en.
5265.2	1273.2	8270	3427	2385	3387	421.9	417	1198
Andrews Rd								
s Spencer Hary	Kalbabury Rd	Orrie Cowie Rd	South Coast Rd	South Coast Rd	Cunningham Rd	H Mayes Rd	Fourth St	St Vincent Hwy
Rural Sheeted Modium Dso Nacotium Dso Rachtern Roamt Rat Wells 4175 Surface Rd	Rural spray seal High Use Upper 8249 Surface Arthurton Rd	Ruzi Formed 25392 Graded Surface Mediatry: Rd	Rural Formed 22216 Graded Surface Sendy Point Rd South Coart Rd	Ruzal Formed 2313 Graded Surface Cape Yorke Rd South Court Rd	Rural Formed 25112 Graded Surface Back Rd	Runii Formed Lewer Wikite Hut 25181, Greded Surface Rd	Township Spray Seal Upper Main St 7611 Surface (Curramaka)	Rural Formed Museum Rd 25204 Graded Surface (Edithburgh)

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5 - Curitymus Widths	5 - Carriage may Widths	Teat	alignment, sight distance and intersection upgrade	5 - Carrisgo any Widths	5 - Carrisponary Widths	vogetation and intersection Liginals	carriageway width and sight distance	para l
_		sh so- so- so- so- so- so- so- so- so- so-	alignmen and inte		ms 5-Carri		n carniages distance	ar د ج S - Pawement
Junction with Contensation Draw priority uncless, 450 griffines bases, 2nd handflower, for heavy weeking, 450 carringway, pavement nasonable, clear bown generally good, straight and filst alignment, some trees within 3m color stree, intersection with Waurendee fload has give way, sight into sufficient radii mealficient will cross centreline.	Intersection with Stevie's Road has give way, agit these insufficient due to grass and road alignment, radii insufficient due and full safety has on powerned, with down 10 m but typically for, prevenent has some runtered who have furnited gown note, agit agreement has some runtered who have never runted gown note, agit alignment, horizontal and vertical alignment who poor, major agit in issues a software the control of these sections and high risk, some software further for the some software further for those and indicate encourable, width vertical, long stone decent to horizontain with those long with the source of the software further ways, agit fairs utilizent to menty. Low they Severed investigate to south, note insufficient unlikely to complete 225,000.00 Road Medium Wear Turns due to large culvert under road.	Intersection with Green fliet fild—Her poer wave right, aging intersection with Green fliet fild—Her better get into doff the parenters. The promotion with grean is career of a provincial products to the product of the products of the products, broader free within the docs and explosit, and the products to be products to the products of the products of the intersection with predictors fild—Her better better better and the rape way off public spill in its mithillities of the registrate, creat and pero experiencing and the and and and and are also with the and and and and the a	Y-junction with Brutus Road is poorly aligned and sight distances would be difficult, unsure if priority will be obeyed	Leaction with Old Coast Read has give way, sight hiss sufficient, vegetal his might read and sufficient. Vegetal his sufficient, vegetal his sufficient of load, that carriageway, powerment of load, that carriageway, powerment with great good on it, some great down onthe of load, the set generally outlide his dark zone, mit better off out all the sign great good way, aging interaction was 18 Ventreet legistary as give way; agint lines sufficient read inconsistent will consistent in load carried on Mulburs freik Read as very nerves.	intersection with Kainton Road has agint line isours, notil insufficient for own accentantial late to adject, 45m writes all and the bar agint, 45m writes all act may account current to not leave and goss down mortde, intersection with reserved foad has insufficient sight least due to troes, notil insufficient will seed full width.	Y-junction with Weeves Hill Road, poor angle makes sight spoor, radi good encept for feel turn due to angle, sinnes tight herbitratal turves with no surve wideraing. 7-Om wide corregewey, give ways free Calebratis Road, sight lines are tight due to vegetation.	Road narrows to S-6m with high edged where road is cut in so difficult to get off road, light horizontal curves with limited sight distances, not 8 Double road	Inaction with fedures fload essets businel bosset, sight lines sufficient, and linealized reset transfels turns, 3m wite track trees within dear tone, presented point, water met down context and admissing the present, licedised internetion with Garded turns of the gree ware, sight least to sufficient, and sufficient and liced to la width service to a sufficient, and presented in the cast for la width service in the form carrigations are presented to be the training. So degree benefit into Many Street.
Low Uze Sheeted 235,000.00 Road Low Wese	Low Use Sweeted	Untheeted fload 225,000.00 formed and graded	High Use Sheeted 200,000.00 Road	Low Use Sheered 200,000.00 Read High Wear	Low Use Sheered 200,000.00 Road Low Wear	Medum Use 200,000.00 Sheeted Road	Medium Use 200,000.00 Sheeted Road	Uncheeted Road 180, DOLDO formed and graded
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			111 0.018			24 0.0769	111 0.0071	
ωj	K	m	East of Hayes Rd 9 (500m)	w	7.5	500m S of Weavers 8 Rd	300m W of West 6 Beach Rd	*
2321	2244	1113	1002.1	1959.5	1970.7	2627.2	2633.1	929
Conservation Dr	Steveler Rd		10.0km E of Liddland Rd	Old Coast Rd	Kainton Rd	Weavers Rd	d) Daly Head	
Mumford Rd Kalbury Waurd Waurelbee Rd	Yorke Hwy	Green Flat Rd	9.0km E of Uddlard Rd	Mulburs Park Rd 51 Vincon Hosp	Basarvoir Rd	Oak tands Rd	2.2km W of West Coast Rd (at Rd bend). Daly Head	Relance Rd
Aumford Rd Valkabury Wax	BHP Rd	avage Hut Rd	Corny Point Rd	fulbura Park	Gloran 8d	Coringle Rd	Daly Head Rd	Moorara Rd (Price)
Rural Sheeted Low Use Cow Wear (Northern Mamford Rd 4236 Zonn) Sarface (Kalkabury W	Rural Sheeted Low Use Medium Wear [Metrien Zone] 4388 Surface	Ruzel Formed 22227 Graded Surface Sonage Hut Rd	High Use (Southern Zone) 4522 Surface C	Rural Sheeted Low Use High Waza (Control 4222 Zone) Surfaco N	Rural Sheeted Low Use Low Wear (Northern 4009 Zone) Surface 18	Rural Sheeted Medium Daa (Southern Zone) 23630 Surface Onne sheeted	÷	Rural Formed Moorar 23190 Gended Surface Price)

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5 - Carriage may Widths	alignment and minor intersection upgrade		4 - Minor Intersection Lipprade	4 - Meior Intersection Upgrade	4. Wilsor Intersection	4 - Minor Intersection Upgrade	4 - Minor Intersection Upgrade
Junction with Pedite floud has no give way or hasted board, gight has sufficied to wat of the to expectation, seeds fintering, afficient to each, rail involutions, may studie the class afficient to each, rail involutions, may studie the class afficient to each, rails now thermore and road cad down. 3-am cartispeens, straight and fish, government reading, and the proposed to grant ground electronic with Primary Board has no good, electronic on with Primary Board has no good performed on the primary Board has no files afficient, and inconficient will need full width, major dip at heteraction due to divining.	Junction with Spencer Highwey is a Y-junction with large and seek admining a digment is part of and agit angle of first to the "this turning movements wands be impacted for heavy-withsite by a lignment, but guide poots alignment and minor to delineate.	Sm carriagoway up to Yorke Highway, Intersection with York Highway has give ways, sight distance to north poor due to verted curve on Highway, radit eight will cross controlles.	Hise priority at The Guidhanni Road, 7m cartilagenay, transget, agrinument with mice vertical, brew within Cest zone and up to edge, paeteneth has some mices post beldes, junctionar with Notine Rabol has give very and hazard boad, sight lines havilitient to suntil due to horizontal error, sufficient to south the to horizontal error, sufficient to be removed (phonts).	Lunction with Yorke Highway has give way, sight lines staffficient, and land guildent all land guildents lines against a sailled, and so he werened, 20 m cantiguous, scraight alignment with minor vertical, trees green niy outside 3 m collect some, persented good condition, intersection with Cametory Road has give way, sight lines sufficient, rade insufficient will tross centreline.	Interaction with Namy Burler Road has give ways, six ways punction, sight lines sufficient about Faller Burler Road, and insufficient first und relight in need to be barrened one to angles, grote by confusing with Cultimore Road, abouted fromsitie, din carringsways, parentment good, smart becan it all neither and promoting upon, digimment has some horizontal orners bat sight here restaurable, instruction with Viet Highway has been way, proficing confusing with Boarder Road and anneas at sume point, bach confusing with Boarder Road anneas at sume point, bach (should) sight lives to north sufficient, leadinfeerin to south 4. When finteroccion realities and the same menements due to skinned. Diggrades realities insufficient for some menements due to skinned.	Lucction with Birkin Raad steep up to junction, wight lines insufficied, and insufficied, four mingewith, colorina alignment, with sight lines issues, intersection with Coderna Roads has give a way, wight lines insufficient, and insufficient, most insufficient, so for a prevention of Sinch and arrows to Sinch these with Disks had allowed by the sight lines undirected, and it authorized, and it was followed, and the work in particular with Order by given way, gight lines undirected, the sight and insufficient for some movements, large control is land resedt to be improved.	Internaction with Startey Road and Upper Vorte Road is confining to which September 1990 by way, large enemy listed, 1996 lines sufficient, radii indufficient for some innovarient, 25 cent antiques and reast within 5 cent action and most work that we within or most reast of any weather road 55ps, stringfor with innov vertical sources of any postering to only a Mohal Sections, Cest zone good for a while there next again, road and without zone good for a while there must again, road and without weather end, intersection with Arthritism Boad has give way, 2011 into stufficient, and in sufficient likely to cross controller.
Uncheesel Road 165,000.00 formed and graded	High Use Sheeted 150,000.00 Road	High Use Sheeted 150,000.00 Road	Low Use Sheered 150,000.00 Road High Wear	Low Use Sheeted 350,000.00 flored High Weer	Low Uze Sweeted 150,000.00 Road High Wear	Low Use Sweeted 150,000.00 Road High Wear	Low Des Sheefed 150,000.00 Road High Wear
90.	10.	40	w).	en.	5A	sa.	sy,
	124 0.0233 2.8892	39 0.0323 1.2597					
en	200m S of Spencer 10 Highway	Between James Well Rd and Sandy 9 Church Rd	M3 00	on on	2.5	is G	-
1620	9:666	1004	1985.1	9941.9	42.17	2989.1	24 7.66.7
	3.0km 5 of Spencer Hwy	25.5km 5E of Wsta Grove	The Gunbarrel Rd	McKenzle Rd	Harry Butter &d	Yorke Hwy	Arthurton Rd
Percarg 8d	Spencer Hwy	24.5km SE of Vista Grove	Mount Rat Rd	Yorke Hwy	Yorka Huy	Birfein Rd	Upper Yorke Rd
Cutine Rd Kalkabury Wurdj Presang 8d	Nalyappa Rd	Pine Point Bd	bidhyamulka Rd - Meuni Rat Rd	Illman Rd	pg exper	n acobs Ln	
Rural Formed 25148 Graded Surface	Rural Sheeted High Use (Northern Zone) 9353 Surface	Rural Sheeted High Use [Nerthern Zone] 4946 Surface	Rural Sheeted Low Use High Wear (Central 4047 Zent) Surface	Rural Sheeted Low Use High Wear (Central 4003 Zone) Surface	Rural Sheebad Low Use High West Control 1004 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4065 Zone) Surface	Rural Sheated Luw lev High Weer (Konthern 4725 Zons) Surface Moloney Rd

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Inexten with Libers fload has heared board on one leg, also central island with two legs, many one properties of the control of the surface of the number of the control of the control of the number of the control of th	Intersection with Hoomer Boad has give way, aginf lines aufficient to west, insufficient to each due to verdical convention and any application, and insufficient need full widely. 6-This conventigence, poor alignment with the hoosemel curves within 3 and dara rando, minor creats, parenent compaged, trees within 3 and dara rando, minor creats, parenent compaged, trees within 3 and dara rando, minor creats, parenented reasonable, alignment exercise, minor creats, parenented reasonable, alignment exercise programment and any and a second programment along the certain grant parenented and a second programment along the certain grant parenented and a second programment and a second programment and a second programment before the certain grant programment and the certain grant programment before the certain programment and programment and programment before the certain pr	Typically 7m wide, alignment poor in norther section both heritation and vertical, minut sign like insus in innerest in norther section heritation in the innerest innerest sign deep from which and cert some, alignment improves parement good, junction with stanted back has laye sentest it and and in trae, major the research in the section in the section with the section in the section in the section in the section is also the properties and insufficient due to 4. Minor intersection light the space due to a light the space due to a sign of the space due to a s	Ystaction with Poggary Corner Road way poor a ligement, and few gover are you are the control of	Junction with Upper Yorke Highmap has give wary, two legs with large mether infant, pace angles, major upper line structure infant, pace angles, major upper line structure infant, pace angles was presented as in supported. The structure is the section pace infant infant, for a consistency, some giving growing proviming the pace of the section pace infant proviming the pace way proor quality, when reader describe pace the section of the s	intersection with Holman Road has give way, light lines a sufficient income local flower, and confined the commenced of the to a sufficient flower more measured of the to a comparable of the confined of the	with conscision with Dump Bood has give way, sight lines withing and administration will conscirementally. In the test with the state with normanies created in gift hit less generally fine, vigetation to be oble and conse, prevenent severage condition to be oble and conse, prevenent severage condition to the call with a mile and conse, prevenent severage condition to gift les lines. In case to be in the consequent consequence of the severage of the severag
It is the second of the second	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	7 1 139,000.00 Road High Wear 8 18	s 130,000,000 ford light Weet in 18	W Water Commission of the Comm	1 150,000,000 float low Wester	120,DOOLOO Road Low Weep et el 150,DOOLOO Road Low Road
10	60	2.5	40	2.5	7.5	40
2075.3	52.54 9.22.54	9:0668	1863.5	3718.6	3406.7	4735
Lakes Rd	Homer Rd	Kainton Rd	Yarke Hwy	Ho bronien Rd	Bussenschutt Ro	Dump Rd
2.5km NW of Fipe Une Rd	Yorke Hwy	Wayside Rd	1.8km SE of Black Bobs Rd	Upper Yorke Hwy	Holman Rd	Port Vincent Rd
Thomson Rd	Wiban Rd	Yararoo Rd	Yarke Valley Rd	Cocenut Rd	Green Plains Rd Helman Rd	Sundown Labe
Rural Sheeted Low Use High Wear (Northarm 4636 Zone) Surface	Rural Sheeted Low Use High West (Central 4775 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4701 Zone) Surface	Rural Sheeted Low Use High Wear (Central 4782 Zone) Surface	Rural Sheated Law Use Low Wear (Northern 4463 Zone) Surface	Bural Sheeted Lew Use Lew Wear (Northern 4932 Zone) Surface 6	Rural Sheeted Luw Use Low West Central 4740 Sone) Surface

#		25	123	4	124	2	13
4 - Misor Intersection Upgrade		2 - Afgirment and Signage	Sight Distance, Junction	rièno: intersection upgrade	minori intersection upgrade and vegetation	4 - Minor Intersection Upgrade	4 - Minor Intersection Upgrade
Intersection with Sturt Bay flood has give way, sight lines to north insufficient due to verificate the surface of control insufficient will control insufficient will cross centralise, 5-7m carrier grown, personnel recovers, a carrier grown, personnel recovers, a carrier part of the control insufficient will recover and a control of the control of pasentnel, scribbly adopted of pasentnel pasentn	intrancial intransers fiel - Acuta nineraction range intransers and waveners fiel - Acuta nineraction range (very tight [cd. Seignees] with Weevers field to be field.) Fig. throsocricis with so pee way sign, sight distances and installificate, vagention inspection bend firestions and very poor interaction may be to left, (although pre- intersection numeric connection provided to Weaver). Balls insufficient for left our and right in nume, will trans- off of its parameter.	restriction without page govern a treas within 3m dear zone. Thee Rd - Mas give way sign. Sight is insufficent, vehicles will track over	7m carriageway, Y-junction with Corny Point Road, angle very poor, difficult to see if vehicles coming, give way unlikely to be obeyed, meets to be realigned	Y-junction with Active Road has no give way for priority, 8.0m carriagemay, very steep dip has warming signs	sight distances along St Vincent Highway poor due to horizontal curve, radi tight for left turns in, 7m carriageway, alignment good, some vegetablen and trees up to edge	as two legs with large island difference of the ground programmer. The ground programmer and ground programmer is the programmer who programmer way programmer with programmer with programmer with programmer with programmer with an order scene, and we tractical circums with a 5-4 cm carriagnessys, needs up programmer, and has give any, needs and has give any, needs follower to morth dust be sufficient to morth dust be sufficient to south, red if	Anklan Scuth Food has give worp, ages, line mofferent, in meet del worth, for and vegetation about both codes and and vegetation about both codes and and vegetation about both or and vegetation and to be but promote it and in ordina to be the promote it and in ordina distinct houseful and the second and the promote and the promote the promote and the promote the promote the the promote the the promote the the promote the the promote the the promote the the promote the the promote the the the the the the the t
Low Der Sweeted 150,000.00 Road Medium West		through parement or or my through parement or otherwise good some throroscion with Oliv Low Use Sheeted Inst sufficient, redistricent, redistricent, redistricent, redistricent, redistricent, redistricent, wild width.	Medium Use \$ 150,000.00 Sherted Road	Medium Use 150,000.00 Sheeted Road	Medium Use \$ 150,000.00 Sherred Road	with the est, light have the week pre-way with the state; and sight line state; and residence, some trees alignmente, some trees alignmente, some state; and residence, sight line lates, and residence, sight line lates, and state; a	Internaction with internaction with in the sufficient, and carriagens, trees, carriaging onto, when the system is poverience pour co road stams fill and pountly with u. left in the system of and braded some movements.
			72 0.0345 3	37 0.1111 4.1107	51 0.0306 1.5606		
25		h	2km East of West & Cowie Rd	south of Clinton Rd Intersecti 9.5 on [200m]	200m N of New Horiton 9 Rd	up.	m
4195.6		1158.7	2208.3	1104.3	2816	3500	5182
Sunt Bay Rd		Orive Tree Rd	Corry Paint Rd	Micky Flat Rd	St Vincent Hwy		
Boundary Rd		Weavers Rd	Levens Nd	Moorara Rd	Recluse Rd	Wild Dog Hill Rd	Melton South Rd
Rural Sheeted Low Use Medium Water Medium Towel (Souther Towel) 258 Suffer		Rural Sheeted Low Use Medium Wear [Southern Zone] 5048 Surface Sevage Hut Rd	nutria anteriora Medium Use [Southern Zone] 21617 Surface Brutus Rd	Rural Sheetod Medium Usa [Central Zone] 4850 Surface Old Coast Rd	Rural Sheeted Medium Use [Southern Zone] Troubridge Hill 4748 Surface Rd	Ruel Formed 25141 Grabel Surtue Coonar's Ear Rd Wild Dog HII Bd	Runs Formed 23189 Graded Surface Mcherry Rd

	٢	£	ü		3	18	Z.
	7 - Major Intersection Widening	7 - Major intersection Widening	7 - Major Inheraction Widering	7 - Major Intervection Widening	wegetation and carriageway	minor intersection upgrade, vegetation	7 - Major Indersection Widening
Rdf, has for g Hwy with mot mot works rface t other hin 3m	žį.	intersection was bleaned had made has gow way, wight lines sufficient, call incuminent was conscientified. The contrigency, and incuminent was conscientified. The dispersal way whether decrees the conscientified alignment with the care, agid filled the parties of good, sorrower feet, mind to their dots of the centum dish, intersection with Midy Fit. Read has gow say, agid lines to swell similation take major insured at to mage and vegetation, altificent to east, red into infection will exact by the second of the constraints of and vegetation, altificent to east, red into infection will exact by the second of the constraints.	internaction with White Hat Boad has give way, major shigh fire busines due to been gon the mised of a horizontal care, segestion cleared on western side bus still insufficient, needs to be improved, easil insufficient will now full which this is a damperous junction, line to see, care figures, vertical course with major sight fine bosses, government poor, clear zone good, major sight line is payment poor, clear zone good, major spot holes, poor alignment, poor clear zone good, major spot holes, poor alignment, poor clear zone good, major spot holes, poor intersection.	Causerany just past this section, 4.5m seal with no line menting, shee jees on the syllength presed than, must become unrating, shee jees of setting, and becomes unrated for wide, vegetablish up to edge, no grow any at ledge Score (interaction, 48th line). Low the Sweeted invalidate to right, major shaue, unificent to right, major shaue, unificent to fight, major shaue, unificent to fight, major shaue, unificent to fight in set full width, set suitable for it Doubles.	Wigh between 6.7m due to grass on shouldens, clear zons geold, pervented good, give vay at Standary Toade 2ght distances sight to south due to vegeteiron, radli tight vegestion and cartingeway for 8 Doubles	sight distances at Prin Point flaud grod, radii ol; 6.7m unseeled corriggeusy, alignment good, some minor trees in clear zone, janction with Back Road is Vaunction, poer angles, give way on Back Road uniting) to be obeyed	Statement Res. 1-bis give way sign, sught were with Rescherent Beach Res. 1-bis give way sign, sught were surflicioner, serviced by a crest to the feet resolute frontfacent, serviced way crest to the width such surflicioner, serviced way consistent of the Serviced Mint blocks. Leakern and pawement weith it to Service Bettle road use, long growth through pawement set despessed creating from the state of the service services. The service state of creating large way of the service of the service services of the service services. Within segment intersection with Biotic gale file into segment intersection with Biotic gale file into segment intersection with Biotic gale file in sea give way special, after its sefficient, and suit monthicistur, while will track and of spearment for the site run. Unthected Road due to vegetable in sale file file file.
	100,000.00 Road High Wear	Low Use Sheered 100,000.00 Road High Wear	Low the Sheeted 100,000.00 Road Low Wear	Low Use Sheeted 00,000.00 Road Medium Wes	Medium Use 100,000.00 Sheeted Road	Medium Use 100,000.00 Sharted Road	Uniheeces Road
	S	w.	\$	vs.	45	95	*** ***
					7 8	~	
					24 0.0769	23 0.0583	
	7	7.5	Ф	ω	500m 5 of Weavers 8 Rd	1.5km W 7.5 of Back Rd	m
	2613.9	2841.1	2074.1	274,5	2503.8	2355.2	3565
	Windmill Rd	Micky Flat Rd	Wurle Rd	Farrington St	Callands Rd	Bark Rd	
	St Vincent Hwy	Sheoak Flat Rd	Gleesons Rd	Bridge Rd	Stansbury Rd	Pira Point Rd	McEatherns Brach Rd
	Black Gate Rd	Cemetery Rd [Curramulka]	Hayes Rd	Causeway Rd [Edithburgh]	Coringle Rd	Cunningham Rd Pins Point Rd	abo Fowier Rd
Rural Sheeted Low Use High	Wear (Southern 4358 Zone) Surface B	Rural Sheeted Law Use High Wear (Central 6 4291 Zone) Surface	Rural Sheeted Low Use Low Wear (Southern 4435 Zone) Surface	Rural Sheeted Low Use Medium Wear (Southern Zone) Causeway Rd 4238 Surface (Edithburgh)	Rural Sheeted Medium Use (Southern Zone) 9346 Surface	Rural Sheeted Medium Use [Northern Zone] 4419 Surface	Rurai Formed 25177 Greded Surface Lake ForeNor Rd

0	15	8	us.	4	52	in .	m
y Widths	bue ear	tre and	ice and	toe and	toe and	ice and	re and ning
5 - Cambagoran	6 - Sight Distance a Junction Widening	6 - Sight Distance and Junction Widening	6 - Sight Distance and Junction Wildening	6 - Sight Distance and Junction Widening	6 - Sight Distance and Junction Widening	6 - Sight Distance a Junction Widening	6 - Sight Distance and Junction Wildening
Junction with Rocky Glen Road has no hazard board orght lines inordiscient to east due to expeditation, sufficient to water, additionalization and no control grown shared, ans corresponsy, prevenent ob, cleas room good, some good corresponsy, prevenent ob, cleas room good, some good logaries and not more than the Road has no hazard board. They junction with Mount fait Road has no hazard board, sight lines sufficient, raid insufficient will roos centreline 3. Carrisgnany Widths	Has priority at Wotton Beach Road, 7m carringeway, securence very road, vegetacken older geldes, some trees, within fan dear some, alignment reasonable, intersection with Parsons Beach Road has give way, agint limes to west manifecture to be exected conve, major sight has some sauled high speed road, sefficient to want, road insulficient will cross centreline (glotno).	intersection with Butler Road has give way, sight lines additions additioned used the to holished core as and vegetation, and insufficient to use fail with the corruption of an origination, and insufficient will use fail with 8-7m carriagoway, postment that some purit holes and corruptions, trees within 3 mol car zoo, a plement fine, paint the intervention for York infloway, then have two laps the historication for York infloway, then have two lags once York editing any per trees two roads, need to didniny principe, york laps a year of the correction of York editing any per trees two roads, need to didniny principe, york laps and of Spanner Road and hyporogen york of the replay as any different in york first a long to but of the more membral fire.	internaction with Saint Boad metal, give way, has not got a sugir, upth interpletion, and cross ordinely. But and the cross contreles, the cartigation, graph and the parentees fine, dark man generally good, interraction with fine, dark may generally good, interraction with Generalder found has give way, stylt lines sufficient, not insufficient will cross contreline.	Intersection with Ragers Road has give way, sight lines audition, audition, and multilatient, some roomments to see passible due to entere wides no pawement, in tract, gross down insided, selector of Soft corresponsary, separation up to edge and encooring, trees within an else room, strongla adjornment, parenter average, control and plantiment, pawement average, control adjornment, pawers port in Soft sight east, no haster deared, sight lines have for the cost of the sight lines have the control for the sight lines have the control for the cost of the sight lines having from the sight lines having from the sight lines with freshe to some flast to respect the sight lines with read it found to that from the sight lines with read it found to the fit med.	intersection with Anderson Road has give way, sight ines audificated, misherification that our set file with a solit party and a file of the set of the set of the set some pot holds. The set spennish loaded 8 in the sun one had some paids, mind sight in the issues of the set, and the with Bendard Fada han no give any or hard hours, more past a hostomial owner to east which makes probrat winder, need sign, sight least incufficient due to weeptaken, need incufficient, need give way to make a privity does (photos).	Methon South Road has give way, sight lines and mainfairner are and laivelift, uses within set on both sides, fru unselled canageway, and adding found interesticin, major sight and is intificient for erone measurement, will the interesticine with Kaninton Road has give test inoullifeent, easily interesticine with Kaninton Road has give test inoullifeent, and it reconficient can't be some easily to some easily the sign of the configuration of the given the inoullifeent, and it localities to some	ction with flictably fload has no give way, needship, y, gift trous sufficiors, care the improved to south greatest returning, rad it suchfloors due to narrow an carringwaye with grant down middle. The carringwaye with grant down middle progress are provided by a sectional root, by per port heles, said specified in the order and cook, by per port heles, said section with Crease Road ufficient sight lives, and insufficient, no hazard
beof beated (00,000,07)	Low Use Searched SO,000.00 Road High West	Low the Sweet 90,000.00 Road High Wear	Low Use Sheeted 50,000.00 Road Low Wear	Low the Sweted 50,000.00 Road Low Ween	Low Use Sweed SO,000,00 Road Medium West	Junction with a sufficient of a sufficient of a sufficient of the sufficient of the sufficient states. Interface of the support of the suppo	historia withy withy weith, registra poor, in trace or Unibereted Road has men SQ,000.00 formed and graded hosen
est.	vi.	40	vi	so.	vi	ut	vA.
4	2.5	7.5		φ.	27.2	59	m
693	9739.9	4074.9	1229	2, 7,987	1640.6	1753.2	2640
	Watson Bench Rd	Bucker Rd	Greendade Rd	Rogers Rd	Rounds y Rd	Melton South Rd	
Mount Rat Rd	Parsons Beach Rd	Yorke Hwy	Saint Rd	Weavers North Rd	And erson Rd	Kaimon Rd	Rickaby Rd
Murch 8d (Kooluwurtie)	Mount Terrible Rd	Sparrow Rd	Miles 8d	Yacca Rd	Davies Rd	Wayside Rd	Wapper Rd
Rural Formed Murch Rd 23396 Gesded Surfee (Roolowerte)	Rural Sheeted Low Use High Wear (Central 4130 Zone) Surface	Rural Sheeted Law Use High Weet (Control) 4560 Zone) Surface	Rural Sheeted Low Use Low Wear (Northern 4193 Zone) Surface	Rural Sheeted Law Use Low West Central 4732 Zone) Surface	Rumil Sheeted Low Use Modium Wear (Central Zone) 3993, Surface	Rural Sheeted Low Use Medium Wear Morthern Zone) 4729 Surface	Rural Formed 25334 Graftef Surface Magger Fol

Junction with Whis Dog Hill Road has give way, sight lines insufficient due to vegetation, needs trimming, sali insufficient will use full width, 5 den carriageway, lots of insufficient will use full width, 5 den carriageway, lots of	control and a second se	houses, pavement poor, vegetation up to edge and	HI DAIL IN COLUMN THE WORLD WITH THE WORLD THE WORLD WITH THE WORL	vegatesion and vertical creat, market and control installed installed installed installed control installed creat, will some fall use fall and fall. After carriago, losts of	vegetation and verified root, major insue, radii insufficient, will use full width. 7-th carriagemen, lots of
and the second s	Junction with Wild Dog Hill Road has give way, sight lin insufficient due to vegetation, seeds trieming, radii insufficient will use full width, 5-6m carringeway, lots of	Parathis antraselating some tous eithins a no give way at Yorke Highman interestion of sight ines sufficient, notil sufficient Junction with Wild Dog Hill food has give v insufficient due to wegestion, enesh trien insufficient will use full width, 5 cm, certing	bounce, one control of the control o	registers and extract areas, appel man, insufficient, will use full utility. Per areas because, appearing to occ. expertises up to becarbox entraceability, come tross within a no give way at Yorke Highway internetian of sight lines switchen, national and successive sight lines switchen, national and bear to be the switch of the switches of the insufficient to be tell food bear give w insufficient to be to switch the insufficient will not full width, 5 Gm parting insufficient will not full width, 5 Gm parting insufficient will not full wheth, 5 Gm parting to the switches and the switches.	regulation and varietie creat, major time, n. mydificere, will use dell within. Fair carrier bourses, powement poor, experision up for area trans secretaring, come mose within a nor give way at Yorke highway internetion of sight lines self-cent, radii sufficient sight lines self-cent, and sufficient of sight lines self-cent, and sufficient to the completion, seeds from insufficient due to emptation, seeds from insufficient and no emptation, seeds from insufficient and no emptation.
		Untrineeted foxed 55 50,000,000 formed and grad	Umbreted fine band grad grad grad from the sand grad grad grad grad grad grad grad gra	Undersed bread to grade	Untheretal final Sol,000,000 formed and grad
		F.	ь.	F	F
		129	623	128	621
		Vorke Hwy	Yorke Heer	Vorke Havy	Yorks Hwy
		Rural Formed Swiner fid 5231 Graded Surface (Ministon)	Rural Formed Swinser Rd 5231 Graded Surface (Ministron)	Rural formed Serinser Rd 5231 Graded Surface (Main stool)	Rural Formed Switzer fld 25231 Gradhel Surface (Ministron)

Yorke Peninsula Council

Annexure 8

P2 Summary

Additional considerations	ed to		ą	equ	sąs	tha	ā
Category	8 - Povement		8 - Pavement	3 - Pirvement	Pavement	8 - Payement	8 - Pavement
HDS comments	intersection with White Hut flood has give way, poor angle surferent rold, needs to be squared by, sight lines for left out and abundflient for left out and abundflient for left out and representation angle poor, and leavillificant for left out and registry, cycles come generally good but large pile of rocks width it, beticnate tawns but generally good but large pile of rocks width it, beticnate tawns but generally good but large pile of rocks width it, beticnate tawns but with the sight lines spiffered to receive the sight lines spiffered to with the sight line to soot in the sight line food has give were, sight his presented move the wind to the sight lines to morth hauffider due to vertical craw, sight his seast to morth hauffider due to vertical craw, which have contained with a file with the files to worth walfidering the towns will use full which the vertical craws. In one sight line to gift the lice, vestration up to engle, parventent good rease just appeared rock, no sand between 3 Am poor signment with sight to less outs.	d Jennation with Heel Road has give way, sight line	Introfficient to seek due to buttendist curve, sufficient to west, a clail isouthiners with cross contrible ne mainly due to apig eaglise with 2.78 an crossingson, data zone generally good some buttent times and a large ridder life on reflect of not because, presented they accompany due to most procure, presented they accompany and of not because, presented they accompany against the contribution of the procure of the procure of the present the procure of the present the procure of the present	Has printing at Graham Road, E-7m curriagonary, trees up to celego, stagled adjument to the celegor of the cele	sufficient, rather of a state control gas become troughter if not and may lead to confusion. Adm uncested confusions, patential condition is poor with a not of por block treas which a local zone vegetation encountaing and patentials, among to allow and as seeding, presented way poor to allow and as seeding, presented way poor to allow and as seeding, presented as adjament good, vegetation along full length, internation and cities that has yet ways, with these interfillent due to we again to all agilt hele interfillent due you experient, meete furning, and linear interfillent due you more agilt hele interfillent due your more agilt hele interfillent due some movements.	as prompts at Vinel Book Intersection, 5 mer adiquency, presented processor cells from what has on post because the processor of the processor	all groment with missing sequences and control to stages all groment with missor vertical, tight firms afficient, vegetation us to edge, some trees within 1m clear cron, where a little to Gin, janction with Yorke lightway has give way, sight hins sufficient, radii insufficient will cross centreline.
P1 costing Classification	1,592,000.00 Linw Use Streeted Road High Weer	Unchected Road formed and graded	Low Use Sherred Road High Woor	Low Use Sheeted Road Migh Weer	Low Use Sheeted Read High Wear	Low Use Streeted Road Low Wear	Low Use Sheeted Road High Wear
P2 costings if all HDS comments dealt with P1 co	\$ 61,685,000 \$ 48,592,000,00 \$ 5 41,592,000,000,000,000,000,000,000,000,000,0	1,070,000	970,000	000'096	000'556	000'056	830,030
	ø,	s* 0	V)- m	105 200 600	1/1	1/h LD	× 2
	Total			1,071			
VHV HV				0.0239			
AADT				ş			
Counter	Fs.	52	40	West of Spencer Highway 7.5 (200m)	7.5	LD	ь
Length Width	5569	5327.8	4845.6	4778.4	4758.7	4726.3	4137
T D	Tellowoorowe Rd		Heel Rd	Graham Rd	Gills Rd	Corny Point Rd	Yorke Hay
Fram	Weble Hut Rd	Hundred Line Road	th Old Henton Rd	d Thomas Rd	Graham Rd	Wurte Rd	4km S of d Yelloworowie Rd
Marrie	Chmt Rid	forke Highway	Goldsmith Beac Rd	Did Boundary R	Johnson Rd	Hayes Rd	fundred Line R
Asset ID Asset Type	Bural Sheeted Luw Use Hgh Waar (Seeleff) Waar (Seeleff) AZON 20nc) Surface Cant Rd	Ruzal Formed 23158 Chraded Surface Yorke Highway Hundred Line Road	Rural Sheated Low Unit High Weer (Southern Geldmith Beach 4036 Zone) Surface Rid 4036 Zone) Surface Rid	Rural Sheeted Low Use High West (Vortellan 4890 Zonn) Surfice Ood Boundary Rd Thomin Rd	Rural Sheeted Law Use High Wear (Northern 4030 Zone) surface 1	Rural Sheeted Low Use Low Wear (Southern 4436 Zone) Surface H	Rural Sheeted Low Use Mills Wazi Southern Wazi Southern 4106 Zonn) Surisce Hundred Lies Md. Yelbowostrosie Rd.

ş	đ	tba	sti	th	tha	edī	tha	th	tba
Has promity at Bull Ace flood, 7m corresponsy, trees within and calcar soon, gift alignment as readen end minor within the insure, someway one condition, major right less reason, some create, interestation with Piglielles. Brook has give vant, Acesser footh mode) and football produce right work process from the mode has give vant, Acesser footh mode) and football produce right work justices and profits weders, developed my value of the development of the process from the mode in the football from the mode of the some movements. 8 = Payments, inclinitiest note Pagent Road for some movements.	carriageous, vagetation services the minestence, sen carriageous, vagetation services their treas whith Sim the reces, prevented proc condition, trainight alignment with confinious vertical convex, suring the alignment with confinious vertical convex, some have mine sight. It is feasing, the services of the services of the services of the hardron with Nation Rock cody has the way, cafe from		Intersection wich Yorke Highway has give way, sight lines shallower, and influencer will enable all width but open and can see in easily, 5-7 no cardigeway, 30 degree hariteestal curves, can see around as no wegatation, becomen the same opposite on the around as no wegatation, openentic the since opposite growing on nedges of parentment very soft in accision, wegatations growing in nedges of parentment very soft in socials, wegatation and will write added him or harafland broadend, staff iness to be the confliction, eight similater, and in need fall width and just make tum. 8 - Pewement ratic insufficient will need fall width and just make tum.	Interaction with Governiable fload has give way, sight be not included to the organization and protection con- call is sufficient will cross controlline. For washer road, and is sufficient will cross controlline, for washer road, which has the controlline of the controlline of the controlline of with lett upgrade, clear road generally groot with induced with lett upgrade, clear road generally groot with induced to see only interaction with Bilgeroam Road has give way, sight free to weart hardfraced due to ovegation, unficient to east, radii Insufficient will sare full waith.		distribute and the control to the upper part of the control and the control alignment, radii insufficient will need to be in which and read alignment, radii insufficient will need 8Persentent full width.	Has priority at Hayes Road Intersection, 6-7m cartageness, seement poor with opta loils and loss mazerial, tokas area generally good with regestation back, light alignment merrows to 5m in expections, some major sight line bases anound curves which are narrows and curves which are narrows.		tention with state at you have been well probabilised. But it is stated to north sufficient, to confirm the confirmation of th
Low Use Streeted Road Hgs West	Low Use Sheeted Road High Wear	Uncherted Road formed and graded	Low Use Sheeted Road Hgh Woar	Low Use Sheetad Read Low Wear	Lraw Use Sheeted Road Medium Weer	Low Use Sheeted Road Hely Weer	Unsheeted Road formed and graded	Unsheered Road formed and graded	Unchected Road formed and graded
8 \$ 25,000	12 \$ 805,000	000'008 \$ 61	3 \$ 785,000	2 \$ 780,000	4 5 770,030	10 \$ 270,000		19 \$ 745,000	0 \$ 735,000
47 186			00	κ.	22	400	, va	va	us.
4122.2	4001	3980.3	3912.1	8.27.86	3841.1	T 00 00 00 00 00 00 00 00 00 00 00 00 00	3843.7	3704.9	E9%E
Ppeline Rd	4km 5 of Yellowoorowie Rd		Yarno Rd	Relgowan Rd	Dead end	DR 600 Store			
Burni Sheebd Low Use High Vew (Worlden Weetdas Tank 473 Zone) Surface No.	Rund Shested Law Une High Wear (Southern 4105 Zons) Surface Hundhed Liee Md Vellowoorowie Rd	Rural Formed 25157 Graded Surface Marion Bay Road. Coast	Rural Sheeted Law Use Her West (Gorfern West (Gorfern 4303 Zone) Surface Bottace Rd Vonte Hwy	Rarail Sheeted Load Use Close West (Sorthoun West (Sorthoun 1304 Zone) Surisce Miller Rd Greenshafe Rd	Rumii Sheeted Low Use Madium Woos [Southern Zoos] 4287 Surface Gartenfight Rd Shut Boy Rd	Rural Sheeted Low Use High Wear (Northern Piggery Corner Stud Zoels Surface Rd	7.4km E of 20 Marion Bay Road	Rural formed 2518 Graded Surface Merion Bay Road Bay Road	Rural Formed 25199 Graded Surface Start Bay Road Uttle Sheesk Road

et	ē	ut	g.	3	ē	ā	74
Amelian with Arburian hand has give way, sight lines sufficient and sufficient and sufficient and in cross foll sidely. The carriageway break within all color sools powerment candition in good, changing insex, coad card domen algorient in good, childry insex, local fact domen algorient flow, with varies, less of post belos, intersection with Weekells Tank Scal thes give way, sight insex insertions due to warriest curves, data insufficient will need full within timestection with white har land with give way, sight lines a sufficient, radii insufficient will use full with the sufficient will use full weekell, and carriageway, vagetations training, good alignment, carriageway, vagetations training, good alignment,	pawement per unrar reve and an an oak a robe but pawement per control most profession of over creats, Lordon with viole bodies, some sight live is some of over creats, Lordon with viole bodies and sent and remarked as to weith a care, war, eight lines in and insufficient due to weigestrion, read in self-alcent will row for layeld. 8. *Pavement his power of one of the control per control	sight hear from stagist alignment more said on pawning, alignment becomes right again around Cocoasie fload junction with major right line insues around the core at junction, toucks will roots centreline to acvery fight.		The sprenty focus based interesting, the artistagewey, these within 3m close stoole, presented to good with lots of port lodes, needs to be improved, alignment is good, intersection with Ageny Rand bas give way, up) frost sufficient to onthe, teachfeered to suith our to exegetion and horizonia we, needs trimming, rad it is sufficient and horizonia we, needs trimming, rad it is sufficient will erost secretion.	corresponse, presented were prosective continues, but a found on powermet, vegetation up to edge and broaches and encoraching units assertments, account to the continues and encoraching units assertments, account to the continues and misor sight the states over correst, provented runnes and width namenon sightly, junction with MixI does get filt had insuge one correct, provented to the sight from the provided broaden to the width from with Controlled to the filt of the continues of the width Amortion with Controlled from the controlled from the controlled for controlled from the	within an deep rone, bander are executiving orthough a set of the powerful of the powerful of the set of the powerful or to set of the set of t	zone, vertied corer with miror agith thre issues, namons to So sin the winders agit, powering proor conflocin, to So sin the winders agit, powering proor conflocin, the microsel curve is anomable, interaction with Reding Road was goint, wen, gight then to east suffrient, to west from the curve control on executive medit insufficient well cross centrative.
Law Use Shooted Road High Weer	Unsheeted Road formed and graded	Unaheeted Road formed and graded	Low Vie Sheeted Read Swetcher West	Low Use Sheeted Road High Www	Unwheetted fload formed and graded	Low Use Shertad Read Low Werr	Low Use Sheeted Road Low Wear
725,000	720,000	715,000	7115,0030	705,000	705,000	710,000	000'009
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	F-	ua.		200m E of 8 Coata Rd	ω.		
3016.7	96	3571.7	3519.8 6.5	3519.9	3014.8	3488.3	3427.3
9901	m	758	125	158	150		343
Arthurton Rd			PH HIP	Ageny Rd		Cartwright Rd	
Weetuha Tank Rd	Yellowoarowie Rd	Cape Yorke Road	North South Rd	Coote Rd	Wild Dog HII Road	Old Saltwards Rd	Black Bobs Road
Cadd Rd	levens Rd	Dognarie Road	Mins Hill 84	Sunnywale Rd	Little Shepak Road	Boundary Rd Ilmes Perton- Vale Ward}	Redding Road
Rural Sheeted Low Uses (Varieted Wazt (Surthern 4516 Zone) Surface	Rural Formed 25186 Graded Surface Levens Rd	Rural Formed 23153 Graded Surface Coontarie Road Cape Yorke Road	Rural Shested Law Use Medium Wear (Methien Zone) 4178 Surface	Rural Sheeted Low Use High Wear (Northern 4634 Zone) Surface	Runal Formed 125209 Graded Surface 1	Rural Sheeted Low Use Low Boundary Bd Wear Sockhen Times Penton. 4274 Zonn) Surface Vale Word)	Rural Sheeted Low Use Low Wear (Central Zone) Wearing 37747 Surface

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Has priority at Agany Hill Road, 6-7 hn carriagowap, treas tryptocky in Robe, Lone experience to proposity in Robe, Lone experience to code, condition, choight a galment initially why blost of road in service to revolveders, include right line issues cell, horsectal algement becomes light risk many carve; notice with many carve; some with many signific the Essocks and no wideforing, powerment carriagosized and less of port losis, junction with Road has pricingly.	Intersection with Weet List Tank Road has give way, aght lined fourfacted the a vertical tows, shall endingent med fall width. The carriegoway, twen within fan clear zore to be day, straight eliquinous that vertical creets, powering to post and study, narrows to driv wide, minor alight has insusa, within varie, pawement poor, regiment ends with 50 depres fortunated came, can see atround by 3 - Popement narrow no sidening	Intersaction with Mumford haad has give way, sight heas undirecer, the interference of the widely. In consideracy, vegetation or conclude, strong the with minor or rical alignment, cone installed minor with his indirect, one feet and the retreates in the wegetation are leading professional to the settlem the settlem that the settlem stronger are the settlem that the settlem tha	to engle, states alternative and with most significant to engle, states alternative sound so about the states, presented this untitity and got holes, trees generally counted an oter arone but come in ratio. preserved to united and oter in sections, meets to be taked better, come creat how employ sight the losses, intersection with cheleron Road has give way, agit lives a unitersection with cheleron Road has give way, agit lives and authenty authority and inclination will meet fail width but a second le so geen. 8 - Perement And Meets resonable so geen.	Intersection with Lones Lance has give ways, sight fines authreast, existentificated that fine the corregious, parement were poor with major poli belies and of sits exclusive, gestation to no reliet trees with 3 mm folso rose, straight algument with minor vertical only, internestion way forch a tiplum, has prive way, wight lines internestion way forch a tiplum, has prive way, wight lines internestion way forch at plum, has prive way, wight the sportification of the land of the size of the tris portification is small back. The car magnetic the relic cut and right is due to analys, need to square up. 8. Powement has profited outsile and a size of the car powement has applicant corruptions, alignment has light powement has applicant corruptions, alignment has tight provided to the corruption of the corruption of the provided to the corruption of the corru	No interestal concerns with earns of the properties and adjust see whether the adjust is no concerns without the gave way at Samphire Bood, agift have an intelligent to each other afficient, and insufficient to write enough for some movements. Insufficient to write enough for some movements, and insufficient could enough for some movements. It is not sufficient, and is afficient, against a light on year. But not not a fall afficient, against a light of longer. But no movement of the adding that a partition, for correspond, that promity at fadding fload partition, for correspond, and a partition of the adding that a partition, for correspond, and a partition of the adding that a partition of the adding t		owners between his med fam with governent poor Condition in accident, some trees is sin clear zone, branches a remandring, straight has line of varions canwa with some spik line bases, I have handelweened on asstern side of load, some rejor chilling at northern end, Som mich, stead optomissipe in the Advinces had junction, here give very but no hazard board, spik lines sufficient, in the give very but no hazard board, spik lines sufficient, 3. Favement and in sufficient will need full width by
LEW USE Sheered Road High Weer	Low Use Sheeted Road High Wear	Low Use Sheeted Red Cow West		Low Use Streeted Road Low Wear	Low Use Shoeted Road High Weer	Low Use Sheeted Road Medium Wear	Low Use Sheeted Road Low Wear
000'089 \$ 8	000'099 \$ 0	2 \$ 645,000	11 \$ 640,000	3 \$ 635,000	000°0e9 \$ s	26 \$ 625,000	5 \$ 615,000
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40	ь.	K.	25	15	40	5.5	
3396.5	3389	33.24.9	3183.9	3150.3	y 8127.1	3124.5	3071.1
Bull Ant Rd	Weetulta Tank Rd	Warraitee Rd	Anderson Rd	Yorke Hwy	Copper Coast Hwy	Redding Rd	Androssan Bd
Agery Hil Rd	2.4km 5 of Stuckey Rd (bend in Rd)	Mumford Rd	Black Bobs Rd	Port Vincent Rd	Yerroo Rd	St Vincent Hwy	Martand Rd
Rural Sheeted Low Use High West (formform Westella Tank 4722 Zone) Surface Rd	Rural Sheeted Law Use Wile (Ventrem West (Ventrem 4781. Zone) Surface Wyndotte Rd	Rural Sheeted Low Use Low West (Nearborn 4425 Zonn) Surface Gordon Rd	Rural Shreeted Low Use Medium Wear ICherind Zone) 3940 Surface Dowes Rd	Rural Sheated Low law low Weer (Certal 4221 Zond) Surface Lower In	Rural Sheeted Low Use High West (Northern 4232 Zone) Surface Bostore Rd	Rural Sheeted Low Use Medium Wazr (Merthem Zone) 4383 Surface Black Bobs Rd	Rural Sheeted Low Use, from West (Venthern 4882 Zone) Surface Old Fump Rd

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8. Proemint	0 - Pevernent	8 - Pavement		8 - Pavement	4 -	8 - Pavement	8 - Pavement	8 - Pavement
Has prompty at Goote Rood, dan wide with grass drawn middle, gaze governig ne nedges to pearents. Litera within an idea zone horseven med curied this, care the banks on edge, pavernett poor in nection, datange banks, let few hundred meters road widen, attender banks, let few hundred meters road widens, attender to an observe with gase way equation interming and intufficient, and interaction with Robolings (Elst Road has gew way; agilt thes multilicide due to vegetation the manipulation, with an and an angle, and an angleway, few with immifficient due to vegetation and angles, and limitation and are maple, and manipulation, and gate, and mere well are note than each could find the interaction and angles, and mere well at most letter roue, interaction, der tone before roue, interaction, with round letters with round letter roue, interaction and with round letters will reas estimate a well an interaction. And is undergone controller.	intersection with Peer Gies Boad has gave way, sight lines stufflerer, and sell-uniffleren, will accordance, and will reserve and sell-uniffleren, will and dark zone, actuations encreasingly, general reserve in each relate, intersection to encreasingly, general reserve in each relate, sincersection will study to the sell-unifflerent sell-unifflerent sell-unifflerent sell-unifflerent sell-unifflerent sell-unifflerent sell-unifflerent sell-unifflerent sell-unifflerent, med por nuts georget, deriver sell-unifflerent, med por nuts georget, deriver sell-unifflerent, med por nuts georget, deriver sell-unifferent, med por nuts georget, deriver sell-unifferent, med por nuts georget, deriver sell-unifferent, med intersection with Species ellipseup test heart sell-unifferent, and intersection actual reserved to sell-uniform sell-uniform, and intersection actual sell-uniform sell-uniform, and media sell-uniform sell-uniform, and sell-uniform sell-uniform sell-uniform, and sell-uniform sell-uniform sell-uniform sell-uniform, and sell-uniform	species regions, on the state of the state o		Has printly at florineer Road, 8m carriagowin, plat and straight, trees within the other zone personent areast, more pot holes and unevent, has priority at interraction with Korney fload, poority set up however.	In a training very operation to the oblig protected generally good, straight signment with interocreek, some right hindoods or ravice as patient to technical Earl Rola with more sight fire insure, parement becomes jour quality, jurishor with Consorte Essi Rodal just long sensoping cares with sight fire issues and trusts will cross controller.	Has prontity at Balgowan Road intersection, din typically but width varies, pavement poor condition, Clear zone is good, straight learners with enly minor vertical, has priority as florah Terrose. Has prontity at Croser Road, 6-7m certiqueway, vegetation	a soing both registers arms entouching acido passement, been which in fleat room, powerment severage, tight alignment within from the time tourse, which weres between 58 m, powerment area age has d'aining sisses of upilit section white water moring down road, post upilit section white water moring down road, post and greenent in retreated on with Harry Build ret Road has gow way, gifth lines sufficient, road in sufficient will need full width.	Intersection with Varions feach fload has give ways, sight lines sufficient and sondy and good, horizontal curvas with make yells to list a good, horizontal curvas with make yells list listensection with coloride leads. In several complete, in fines coloridate with coloride leads have sufficient will need full road width lines.
Unthretted fload formed and graded Low Use Shetted Road Makism Wear	Law Use, Streeterd Road High West	Low Use Sheeted Road High Wear	Unsheeted Road formed and graded	Low Use Sheeted Road High Wenr	Linchected Road formed and graded	Low Use Shorted Road Low Wear	Low Use Sheeted Road Medium Wear	Low Use Sheetad Road Medam Wea
610,000	265,000	280,000	975,000	9,70,000	965,000	355,000	545,000	540,000
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4 2,5	10.	80	ua.	100m E of 8 Cinton Rd	w	10	7.5	2.5
3033.5	2900.3	2893	2854	2849.7	2801.3	2771.3	2704.2	2685.2
уен емой.	Port Gles Rd	Rifle Range Rd		Ploneer Rd		Balgowan Rd	Oroser Rd	Watson Bearch Rd
Agery Road Coote Road COOk Rd Isakabuny Waval) Dowlingsite Slace Rd Yorke Hay	Stansbury Rd	Spencer Hwy	2.8km 5 of McKenzle Road (T.Junction Unnamed Road)	Keerry Rd	Coorarie Road	North Toe	Harry Buther Rd	Cockle Beach Rd
Agery Road Cook Rd TSIRehuy Ward	Sharel Sheeted Low Uses a Vest Section to Carlon Departs Zone) Surface Rd Sur			Mason Rd	rie East	Rifle Range Rd	Bowden Rd (Gum Flat Ward)	Carbony Rd
Rural Formed 25201 Graded Surface Ageny Road Rural Sheeted Law Use Medium West Cook Rd Horstnern Zook Rd 4488 Surface 1 Elakaburu V	Rural Sheeted Low Use High Water (Southern 4 4054 Zone) Surface	Annual Surface Low Use High West (Northern 4130 Zone) Surface McCauley Rd	Rural Formed 25244 Graded Surface McKenzie Road	Rural Sheeted Low Use High Wear (Northern 4146 Zone) Surface	Rural Formed Coons 25152 Graded Surface Road	Rural Sheeted Low Use Low Wear (Northern 4630 Zone) Surface	Rural Sheeted Low Use Medium Wear (Central Zone) 4268 Surface	Rural Sheeted Lew Use Medium Wear (Central Zone) 4311 Surface

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8 - Povement	8 - Pavement	8 - Pavement		3-Major Intersection Upgrade	3-Major Intersection Upgrade	8 - Pavement	8 - Pavement	5 - Carringsway Widths	8 - Pavement
	intersection was X rothered Headways to give ways, agot lines sufficient, a die insufficient wall cross contribine. Na cerringway, varjedition, the right, treus and taches within fan clear crose, patement condition poor, for of port look, a statisface a ligiment with infore verical, with your look, a statisface a light ment in infore verical, with voine grow wider, intersection with Lake fromew from the port wing; agibt free to sweet, sufficient, to east sufficient, incomforcient was Mixing Road has invalificient will post full within the sufficient on Schrädion Road, and invalificient will post full within the work willing Road has invalificient a light Inter to east doe to businessed, convey weet just sufficient a light Inter-	Instituters will cross centre of road, 7m correspondy, prevenent condition poor in sections with major por holes and large polf spots with deninge fourer and dismage, straight alignment minor vertical, some trees within 3m clear come, has prierity at Old Boundary Road	or m carriegous, vigilation in utigilar inclusion, presenten poor quality with port botte, narrenous large corests with more cityle line larges, straight silament, Has profesty at NeGalego bood, "ne carriegouse", straight silament, Has profesty at NeGalego bood, "ne carriegouse", straight sead flat the start with twen state plot he legis, expension un to edge and entreaching onto partners, assembly to pool confident more part heles, but wertical care, agint to be outstoon, many an index of the carriegous profess.		correspond, prevented fine vegetation and tree up to degr. Viruction with light virule food partial signature up with social broat, affect line cufficient, observation on with said broat, affect line cufficient, observation with state property of the prevention of the line affects of the prevention of the Nat profits of Whitelle Rood, Sefer International, partial Book, some trees within is not beautiful adjunction poor, some trees within is not beautiful adjunction.	with minor vertical curves, sight lines good, intersection with Corny Point Road has give way, sight lines sufficient, and it is sufficient will use full width.	6in carriageway, trees within 3m clear tone, straight a bigment, carses with maps of 1911 for successive sime and partial net successive size of pages of size in the succession with studies 3coad has give way, sight lines unfizient at harmation, wagstation britaning to improve, radii insufficient will need full wakth. 8 - Perement britaning to improve, radii insufficient will need full wakth. 8 - Perement	Anntion with Sparrow Road has give way and hazard bands, give the state of bands, gift that sufficient, the insulin use in the road width and be right, dem centrageway, trees within 3 m clear sone, preservent average, straight sligment, lining ground as drink action with an action with his has come of an age, as some dening the water running across the road and casaring ruts, 3 - Carringroway pavement unless to 7m, has priority at Rootium Road Wildfres.	7-8m carriagomay, poor algement with major sight ine issues around carves, persement poor condition very sandy, regetation up to edge, has priority at McKendie Road junction
Low Use Shreeted Road McGum West	Low Use Sheeted Road High Weer	Low Use Sheeted Road High Wear	Unshetted Road formed and graded	Lrnw Use Sheetard Road Medium West	Law Use Sheeted Road High Weer	Unsheeted Road formed and graded	Lrw Use Sheeted Road High Weer	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear
250,000	515,000	515,000	505,000	000'005	200'000	495,000	490,000	485,000	470,000
w h	s g	\$ 111	\$ 0	13 6	vs.	V) 00	% B	\$1	vs ox
K	90	7.5	Ps.	10	۴	55	٨	LD.	60
2644.3	2573.3	2551.8	2509.9	4907.1	1135.5	2454	Rd 2426.8	4810.5	2327.1
Depot Shed Rd	St Virsant Hay	Willing Rd		McCuley Rd	Weetuita Rd		2.4km S of Stuckey I (bend in Rd)	Rookima Rd	k McKerate Rd
Olive Tree Rd	Lake Fowler 8id	Politinghorne Rd Old Boundary Rd	Skm S of Yorke Highway	Upper Yorke Rd	Upper Yorke Rd	Wurfe Rd	Stuckey Rd	Sparrows Rd	2.3km 5 of Murodck Rd
Savage Hut Rd	Rural Sheatad Low Use High Wear (Southern Goldsmith Beach Zone) Surface Rd	n Polkinghorne Rd	2.5km 5 of Yorke 5km 5 of Yorke b Highway	#} Broster Rd	n Thomson Rd	Point Souttar Rd	Myndotte Rd	Gregor Rd	n Wild Dog Hill Rd
Rural Sheeted Low Use Medium Wear (Souther Zon) 5009 Surface	Rural Sheeted Law Use High Wear (Southern 4057 Zane) Surface	Rural Sheeted Low Use High Wear (Northern 5018 Zene) Surface	Rural Formed 25km 5 o 25172 Graded Surface Highway	Rural Sheeted Low Use Medium Wear [Nerthern Zore] 4259 Surface	Rural Sheeted Low Use High Wear (Northern 4565 Zone) Surface	Rural Formed 25211 Graded Surface Point Souttan Rd Wurlie Rd	Rural Sheeted Low Use High Wear (Northern 4730 Zone) Surface Wyndotte Rd	Rural Sheeted Low Use High Wear (Central 4028 Zone) Surface	Rural Sheatad Law Use High Wear (Southern 2.34 4750 Zone) Surface Wild Dog Hill Rd Rd

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	8 - Pavement	S - Carriageway Widths	3 - Powernent		8 - Pavement	carriageway width, junction widewing and povement	8 - Prvement	y 5 - Carriagoway Widels
	His gooding's at Muschook Rood, 7-8m carriageray, paverment poor as her a lest of stand on surface, vigetation up to edge some trees within 3m clear sone, poor alignment with very tight horizontal curves with major sight line issues clae to vagetation.	Amition that Lakes Read has give user, upto tem to exactly insufficient on the version forces, sofficient to evering consequent to more read insufficient will not follow the second of the consequence of	no gas way, gether less sufficient, and sufficient, and antiquent, and gether less sufficient, and interest workful all general all general are needed to weight time the needer, presents to occordition, incition with Scripfield Boad have no gas was and ago, after lines to north have no give way or haared bead ago, after lines to north time friends. It is not the sufficient, it is not written after and in sufficient, in such sufficient, real intendification and in interspection with Principles and supplies a supplied and all supplies and the sufficient, again thought and and all supplies and and all supplies and and all supplies and all supplies and and all suppl	with left in crompation are perject, stem or expension and are corresponsy, vegetation on to be degr. It tree suiths in releast into the, severated very point will large still stock from pool databage, width variet spitially fail, day passward, and improved treatmands, interesting with front is but also all girment removable, interesting which from the bad so. Sew way, aght first sufficient to exect, in auditionent to ware due to vegetation need to from the could be and	Intersection with Marien But Boat has give ways, sight lines inoufficient be useful content, coal insufficient. his is saided thoost, \$2'm cardiageway, vegatation to triming but, che arone generally good, prevenient paus condition straight skinnent, has priority at Rockleight Road intersection.	I'm carringewoy, tight hontontal curves, care with sight being stour, due to vegetation, minor trees in chear zone, paevement has got hots, justician with Vavaraltee Rod is largo with poor angles, spill fines de trivos square up but to got wither, and the ters zone movements, gas a bland Hz priority; at Brook 3 bod, fin carringeress, downith Hz priority; at Brook 3 bod, fin carringeress, downiti	section of parentin poorly along and water transform canning straing, vegetation up to edge in sections, straing alignment with some vectors cares, junction with 51 where the parent poor and and an along a section of the forest register, light in section, and milliciar will cross centralism. Again a meetin, and unificiar will intersection with Speccer or Binway has pie work, pight intersection with Speccer or Binway has pie work, pight	lines sufficient, ratel insufficient well cross contreting 5, 6 en carriagousqui, sandy pasement, sight line insua new creat, preventet corrugated, uneven and sandy, frees within Jan Gless roses, government poors, has priority at Rosey 5 - Garingsway litered Road.
Umherted fram formed and graded	Low Use Sheeted Road High Wear	Low Use Sheetsad Road Low Wear	Law Use Sheeted Road low Wear	Low Use Sheated Read Low When	Low Use Sheeted Road High Wear	Medium Use Sheeted Road	Lrw Use Sheetad Road High West	Low Use Sheatad Road High Wear
470,000	465,000	430,000	490,000	415,000	410,000	400,000	375,000	360,000
	U/- 00	**	12.5	98 +1	v/s us	16 m	10 80	33 \$
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						44 0.0274		
up.	00	h	2.7			500m 5 of Waaratree 8.5 Rd	25.	ь.
4659.7	2300.9	4282.8	2148	4133.4	2042.7	3614.2	1866.5	3578.8
	2.3km 5 of Murodick Rd	Lakes Rd	Wesvers North Rd		Marion Bay Rd	Wauraitee Rd	Brook Rd	Rocky Bend Rd
Point Souttar Road	Murdock Rd	Arhurton 2d	Springfield Rd	Prancis Road	Rockleigh Rd	Newbold Rd	St Vincent Hay	Spencer Hwy
Yorke Highway	Wild Dog Hill Rd Murdock Rd	Bowden Rd Kalkabury Ward , Arhurton Rd	Cross Rd (Gum Hat Ward)	Pray Point Road Francis Road	Wurle Rd	Gun Club Rd	Boundary Rd (Gum Fist Ward) St Vencest Hary	Rural Sheeted Low Use High Wear (Northern Bagehaw Rd (With Zone) Surface - Kalkabury Ward Spencer Hay
Rural Formed 5118 Graded Surface	Rural Sheeted Low Use High Wear (Southern 4803 Zone) Surface	Rural Sheeted Low Use Low West (Northern Bowden Rd 4286 Zonte) Surface (Kalkabury U	Rural Sheeted Low Use Low Wear (Central 4410 Zone) Surface	Rural Sheeted Low Use Low Wear (Northern Zone) Wearing	Rural Sheeted Low Use High Wear (Southern 4710 Zone) Surface	Rural Sheeted Medium Use (Central Zone) 4098 Surface	Rural Sheeted Low Use High Wear (Central 4321 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4327 Zone) Surface

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S - Pavement	5 - Carriageway Widths	8 - Pavement	8 - Povement	8 - Pavement	,	8 - Pavement	cartageway	width, pavement and signage junction widening,
intersection with Scattl Terrace has give way, sight lines sufficent, case interfferent will use ful as eith, and carringway, widn's variety straight alignment, passement pure constition, treat generally authority in their strong lines to want from southern the section from southern the scattering the service of greats and not lead as defined may be concerned by half greats and not length after their great by the concerned by all greats and not length after their great between the section of their great and not length after their greats for their greats and not set with section with their large part bods, clear zone has large give of relabile in it, road thesomes very wide, transfer, justified in soil freed with Windom will be soon as your years. A large for their give full section, and in confident will cook controlled authority and intersection will be controlled to the way of the section will be controlled to the section will controlled their section will be controlled to the section of the source of the section of the sec	can against a man, and a man possess to the present the state of present the state of the state	Has priority at Old Boundary Nead, 6-7m certilegweyr, some gots gwwyng oer legger o phewnerin, premeient n poer with host of ped holes, boes width in nicker sow, alligment fine, intersection with Androusen Read has give ways, angle to poor, needs to estable out, gelff I hes sufficient but poor observation angle, and insufficient for surface that poor observation angle, and insufficient for some meanments due to poor angles will reass full width. 8-Perement	Aunction with Ross Rosed has give wary, needs hazard board sight less formal feet of water die are weet die are weget told on and wentied serve, additionate to east, reali muniform will need that when the content on the server of the server	authfear, case the lawfee, me and all and an element case, spread in the fact that the fact of a present proof, in the fact of the fact	interaction with York is fighting has give way, sight distances are very good, and lift for first thruss, sented those that generated quality poor, bit of glade poors. By On unsulader or square facility that the thrust of the than north answers as it done as the bit of generally 4—the back, cook flood interaction is the sprinting of the glade poors. But of interaction with those should be supplied that the sprinting of the spri	unificant, talk indufficient will know commerce, fine configuracy, some trees within 3m clear zone, powerent badls compand, within to his clear zone governent generally junction with bearth case frant is just a so degree horizontal curve, no widening vehicles will cross contentine and minor glift trees is suusis hunton with south coast float has give way and		withouting, Lordinous with Mouth Residuals in constant branch, that gives wave, sight distances good real est Aretino with Volke illighenty apport regio, with distances tight due to angle, radii right, en cosè with lies manking. Line unesabat disolation, alignment from provenent poor, these 4m back, has pricinfre at Malfantie Roof
	Unchected Road formed and graded	Low Use Sheeted Road High Wear	Law Use Sheeted Road Low Wear	Low Use Sheeted Road High Wear	Medium Use Sheeted Road	Low Use Sheeted Road High Wear	Unchected Road formed and graded	Medium Dao Sheeted Road Rural Seeled Roads Normal Use
000°09E	360,000	350,000	340,000	340,000	325,000	325,000	305,000	300,000
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Fs.	4	22	in G		200m W of Yorke 9.5 Highway	60	6 200m SE	of Spencer 7.5 Highway 5.6
1784	9800	1737.9	1675.7	1696.7	2468	1605.7	1503.6	3227.5
		Ardrosun Bd	Boundary Rd	Stuckey Rd	Coak Rd	North Coast Rd		Mount Rat Rd
North Toe	Yellowoarowie Rd	Old Boundary Rd	Ross Rd	Pedler Rd	Yorke Hwy	Britius Rd	Cape Yorke Road South Coast Road	Redding Rd Yorke Hwy
West Te Maitland	Point Souttar Rd	Thomas Rd	Brook Rd	Wyndotte Rd	Dowlingville Stant Rd	Point Souttar Rd Brutus Rd	Cape Yorke Road	Mount Rat Wells Rd Cemetery Rd (Ministon)
Township Speeded (Morth Zona) Www.mg Surface (Inc. Surface (Inc. Inner Bose & V	Rural Formed 23209 Gradad Surface Peint Southar Rd - Vallowoorewire Rd	Rural Sheeted Low Use High Wear (Northern 4588 Zene) Surface	Rural Sheeted Law Use Law Wear (Central 4267 Zone) Surface	Rural Sheeted Low Use High Wesr (Northerm 4770 Zone) Surface	Rural Sheated Medium Use (Northern Zone) Dowlngville 4404 Surface Shart Rd	Rural Sheetad Law Use High Wear (Southern 4956 Zone) Surface P		(Central Zone) N 4149 Surface R Rural Spray Seal Normal Use C 8162 Upper Surface

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8 - Povement	8 - Povement	Carriageway widening and major interaction upgrade	3 - Ahjor Intersection Upgrade	3-Major Intersection Upgrade	3-Major Intervetten Upgrade
Intersection with Thomas Board has give way, sight lines sufficient authority core of Mandria. The core statement is a carriageous, vegetation or go codes, tree within 3 micros arms, assumer orage, firstled independent minimal arms, parameter orage, firstled independent with minimal intersection intersection with American Forder for the probabilities of the country, sight lines authority to American to most, insufficient to couch due to breigned ourse, real investigation to relief out due to angles, other real group. The probabilities of the country of th	interest, pain entitients with use in wealth, som carriagoway walth, narrows to fart through celturing over ext.; presente right projects by explore extraording orto- pawament, tight horizontal carwa, interaction with payagons had an agive way, wight lives sufficient, redii fromfrierer wal new full suddit in the project of the programment of the project of consequency, trees, to have for their projects or the project of the project of the project of the projec	in the ACL II on the ACL	Male-boar - Northern and - 6 to 7m proxement width, hald-boar - Northern and - 6 to 7m proxement width of proporting states of the state of the stat		immerciant with Singuist and it all Other Tree and has immerciate with Singuist and the Other Singuist
Low Use Sheeted Road High Wear	Low Use Sheetad Road High Wear	Low Use Shreted Road High West	Low Use Streeted Road High Weer	Low Use Sheeted Road High Wear	Low Use Sheeted Road High West
290,000	275,000	250,000	250,000	250,000	250,000
tris Pri	10 \$	v5 15	9	uh m	Wi Per
1.071					
86.500					
29					
West of Spericer Highway 7.5 (200m)	in Vi	10 86	ь.	40	7.5
1444.7	1370.8	3592.6	3900.3	3262	7.278
Thomas Rd	Ferguson Rd	Stockers Lake Rd	Wison Rd	Boothil Scriton Rd	Wesners Rd
Ardrossan Rd	Bagsham Rd	Rabbit Corner Rd	Kangaroo Fiss Bd. Hardwicke Bay Rd	Harry Butler Rd	Savage Hut Rd
Old Bounday Rd. Ardrossan Rd	Rocky Bend Rd Bagsham Rd	Bubliscowie Rd	Kangaroo Hat Ad		Olive Tree Rd
Rural Sheeted Low Use High West (Kortherm 4879 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 5011 Zone) Surface	Runsi Sheebed Low Vose High Wase (Socolem 4306 Zone) Surface - Bublincowie Rid - Rabbit Corner Rd	Rum's Sheeted Low Vare High Ware (Southern 4005, Zone) Surface	Rural Sheated Law Lee Ber Law Lee Ber Weer (Southern Lake Sunday Rd 4202 Zonn) Surface (Portectwell)	Rural Sheeted Low Use High Wear (Southern 4854 Zone) Surface

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3. Abjer intersetten Upgrafe	carriageway	- Pavement		5 - Carriageway Widths	minor intersection upgrade	parem ent	Junction Widening, intersection upgrade	4-Minor Internation Upgrade
Intersection with Rabbit Corners Road - Has give way 18pt, agilt have allicitud; some intering by vagatation Radian Interflictut, vehicle will use full pavement with And-book - Senement with 10 and between 14 miles. The source of the source	6.2m seel with no edge lines, 1.5m unseeled shoulders, some tight corres in 50 km/h township section with no curve widering.	Justice in Webern Rec Road has human board, sight Inse Justificent to east, insufficient to weak other to vergented on, and insufficient will record controller but to goot, for carringwood, government wey per on thin mide of the black, these spin to edge, vegetefaction entropeding, widens to Tra- straghts and file, intersection with follopmanian Road bas give way, sight into sufficient can be impreced to wart with vegetation rimming, ratil a sufficient, use file wischh 8-Paronment	intersection with Markon Bay Road has give way and sealed throad, node hasaflood bookead, sight lines sufficiently, and is undifferent will out bit with \$6.7m confrageway, alignment poor, powermon, poor with lose makenial, chear zone is pood, dead end at beach	Interrection with Brutus Boad has give any, sight lines suffices, rad information and suffices and sufficer, and information will contain and wegleration to receip, prevented poor treatings withing has given and suffices, from the short powers of the sufficient of intersection with Corn Point Road Na give way, sight is additionally and Nadar lines sufficeed, radii is sufficient will use for law with.	Amittion with Part Vincent Road has good reali as it is very working, aget detacrace poor, very pals to left their to horizonal curve, has give way, zeep slope to junction, approach to left detacts poor in a stanning warming very as given trees, pilly not eight of chinace and poor left of chinace 35m look, trees 12-2m.	_	Furth regulation of the risk, an unseed annumers, tranger alignment, stoles 4-5m from edge clear zone otherwise good, steep uggrade to Beyview Road, interaction has give wary, angle to south log poor, sight distances good, radii good except for left turn	Intersection with Spencer Highway has give ways, sight intersection with Spencer Highway has give ways, sight insert a least section of several least on section in the control grave had on suchers side, and taked needs to the be upgraded 6. Fine criticals were still interest some creations, when only like lives Stassa over some creations, curing the male only Least width and make any Least one creation in the section of the and straight, prevented good, prevented from a prevented from the score of the and straight, prevented good, intersection with South Nilsonan Road has give ways, sight 4. Morror least the market bromming, and needs for market or make the confidence of the score will result in the score of th
Low Use Shretted Road High Wear	Rural Sealed Roads Normal Use	Low Use Shoered Road Low Wear	Low Use Sheeted Road Low Wear	Low Use Sheeted Road Medum Wea	Medium Use Sheeted Road	Medium Use Sheeted Road	Rural Sealed Roads Normal Use	Low Use Sheetad Road Medium Wee
250,000	250,000	235,000	215,000	200,000	200,000	200,000	200,000	35,000
Vi- en	*	12 %	\$ 65	\$ 11	11 \$	4 2	23 \$	10 00
					13832	0.578		
					0.0494	0.017		
					R	ス		
\$5	5.5	\$	u	-	600m W of Port Vincent 8 Rd	S00m W of Spencer 10 Highway	6	10
9921	1000.8	1156.1	1066	1980.6	2186.1	2736.7	1412	4295 6
Rabkt Comer #3		Mount Rat Rd		Bortus Rd	Port Vincent Rd	Spencer Hwy		Sperice Hwy
Harry Buther Rid	Wells Toe	Didiyamu ka Rd	Coast	Comy Point Rd	4.4km E of Cook Rd Port Wincent Rd	2.5forn E of Bagshaw Rd	1.3km W of Cormy Point Rd	Bufey Stacks Rd South Witeman Rd Specter Hwy
Pentorvale Rd	One And All Rd (Price)	The Gunberrel Rd Didfysmuks Rd	Marion Bay Road Coast	Levens Rd	Old Part Vincent Rd	Urania Rd	Brutus Rd	
Rural Sheeted Low Lies High Work (Soethern 4835 Zone) Surkee	Rural Spray Seal Mormal Use 7993 Upper Surface	Rural Sheeted Low Use Low Wear (Central 4598 Zone) Surface	Rural Sheeted Low Use Low Wear (Southern Zone) Wearing 25165 Surface	Rural Sheeted Low Use Medium Wear (Southern Zone) 4197 Surface	Rural Sheeted Medium Use (Central Zone) 4811 Surface	Rural Sheeted Medium Use (Northern Zone) 4676 Surface	Rural Spray Soal Normal Use 8072 Upper Surface Brutus Rd	Rumi Shested Low Use Modium Wear [Neethern Zons] 4335 Surface

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2 - Algoment and Signage Signage 4 - Minor Intersection Upgrade	4-Minor Intersection Upgrade	, Junction widening and sight distance	4 - Minor Intersection Upgrade	2 - Allgament and 1 Signage	alignment	2 - Alignment and Signage	2 - Alignment and Signage
unimenection with Start Bay Road has give way, sight lines unificent, while learning and inconscientable, finan carriagoway, widens to Thin is escition, straight alignment with large waterial convex, some sciolors, straight alignment in The care core, some scholer in in dear some but a presently outside, powering to some for lone to the way, sid way intersection with Litts Shead Road to see very, sid way intersection with Utts Shead Road to see very, sid way intersection with Carlo some movements, need to a "Alignment and sign batter to south one wegetation, and interest to south one wegetation, and interest with water extent bland, sign for some movements, need to Signage intersection, and carlo start is bland, sign. The page of well we were started to some movements, need to signage intersection, and carlo started the signal but carlo started is bland, sign. The page of well well seed to see the sign of the signal for the control signal but carlo signal with target contents at Signage intersection, and carlo signal signal for some movement films, butter sloge Sasas, has strictly intersection and all signs and signal some signal signal signals.	Intersection with heary Butter Road has give way, right lines sufficient, radii surfficient will be fail with, 5-dm corregeous, straigle signment with minor vertical recet, road sudens well cat down, isolated treas suthin 3m dear some, give way throthe Highway particle, andicining on interported, has trained signal, gives a supplier as the impropored, has record alloud, gives a supplier as the "Highway unificient to earth, lought intent to couch due to relate the recent and the count due to the Highway unificient to earth, lought intent to couch due to relate the recent and the supplier of the to the short of horizontal curve, real insufficient due to its hand.	Two tight creats with sight line issues, V-janction with Dagmail float has poor sight lines on side road, width lim, Janction widereing statish disponent and an analysis of the sight distract Janction with Veterlis Tank Road has no give way, major central grassed island, sight lines to north issufficient due	to supplicate on the agents of the contract to south, retail insofficient for some moments due to alond, exect to be removed. An carciagoson, straight with minor cross arms have minor tight line sixuas, vegutation up to edge and extraoribitis, trees within him does zone, spreaden good controlling, trees within him does zone, spreaden good condition intersection with Special Highway has give way, gight firms sufficient, has that sig, radii insufficient due to sips and small island.	intersection with Micky Tat Road has give way, aght lines sufficient, radii sudfrient for last tou, other movements agood. An extralgeney, straight alignment with same vertical, parement good condition, clear zone generally good straight and good sufficient, need any surface of conditions guith Terrais Mile Road, six ways intersection, sight lines along Yorke 12-Milgy Miles and Central Central Six sufficient, need to improve based Signals (1998 a lightness other sight lines of build, sight lines of the conditions of Six sight lines of the conditions of Six sight lines of the conditions of the con	but velicles will take up whole need, 7m carriagnessy, 30m/h beged zone hito Chaleman's Well shack area, sealed road past shacks. Junction with Old Boundary Road has give way, poor	general, agilt peri unfiltricated in tall gives and and angle, radii bealthicker for some movements due to rage, be 7m carriagewap, looksed trees, some movements one, craight expensive looksed trees, some movement good, straight ways, and gibt lesser stronglistent reads head how give ways, and gibt lesser smallestent reads look to be 7. Alignment and Introsection, radii haufflicent for some movements due to 2. Alignment and Introsection with Jan. 86 at archarole Bay. 86 has privant, and give premark. Total door a fine premark. Total door a fine premark. Total door a fine premark and profit and to a fine sea, and prometric surface fair, form under allege favorence straights the control and all doors and postforts, come group and postforts and postforts.	growing within pavement are edge, a bottomic curve within it delineation or curve widering and insufficient sight fines. Within regiment intersection with flogens Correr Rd - issociate Boy, bus profine, intersection with Fairs Rd is En "Junction sign and human about, sight less multicate to the right date of human about, sight less multicate to the Rd is done human about, sight less multicate to the Rd is not regardisted in curvel, sufficient to the Rd is done for right in turns by long relaticist, salaries goods by insufficient, vehicles may cross the centre line.
Low Use Sheeted Read High Weer Low Use Sheeted Road Medium Wear	Low Use Sheeted Road Medium Wear	Medium Use Sheeted Road	Lzw Use Sheeted Road Low Wear	Low Use Sheeted Road High Wear	Medium Use Sheeted Road	Low Use Sheeted Read Medium Wear	Low Use Shotted Road High Wew
150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
VI- VI- En 00	16 10	23.5		→	17 \$	\$5	11 %
		m			a		
		0.0345			0.0439		
		7 2		75	25		
ee F.	7.5	Jon East of West 8 Cowle Rd	h	9 250m E of	South Kilkerran 7.5 Rd	2.5	gi.
3664.3	2.004.5	1960.5	3149.5	2231	3307.8	1249.8	3083.6
Little Sheouk Rul Kainton Rdl	Herry Butter Rd	West Cowie Rd	Weetufa Tank Rd	Yorke Hwy	Beginning of seal	Melton South Rd	Kangaroo Flat Rd
Sture Bay Rd	Yorke Hwy	4.1km W of Bayulam Rd (at field boundary)	Spencer Hwy	Micky Hat Rd	Skm W of Nalyappa Rd	Old Boundary Rd	Harry Buther Rd
Barrett Rd	ear Bowden Rd (Gum Flet Ward)	sa (emet) Brutus Rd	ed w hem ce Bull Ank Rd	Cemetery Ad [Curramulka]	Medium Uwe (Northern Zone) Chinaman Wells Skin W of Nahappa Surface Rd	Davey Rd	n Hardwicke Bay Rd
Rural Sheeted Low Use and Control 1985 James Saffres Rural Sheeted Low Use Medium Wear Hearten Zonel 1437 Suffere	Rural Sheeted Low Use Medium Wear (Central Zone) 4276 Surface	Nural sneeted Medium Usa (Southern Zone) 4263 Surface	Rural Sheeted Low Use Low West (Northern 4308 Zone) Surface Bull Ank Rd	Rural Sheetod Low Use High Wear (Central 4301 Zone) Surface Rural Sheatod	Medium Use (Northern Zo 4390 Surface	Rural Sheeted Law Use Medium Wear Hortine Zonel 4400 Surface	Rural Sheeted Low Use High Wear (Souther 4027 Zonn) Surface

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Y. s s s s s s s s s s s s s s s s s s s	s 7m 1 1 4 - Minor Intersection Upgrade	2 - Algoment and Signage	2 - Algoment and Signate	e e 4- hinor interpeten Upgrade	t 2 - Alignment and Signage	or th 4-Minor me intersection Upgrade	th dh ne 2 - Algament and Signage	carriageway width
Has proutity at Coonter's Road juction, 6-7in carriagnessy, straight signature with All stories vertical converse. Traight signature with All stories vertical conversation and trees coulded char zone, pawement still correspond which in the low serves of their sone serves one creats, nod selection jetting site with volve or creats, nod selection jetting to with volve dight insecution. Highway has seen way and instantial content as the bendermal concerning of expertise is selected as the foot at life 4. Among the new lands of the removement and it cans contention in the second measurements and cause contention.	intersection with Lennihed Road has give ways, sight thesis interferent, real interflection with noted that reads within, E'mm wide seringway, twest widen 3m date stees, powerment with extressions with Holman Books angine ways, large island poorly arranged and contuing, some sight lines interface, and interflection from monosements that printings at sight Road intermediates. Well the Hoyel.		author to the annual page recommens caree worm makes to prefet, real intentificant for left to and right, in need to be hermed due in angle, other recomment reacceable, care ter even other legs, 6-7m carriageme, pavement corrugated and has pot holes, stagist and generally that corrugated and has pot holes, stagist and generally that, dear seen good less wastern end then hough pin of recks on sustitien on the worth in fine from some, has priority at Goldsmith Beoch Road Intersection.	Auntion with Upper Yorke Boad has give weap, angle poor, apth fires without has more recent bland and are to poor angle. Total leadiffichent has more recent bland and are to poor angle. Total leadiffichent has movements, exects to 4 – Minor moreway it allows from grass on edgies. 4 – Minor moreway it allows principles of the poor and the Upper Aught more poor intersection to premove good, has principles and the give ways, with finisher poor and the principles of the poor and t		corresponse, traplies and three vigestation to the origin of parameter, parverment condition is good, even water than from the response to respect to the parameter, parverment condition is good, even water than from the response to the parameter of the paramete		8m contigeway, two very light horizontal curves, sight lines impacts by some vegatation, no curve widening applied
Low Use Shooted Read High Waren	Low Use Sheeted Read High Wew	Low Use Sheeted Road High West	Low Use Sheeted Road High West	Low Use Sheetad Road High West	Potenty Tay West Road Seel	Low Use Shorted Road High Wese	Low Use Sheeted Road High Wear	Madium Usa Sheeted Road
150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
52 62	us en	1/h 80	VA LD	12	44 44	95 Pr	22.5	16 N
								37 0.1111 4.1107
	2.5	25	gs.	an 100	ь.	55 18	un ed	south of Clinton Rd intersectio 8 n (200m)
3780.9	2137.5	3306.5	3685.7	2844.5	3543.7	3236.7	3389.4	2022.8
Connarie Bd	Lamuhed Rd	Shed Ral	St Vincent Hwy	Willsmoon Rd	Clinton Rid	Gun Club Rd	Sardy Church Rd	2.0km S of Mulburra Park Rd (at corner)
Yorka Hwy	Holman Rd	Yararoo Rd	Goldsmith Beach Rd	Upper Yorke Rd	Broster Rd	Warribee fid	Pline Point Rd	Mulburra Park Rd
Hunched Lies 8d Yorks Hwy		Kellys HIII Rd	Lake Fowler Rd 0	Loveridge Rd	McCauley Rel	Mewbold Rd	North South Rd Pine Point Rd	Old Coast Rd
humi Sheetad Low Use Hgh Waar (Southern 4107 Zons) Surface	Rural Shreebad Low Use Helph Wear (Northern Kalkabuny School 4067 Zone) Surface Rd	Rural Sheeted Low Use Figh Wear (Northern 4006 Zone) Surface	Rural Sheeted Low Lie Mg. West Tosathen 4023 Zone) Suffice. Lake Fowler Rd. Geldsmith Beach Rd. St Vincent Hwy	Rural Sheeted Low Use High Wear (Northern 4139 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4142 Zone) Surface	Rural Sheeted Low Use High Wear (Central 4914 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4920 Zone) Surface	Rural Sheeted Medium Use [Central Zona) 4806 Surface

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2 - Allgoment and Signage	. 2 - Allgoment and Signage	2 - Algoment and Signage	2 - Algnment and Signage	2 - Alignment and Signage	4 - Minor intersetion Uggrade	4-Minor Intersection Upgrade
Anothin with Yorke Highway has give way and hrankead bashtaad, sight lines sufficient, seeked throat, pall immiffrient lists by cross carrierium en Orthe Canada bashtaad, offine carringeam, pawement in good considerun, clear some good custed for jet of othebit, brotsomis carrer sight lines are reaconside, nativate of this some statement in the seeker facilities of seek than one immension with this feeker facilities in seeker way, storing suckes, oght lines insufficient to south due to angles, radii insufficient due to angles	intersection with Cerny Point Road has so give way, most in one, five way besterating, province endealing with Carn Road, sight into safficient, and insufficient some movements and road expension. The caris good settled is careging with more vertical care, clear zone good extent for pile of in hole one career nised on Carn Startenis Road, sight holescell curve but good aget level, junction with White Het lands hat you way and hasterd board, sight lines to add due to evertical caree, judicies to one 3,7.4 ignment and radii incomfreent would road controller.	intersection with James Well Road has give way, sight lines audifferent, rather unterfrierer will be table with with a sufficiency, rather unterfrierer will call to be object some town within the losses due to be not extend to the paversent good, horizontal course with minor ought line to some due to regardation, intersection with the town do had so weged stables, intersection with the Be bet Road has give weged stables, intersection with a self-will fine will fine from help due to an experience of the transport and weger and wegerinten radii from the some morements due to a nagles insulficient for some morements due to a nagles.	intersection with Pine Paint Boad has give way, six ways, aght here invulficate along some lags due na engles, ratil insufficient for some involvements due to angles. Bin plus carriagueurs, vagetation to to solge, trees within 3m clear carriagueurs, vagetation to to solge, trees within 3m clear some, schole in Back, powerment per generally good but some 2 - Alignment and sections are poor, has printly at McS stude food 50 and 50 grage harden with Yeek Beach food (Comm' Paints Good?) has	give way, the ways chreecting begin less incultifactin, radii exulficant les some mooiments, 5 fee acringwood, rever worksh in their zone, assement everage, horisterial cores, some major right the issues, spirols yet carriagwood, powintent good, crist with poor approach aght risterious on interaction, reset askanned warring 59th, risteriotion with Portif Amie Road has age way, spirit faces afficient to east, inculticient to west that to writtent convex and wegetation, reduit insufficient will need full width.	Auntion with 3t Vincent Highway has heard board; sight lies; stiffnering, all as elements in a contention, has mere tip law by grain large ominal island with treas or it, needs has be removed. "An enreageway is ground in the state growing on old got of powermant, trees within 3 and data toos, stooless outside and near seas, and weighted in the loss element, trees within 3 and data toos, stooless outside and near seas, and weighted in the loss elements. The triticip is the most entired, neared to see a season of the stooles recording weel entop operation, and powerment power in eactions, intersection with Oldslend Road has gow ways, slight less trainflicient to north last or 4. Nature is for your country of the last lay whole.	The specific planner loads, Jenner loads greater and quality powered, intersection with Loges' robbe keard has gow ways, has send islands and another clear stack, poor maybe, need to entrove loads that may reside, need to entrove loads and formulate, with lose sufficiency on may be need insufficient for some movements.
Low Use Sheeted Road High Wear	Low Use Sheeted Road High Nees	Low Use Shreeted Road High Wear	Low Use Shrested Road High Wear	ger way, adi isadi radi sedu radi sedu ranigawa camagawa sephi data Road Medium Wesi full seldh	Low Use Sheeted Road High West	Low Use Sheeted Road High Wear
150,000	150,000	150,000	150,000	150,000	150,000	150,000
vo as	vi an	v. E	10 %	Wi ed	vs St	vi an
۲	40	100	40	is é	2.5	7.5
4817.2	1835.5	3650.5	4149.9	3712.6	7:8998	8.906
Yorko Hwy	Corm Point Rd	Pine Point Rd	McFarlone Rd	Point Annie Rd	Coltinuis Rd	Harmer Rd
LIT'N Sheosk Rd	Orrice Cowie Rd White Hut Rd	James Well Rd	Pine Foint Rd	West Besch Rd	te S1 Vêncenik Havy	Upper Yorks Rd
Rural Sheeted Lew Lew Heigh West (Southern 4926 Zone) Surface Omis Cowie Rd Little Sheask Rd	Ruzii Sherted Low Uur figh Wext (Souther 3031 Zono) Suffice Omite Cowie Bd	Rurs Sheeted Law User High Week (Number Mggery Corner 4872 Zone) Suffice Rd	Runsi Sheeted Low Use High Wear (Kurthern Piggery Corner 5039 Zone) Surface Rd	Rum's Sheeted Iow Use Medium Wear! [Southern Zeng] 4996 Surface Roddeign Rd	Ruzal Sheated Leaf Line High Weet Southern Rody Waterhole 5067 Zunn) Sarfrace Na	Rural Sheatad Low Use High West (Northern 5003 Zons) Surface Sawley Md

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2 - Algmant and Sgrage	4-Minor Intersection Upgrade	4 - Minor Intersection Upgrade	4-Minor Intersetion Upgrade	4 - Minor Intersection Upgrade	2 - Alignment and Signage	2 - Alignment and Signage	2 - Alignment and Signage	tree trimming. intersection upgrade @DIT road
Inventocine way Old Honden Road has give way, sight to cost, poor angle as her eway, cold insufficient. The costs, poor angle as her eway, cold insufficient. The costs, poor angle as her eway, cold insufficient. The consistence of the rate and excellent to give in hobbe, powerment resonable with minor corruptions, trategir in powerment resonable with minor corruptions, trategir coldens ascisso, some trees, within 3m dex 1one, powerment were whether earth, weighted retrocaseling, jurcition was their roadile, weighted retrocaseling, jurcition was the total death of the second of up, raid insufficient for left out and right in due to angle, other movements use full width.	- = e =	central labor, agait has explicate that pool observation angles, and installicate for some incoverients due to listed, whould be removed, the wide carriagness, flat and straight, prevenent good quality, regardition along one 4 - Minor Side with some trees; and most arrow, has printing the minoraction flat with some trees; and most arrow, has printing at New Interaction in the contraction of the property of the		- 9	Inflerent, pare determinant plant matterent for some moneyments will use full width due to angles, 7-dm criticalgaway, parenter good with known soft packets will lead to pair loids, some trees within an else rands, com- tend to pair loids, some trees within an else rands, com- ing over settlors of openerine, all general is good, intersection with Clinton fload has gow ways, sid way the mercedion, agint lines along Clinton fload has gow ways, sid way to wagetek on and horizontal curve, rodil troufficient due to angles.	Intersection with Veta is influency on give ware, also avoider 15th road which makes pararty confining, needs to be upgraded, sight inters and mittent, road sufficient, lett in one upgraded, sight inters and mittent, road sufficient, lett in deer roads, vergenteen up to edge, straight alignment mit. 3 - Alignment and versal convex large Mess sufficient, all grants and Signage. Hes sufficient against a Bridge Road, twens along sodge for road,	powering pape condition, The manual carriagory, straight idigment, more vertical curve, interestina with Kainton Road has give way, the way, allipment crash kainton Road has give way, the way, allipment crash to work and a straight give and a straight care to angles at Low Use Shreted interestion, some movement impossible due to angles in Road Medium West sight lines sufficient but poor angles.	7-3m unnaalad carriageway, treas over harqing ento road, mered to be trameri, saml treas in be termeri) sat mered to be trameri, saml streas in best, percently is at and straight, intersection with Upper Vinde Road has give tree trimming, way, sight intersection with sight mere per sistand, intersection S sway intersection, some tuming monomement may be a upgarde @BIT typk cate to Yill virials may be set up.
Lrw Use Sheeterd Road High Weer	Low Use Sheeted Road High Weer	Low Use Sheeted Read High Weer	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road Medium Wes	Medium Use Sheeted Road
150,000	190,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
95	85 Ay	95 95	97 97	4.	23	12 \$	10°	15 \$
				1.1475				2.1868
				65,000 52				22 0.0994
2.5	a	un eri	F-	200m E of B Coste Rd	7.5	gn.	35	500m W of Upper 8 Yorke Rd
9000	3217.A	1550.5	1295.6	2510.9	3819.4	1900.9	1746.2	2424.3
Wattle Point Rd	Barley Stacks Rd	Port Victoria 8d	Point Pearce Rd	Adams Rd	Di monni D	ne Yorke Hwy	Bridge Rd	Esikabury School Rd
Old Hentron Rd	Spencer Hary	Hean Rd	Port Victoria Rd	Schilling Rd	Androssan Rd	3km W of Power Line Rd	Kainton Rd	Upper Yorke Rd
Sheeak Beach ha Old Honton Rd	South Kilverran Rd	South Kilverran Rd	South Ki kerram Rd	Sunnyeale Rd	Thomas Rd	Twelve Mile Rd	Wolfyolls Rd	Waylands Rd
Rurol Sheeted Low Use Hgh Warr (Seethern 4607 Zone) Surface	Rumi Sheeted Low User High Wear Plotte ms South Kiberran 4584 Zonn) Surface Rd	Rural Sheeted Low Use High Wear (Northern 4596 Zone) Surface	Rural Sheated Low Use High Wear (Northern South Kilverran 4587 Zon's) Surface Rd	Rural Sheated Low Use High Wear (Morthern 4751, Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4586 Zone) Surface	Rural Sheeted Luw Use High Wear (Central 4788 Zone) Surface	Rural Sheeted Low Use Medium Wear (Northern Zone) 4678 Surface	Rural Sheeted Medium Usa (Northern Zone) 4707 Surface

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2 - Alignment and Signage	2 - Alignment and Signage	2 - Alignment and Signage	4-Minor Intersection Upgrade	s 2 - Alignment and Signage	i 2 - Alignment and Signa _{glo}	2 - Algnment and Signage	pavement and minor intersection upgrade	2 - Alignment and Signage
Intersection with Arthurbon Boad has give wrw, six ways, sight here a polge dynthoxon Boad or sufficient, other legs insufficient due to angles, radii issufficient due to angles, radii issufficient due to angles, flori artist arms, ransa, ransa variant merrows and then boad on buy, as straight a ignment with crests mind or all the its base on the six arms, parents corrugated and put heles, has printing at Cadel Ream.	ways, spit hand no should find his give way, the ways, spit hand so did not be all due to a right, a did inclinant for some morement. Set of carringways, there is to feely, again ment has some horizontal and wellice the reasonable, pavement poor in tow the Sheete horizontal and wellice the reasonable, pavement poor in tow the Sheete a redefinite the residence of the reasonable, pavement poor in the rection and the reasonable, as the reasonable and the sufficient, and inunfferent will use fail within intersection wells. Sight lines are will fearth, and intersection regist, sight lines are will fearth, and intersection and the sight lines are will fearth, and observation and the sight lines are will fearth, and other motion and the times as will include the source of the research.	Fee Engines, or expenditure width cin judic extra Linu which has Mod block-Favenment width cin judic extra Linu which has veganized required into the promotion of the cin interaction with Ministen for Line give way spire, 7 way interaction with Ministen for Line give way spire, 7 way interaction with highway unclaim who has profesty with miner reads enemy from the Helman, 50th line spire, 3 sufficient. Judic Minister, 1 self-the line spire, 1 interaction who helphay line which has give central interaction who helphay line which has give central line framework was being line.	alignment, real insufficient for some movements, work to yorker is septement, for some movements, work to powerize between 26 by trees on degle of powerize between 26 by the some size of with more sight live issues, has priority at Weipside head junction.	poor apide, girl mis insufficient for some legi, rabil insufficient for some more more more and in a regist, upgrade to be forecastion the redge gas as a degradion intering to improve it, 7m carriageway, governor good opality with improve it, 7m carriageway, governor good opality with a more token and not exceine, treas are expetation within a more and on the carriage and a some eventual, sight when 2 - Alignment and sufficient, with Coury Point Rood has give way, fine a "Sirape way, principle confluency with Coury Point Rood has give way, fine Coury Point Rood has give way, fine Coury Point Rood has Good onto Corry.	Porn Raud, most to be forminged upods to good with Corn? Port Raud, upon and well post Raud. Again lines seufficient to est due to be holisonfar lines and registration, sufficient to west, radii insufficient due in angle, "Am carriagnose, tress sobis insufficient due in angle," Am carriagnose, tress sobis insufficient due in angle, "Am carriagnose, tress sobis insufficient due in angle," Am carriagnose, tress sobis insufficient due in angle, "Am carriagnose, and "In the est of the angle between manh should be appared to a general due in the solicity the sofit fines for the and insufficient for left out and "gift in reced to be knowed, out and "gift in reced to be knowed, other outcomerties" reasonable in receding all Roddy Berne Raud. 70 metallogous, winder in recedent post document generally doct our memory, weather in recedent, and out on memory.	sections, trees within 3m clear zone, sight horizontal curve with major with the season date to vergination, intermetion with Sperice Highway has give way, sigh less to south insufficient due to horizontal and vertical curve, sufficient 2 - Migment and to neith, mail sufficient	80 In the Speed limit on the approach to Port Victoria fload, powerfue it a bit trucker to ord railed at interestication, difficult to use to the rails to the interestication. The proper is the proper and the Boods, applied and the proper and the float organization of the proper and float proper and the proper and the size of the executable and the proper and but definings is not large to when trucing at tracts the rail but definings is not large.	and causing ruting, junction with. Sandlands Road just 90 degree bend which has no widening and major sight line 2 - Alignment and issues Signage
Low Use Sheeted Read High Weer	Low Use Sheetad Road Medium Wee	Low Use Sheeted Road Medium Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Read Medism West	Low Use Sherted Read High Wear	Rumi Sealed Roads Mormal Use	
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Cadd Rd	Melton South Rd	Miniation Rd	Wayside Rd	y Fine Point Rd				
Arthurbon Rd	Reservoir Rd	St Vincent Hwy	Kellys Hill Rd	3km E of Yorke Valley Rd	Comy Point Rd	Spancer Hary	Point Pearce Rd Port Victoria Rd	End of Seal at Town limit
Weetulta Tank Rd	Willamson Nd	Woodgee Rd	Yararoo Rd	Yamum Rd	Gmt Rel	Fenguson Rd	Point Pearce Rd	South Tce [Maitland]
Rural Shretted Low User Hose Hot West (Northern Weetzlia Tank 47%4 Zone) Surface Rd	Rural Sheeted Low Use Medium West Hertinen Zone) 4730 Surface	Rural Sheeted Low Use Medium Wuar (Central Zone) 4685 Surface	Rural Sheeted Low Use High Wear (Northern 4724 Zone) Surface	Rural Sheeted Law Use High West (Northern 4706 Zone) Surface	Rural Shreted Low Use Medium Waar (Souther Zone) Wearing 25134 Surface	Rural Sheeted Low Use High Wear (Northern Zone) Wearing 25169 Surface	Rural Spray Seal Normal Use 8253 Upper Surface Township Sheeted (North Zene) Wearing	

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роченем	8 - Pavement	sight distance and carriagoway width	7 - Major Intersection Widering	7 - Major Intersection Widening	7 - Major Intersection Widening	7 - Major Intersection Widening	7 - Major intersection Widering
	hels bast horizontal curve at Moorara Road, 5m wide, paverment poor, flat and straight, Trees within the clear zone, junction with Ulenge Road neeth hazard board, sight lines sufficient, radii insufficient some mores not possible.	On carriageway, with trees along edge, pawement good, sight distances tight at Old Coast Road due to vegetation and sertical carre, radit tight. Intersection with Lands Road Road Road way, sight these intersection with Landshall Road Road as give ways, sight fines.	sufficient, real institution and sufficient value and lay death, and contragency, trees, within 3 and dear rone, assement good condition, gight instituted and dear rone, assement good condition, gight instituted and would falls, pawterned up to 16 miles frost editionation would falls, pawterned up to 16 miles for 16	whether will be all with the they preserve at which pool whether will be a preserved, preserved and region, forest workin an clear zone, some narrowing to 7m passement and no clear zone, some narrowing to 7m passement with Sozage has Ref - 5 leg intersection, unclear who has posterior to a few size yet way the distinct in which they designed may also a get to age of size of the clear of the size of	og, dear smesk, of rtram rtram	145 pordicty HACOMER/DOSA, TOTATING-PROPER, WTSS within 3m clast costs, with costs to between 6 Bm. prevenent weepers, straight dispensation, inner-vertical Ones only, interestion wide Richelf Rodal has give and 3diff their minitalized due to hotional curve and wegetation, can now before in trute, and insufficient for some measurements need full width.	the Mode Opporary PR Boad Intersection is with inten fload, Opporary R Boad in the stageword inten fload, Opporary R Boad in the stageword floreer, and see if stageword stageword intense, and the stageword stageword in the stageword stageword in the stageword stageword in the stage word in the stageword in the
Rural Scaled Boads Nigh Use Linchested Rand	Low Use Sheeted Road Low Wear	Medium Use Sheeted Road	Low Use Sheeted Road Medium Wes	Lzw Use Sheeted Road Medum Weor	Low Use Sheeted Road High Wear	Low Use Sheated Road High West	Low Use Streeted Road Medium West
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562.57 7: 200.00	1,685.5	1946.8	4306.7	1864.1	4347.9	3179.9	4268.7
	ulonga Rd	Old Coast Rd	Lamched Rd	Savage Hui Rd	Bertram Rd	Ricko by Rd	Dumond tale Rd
Upper Yorke Rd	renowoorowie Koad Moorara Rd	St Vincent Hwy	Sunnyvale Rd	Bublacowe Rd	Didhamulka Rd	McConkey Rd	Gypsum Pit Rd
		Micky Flat Rd	Adams Rd	Bagnels Well East Rd	Bamboos Rd	Barkers Rocks Rd McConkey Rd	BECE HII 3d
Rural Spray Sool High Use Upper 3.135 Surface A Rural Termed	v F	Rural Sheatad Medium Use (Central Zone) 4182 Surface M	Rural Sheeted Low Use Medium Waar (Northern Zone) 4024 Surface A	Rural Sheeted Low Use Medium Wear (Southern Zene) Bi 4352 Surface	Rural Sheeted Low Use High Wear (Central 4336 Zone) Surface B	Rural Sheeted Low Use High Wear (Central 4330 Zone) Surface B	Rural Sheeted Izwa Use Modisum Wood (Southern Econ) 1370 Surface

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7 - Major Intersection Meeting carriageway widening		7 - Major Intersection Widoring	algement, sight distance, junction widening	7 - Major internection Widening	7 - Major intersection Widening
Interference with Ministon Road meets hazard board, sight interference	7.5m carriageway, trees San from edge, tright horizontal curve at North Coast Road, has guide posts, some widening, sight lines light, have warning signs	intersection with OM Port Vincex Road has give ways, sight frees, unificiant to well and the ovegetation and vertical tours, withtent to each and insufficient will use the for cartegressy, exterioral tours git line shift for cartegressy, exterioral tours git line sufficient, dant zon generally good some treas and insufficient, dant zon generally good some treas and insufficient, prevenent pour is exteriorable to insucestion poor date to it has alreaded with their sufficient will have virtuent fload has give way. Tone Use Sheeted spirituation will have Virtuent fload has give way. Road Median Wasi rutil is cutificent well but Virtuent fload has give way.	The artingares, graten analosis, girt hemostical curve an Unique float graten algorithm, junction with twowerd Part Boad is hidden by a curve and vegetation but warning sign provided, has hazard board and sight distances are light to north due to horizontal curve, radii tipk	intersection was hardy cuts from the right of the ways intersection, sight then sheep Sondy Church Rood audificant Goods sign sunfidence but they have give ways, principle, unclear wide force whiley fload flag, entil intermittent and the state of the sheep sondy. The con- trol principle is the state of the sheep sondy in a con- but other light on to possible to it to addist, in correspond, but other light on to possible to the sheep sondy in correspond, then we wish the findence and may be a register to the second of the second of the prevented to state the second clear zone improved, intersection with Andreas fload has give way sight least sufficient, and Rood sheet insufficient, will use full middle.	lines sufficient and Maavors Rd - Has give worp sight fines sufficient articles from the most fines and the start down Ill potentient eith. Mich doods - I so mip potential some gag giving in preventint eith. Some gags giving in preventint eight, some gags giving in preventint eight, some gags giving the start of th
Low Use Sheeted Road Medium Wee Medium Los Sheeted Road Sheeted Road	Medium Use Sheeted Road	Low Use Sheeted Road Medism Wea	Medium Use Sheeted Road	Low Use Sheetad Road Medium West	Low Use Sheeted Road High Wear
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Ministon Rd 4.1km W et Baryriaw Rd fot feeld boundary	North Coast Rd	Old Port Vincent Rd	St Vincent Hary	Andrews Rd	PK namen/A
Weavers North Rd 2.06m W of Bayview Rd	Point Soutter Rd	Port Vincent Rd	Hayward Park Rd	Sandy Church Rid	Harry Buther Rd
Bowden Rd (Gum Flat Werd) Brutus Rd	Brutus Rd	Cook Rd (Sth Gum Für Vinzelt Rd	Coringle Rd	Davies Rd	Depot Soud Rd
Rural Sheated Low Use Medium Wear [Central Zons] 4289 Surfer Rural Sheeted Medium Usa [Southern Zons]	Rural Sheeted Medium Use (Southern Zone) 4266 Surface	Rural Sheeted Low Use Medium Wear ICentral Zore)	Rural Sheeted Medium Use (Southern Zone) 4465 Surface	Rural Sheetad Low Use Modum Wear (Northern Zoral) 3978 Surface	Rural Sheeted Furm User Help Veer (Soother 4075 Zone) Surface — De poc Seed Rd — Harry Buther Rd

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intersection with Corny Point Boad has give way, fine ways, light into sufferent with definitional treat to some more reads, 4-7m carriagness, presented into some more reads, 4-7m carriagness, presented into some consideration and some pulsed, class, class are against label, class are given table good with treas outside thin class carried wet facility trucks with mine of given label, but some size, or condition gives worke, some recess within class are for a some reads, mercen in the facility of the class o	negation with Ramslary Road -Acade intervention orage, has give way styll, after the syndroid cobervation orage, has give way styll, after the syndroid cobervation or aging soon due to interscelon geometry, nature insufficient, that in turn fine the parenternet. Individual, with the syndroid problem or adjust shore and other stores within 3 mere another trees within 3 mere stores or several ment. Sight horizontal curve through western end. Sight horizontal curve through western end. Interscent ow which segment with Wassers Sight less sufficient with Wassers Sight less sufficient with those styll added for exadern has lightly sight less sufficient faith should fine seatern with sept direct for soft interscent with the service of the standard seatern with the set we styll. Sight less sufficient, described to a seatern seatern with the seatern seatern seatern seaternet with the seaternet seaternet or well as the west styll. Sight less sufficient, described the sufficient, described the sufficient, block to creat oranter lenn.	Anntion with Coringle Road resels housilood booklood, sight hase subject, can be increase with westernoor in the westernoor between good and, and the season and as a manifester of for some moments due to be squared up, real incultivation for some moments due to be used, but extremely one processes of the source of the sour	intersection with Oblining to the give way sign. Sight intersection with Oblining to the security of by sequention and noble signate frimming vegetation. Rate and notice is signate frimming vegetation. Rate an another so, which will will surple some trees which for turn. Med backs - ten pervenent worth, a pervenent surface good, some great sign years though edges of intersection with Sandourity and - the gipe way, ign. Intersection with Sandoury and - the gipe way, ign. Intersection with distance wild interest on the control of the left on to use vegetation, point of the limited to the left on to vegetation, not on deposition and joint index to the right of the left of the to vegetation, not observation and just that in last of the first will related the and as well as the control of a severe of a severe of a severe of a levere of a severe of a sever	interaction with behavior facility age was, wight lines ultilized, radii besifficed, will redel to cross centre of road. If this dispersion is assigned to be interaction has advanced warring also, times within his reduct stam, his corresponse, preserving also assigned as tam, his corresponse, preserving also assigned as a preserving history extracts but sight the sufficient description. And Willing bead his gate was, agid into interfacient to wast date to vegetation and betreinmal struck, sufficient to wast radii is sufficient will prost control of road.	Intersection with Brentwood fild - Has give way sign. Sight These interface, restricted to be right at the overgleaten. And before it will be memorite within. And before it is the sign between studios. By one gives growing in parement studios. By meles more same treat at object presenter at sufficient and meles more same treat at object presenter and intersection with Bulbocooke fild - Has give way sign very that presention angle, suggest squarking up. Sight lines unificant, proceedings and presented in the memory payment of the sight single. It is can will frack on the Widening Widening Widening
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Comy Point Rd	Stewbury Rd	Coringle Rd	bl yndimis	Polkinghorne Rd Willing Rd	F Rd Brentwood Rd
Diagonal Rd	Green Flat kd	Moorara Rd [Wool Bay]	Olive Tree fid	Polkinghorne	Rabbit Comer
Rumii Sheetud Low Use High Waar (Southern 4051, Zomi) Surface	Rural Sheefad Low Use High West Soothem	Rural Sheeted Low Voer Medium Wear Southern Zone Mocrara Rd 4240 Surface Wool Bay)	Runsi Sheeted Low Use High Wear (Southern 4886 Dans) Surface of	Rural Sheeted Low Use High Wear (Northern 5028 Zone) Surface	Ruzis Steeled Law Use Low West (Southern 5027 Zonn) Surface Rabbit Comer Rid Brentwood Rid

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r 7 - Major Intersection Widering	or in 7 - Major intersection Widering	s m 7 - Major Intersection Widering	signage, sight lissues	in i
intersection with Califier Rd -14ss give way sign (fielded), sight here; insufficied both does to segestation up to edge of powerwart, reduits featificient, which will be all the presentent saids the secretion of the segestation of the second of the seco		(Photol) Intersection with Cappo Shock Boad - Actite Intersection and Shock Sh	Auntion with Tidely Widely Beach Road has no hazed bound, and little or venericed annuals turning memerates by crusing entere of raid, slight datasens good in both first turning engents of raid, and the datasen pood on both first forther proposed to the first forther proposed	of povement sign, some motion with with pass growing in Mid-bloods - 6 in 7 m, povement with with pass growing in povement consequent comparison, Lats of recess within law clear some with searches with povement codes and some ket of the roadway. Horizontial convox at establishment with the indication right fines due to wegenition at which is well climited in the context with the definition of correct well-desired, come hold context of control sturies with inmed but cultificated with the grow way kills the finest but cultificate due to knowledge entrody-hard to edge of roadway, right its cardicises. Reduiz is entitles entrody-hard or often of roadway, right is cardicises. Reduiz is entitles out, and in turn many track off intersection presentent.
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7 - Major Intersection Widering	7 - Major Intersection Widering	7-Major Intersection Widering	7 - Major Intersaction Widering	6 - Sight Distance and Ametion Widening	6 - Sight Distance and America Widering	6 - Sght Disance and Auntion Watering
degree region and Little Glary Road - Has give way sign. 45 degree region are conserved interaction - sight from good, obscrossion and perceive a Status intelligence - Life pareman decreased and the sign and the sign of th	intersection with findigmun Road has give way, with lines suffice, regil supplies, will use bit a before a Corregiones, card to rest have been a corregioned, card, trees within a find fast stone, wegatation use to findig sensing his regility that same arrange in the control time in respection with Smith Road has give way, the waye, sight 7 - habjer lines are sufficient to each, pleased in which intersection with Smith Road has give way, the waye, sight 1 - intersection with Toper Vines from the supplies to way, the wayer, which per Vines from the great due to map to mit there will know the Smith the substantial intersection, which great from the surface of the supplies of the supplies of the supplies with the supplies that the supplies were supplied to the supplies with the supplies with supplies which supplies the supplies that the supplies the supplies that the supplies the supplies that the suppl		widering, Sight live issuest due to vergetation on inside. That would use this parament with Prevenent whites in 18 and with parament with Prevenent to some receivant of northern end. Intersection was to vincent I-NAy - Has give way age; Sight I intersection was 8 of incent I-NAy - Has give way age; Sight I liest are good. Rade ist of the I-NAP is used with with of Walland float, Walland float, I are agetation good and carriagoway 7 we wish unsafe for the unspection for the control of the control	branches over hanging rede to ed. provincing protein and branches over hanging rede to ed. provincing both condition, you was at Bosenstein Bood condition, you was at Bosenstein Bood controller, agit files sufficient, call froughticken up to degle rede in Sanders rose, prevenent groundstein, principal resets in Sanders Rose, prevenent groundstein, principal resets in Sanders Rose, prevenent groundstein, principal resets in Sanders Rose, prevent data or server, sight lines sufficient to each insufficient be some very sight lines sufficient fer some never never in need full which and banches Rose Market may not even be sufficient.	Intersection with Caline Road has give way, sight lines, sufficient to wait, insufficient to wast, insufficient to wage relation will use fill with AT montageness, crastials subsequent, potenties considered, some owgers less on settle subsequent with a settle subsequent with a sufficient to a give, supraised in subsequent to settle, supraised in sufficient to a set, then set wayt to folse sufficient to wast, then set wayt to folse sufficient wast, then set wayt to folse sufficient wast, then set wast to folse sufficient. Withering the sufficient marth, insufficient to south, real sufficient.	advance in the kingmon fint file - like give way sign and advance it princip only length of girls file exist. Indicated, which was found the file of
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Raun's Sheeted Low Use Medium Ware (Created Zone) 4627 Surfate	Bural Formed 20155 Greded Surface Francis Md	Rural Formed 25120 Graded Surface Balgowan Rd	Rural Formed 25248 Gended Surface Yelland Rd	Rural Shreted Low Use Medium Wazi Medium Wazi 188 Surface Adams Rd	Rural Sheeted Low Use Agn West Carried Anderson Rd (Sch West Correl) Anderson Rd (Sch West Zenn) Surfice Gum Flat Ward I Yorke Hey	Rurai Sheeted Low Use Medium Weer Medium Weer (Southern Zook) 4329 Surisce Weel 14

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Hickniby Rd	Old Port Vincent Rd Port Vincent Rd	ywi Spencer Hwy	Power line Rd	Pootawana Rd	Watson Beach Rd	Mulburra Park Rd	Codée Beach Rd Mount Terrible Rd	Malton South Rd
Ваткет» Поска ПО Піскыбу ПО	Bennett Rd	e) Black Bobs Rd	Boundary Rd Gum Flat Ward Provertine Rd	n Bridge Rd	Carbery Rd	Cemetery 8d (Curramelka)	Cockle Beach Rd	n Coleman Rd
Rural Sheeted Low Use High Wear (Central 4331, Zone) Surface	Rural Sheeted Low Use Low Wear (Central 4377 Zone) Surface	Rural Sheeted Low Use Medium Wear Hacrhen Jovel 4325 Surface	Rural Sheeted Low Use High Wear (Central 4271 Zone) Surface	Rural Sheeted Low Use High West (Northern 4253 Zone) Surface Bridge Rd	Rural Sheeted Low Use Medium Wear (Central Zone) 4309 Surface	Rural Sheeted Low Use High Wear (Central 4290 Zone) Surface	Rural Sheetad Low Use High Wear (Central 4462 Zone) Surface	Rural Sheetad Low Use High Wear (Northern 4466 Zone) Surface

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4019.4	2806.1	3656.4	1149	2452.1	2429.2	4280.8
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Cook Rd (5th Gum Flat Ward)	Coote fid	Outine Rd	Davey Rd Davely Rd Start Rd) Dutschke Rd [West]	Falle Dr (Price)	Ford Rd Mridaton)
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Cemetery Rd	Yorketown Rd	Gower White Pal Rd. Glessons Rd.	St Vincent Hwy	Sheosk Beach Rd	Mason Rd	St Vincent Hmy
Dans Rd	Stansbury Rd	Lower White Hat	Old Coast Rd	Sultana Pt Rd	Rountree Rd	Esplanade
Goldsworthy Rd Dans Rd	Sum Fat Rd (Ministon)	Hoyes &d	Hickman Rd	Hilbers Rd Edithburgh	Kenny Rd	Kooraka Rd
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Low Use Shoetod Road Welchern Wee	Low Use Sheeted Road High Wear	Low Use Sheeted Road Medium Wear	Low Use Sheeted Road High Weer	Lrw Use Shoated Road High West	trees and veger quality, stobles carbins, aligning sections, aligning to the carbon, aligning the carbon, aligning the carbon when the section width Meat Medium West full road width	Low Use Sherted Road High Weor	Low Use Sheeted Read Low Wear
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St Vincest Hwy	Municosurile Rd	Yorks Hwy	Hean Rd	Thiepwale Rd	Standpipe Rd	James Well Rd	Rickaloy Rd
Kooraka Rd	Lake Forwier Rd	Lake View Rd (Minlaton)	सिवार्च निवास जि	Lizard Park Gr	Lodge Rd	Matthews Rd	MeGenkey Rd Ricksley Rd
Rural Sheeted Low Use Medium Wear Southern Zonal 4023, Surface	Rural Sheeted Law User High Weer (Southern 4195 Zong) Surface Lake Fowier Hd Munitomurite Nd	Rural Sheatad Low Use Medium Wear (Central Zone) 4204 Surface	Rural Sheeted Low Use High Wear (Northern 4128 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4154 Zone) Surface	Rural Sheeted Low Use Medium Wear (Northern Zore) 4180 Surface	Rural Sheeted Low Use High Wear (Northern 4138 Zone) Surface	Rural Sheeted Low Use Low Wear (Central 4144 Zone) Surface

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Baherr Rocks Rd	Port Victoria Rd	Treasure Rd		Cockle Beach Rd	Kirnana Bd	Late Fowler Rd	35.0km S of Spence Hwy	25.0km S of Spence Hwy
McConkey Rd	Miler 3d	Medacquie Rd Treasure Rd		Mount Terrible Rd	Mumford Rd (Kalkabury Ward)	Munkowufie Rd Late Fowler Rd	Nahappa Rd	Nalyappa Rd
Rural Sheeted Low Use Low Wear (Central 4232 Zone) Surface	Rural Sheeted Low Use Low Waze (Northern 4192 Zone) Surface	Runii Sheeted Low Use High Wear (Central 4248 Zone) Surfaco	Rural Sheeted Low Use High		Low Use Low Wear (Northern Mumford Rd 4215 Zone) Surface Kalkabury Ward Kirnane Rd	Rural Sheeted Low Use High West (Southern 4155 Zone) Surface	Rural Sheeted High Use (Northern Zone) 4162 Surface Haral Sheeted	Zone)

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	handead towns with miner agel the is usue, view with an effect zone, pavement poor in patties, interaction with Munford Road has give wey, sight fines sufficient but on he would not be sufficient but on the word with reg	and regestration up regis, powering good condition, straight alignment with minor vertical, intersection with stack fload has gow way, light least to wreat insufficient, and east insufficient due to vegetation, radii insufficient, will use full width	Intersection with Pleu Point Road has give way, sight lines with Pleus Point Road has give way, sight lines observation angle due to road angles need to be squared up, road insufficient for some movement clue to angles, etc. and insufficient for some movement clue to angles, etc. and insufficient for some movement clue to angle, and in a critique way, straight and generally lith alignment, pre-ement grades minor politicis, trees within an dear terminal back, has printly at intering fload terminal back, has printly at intering fload intersection with Mcfarlane fload has give way, sight lines.	will use full year international mineral posterior is on instructional will use full width. This carriagonals, parenters good constitut, treas within an international, stratego it appropriate with reference to the strategory interestion with any full country of the strategory interestion with a strategory of the strategory interestion with a strategory of the strategory interestion with a strategory of the strategory of th	Intersection with Anderson Road has give way, sight lines in with confident, tail inferinger and line which. Givin carriagows, straight algoriment with large wetried curve and a straight lines affect the section of an object, some took object, some took some lines of the bit interaction with latter facet hand any give way, wight lines of sight bitance from finite both directions due to vegetation, needs, and American trimming, radit insufficient will use flat width. Withering	Has priority at Rocky Waterhole Road, 5 cm carriagnman, realth slagmost, prevenent finit, fuces within 3m clear 200%, separation up to cabe of powermost. Ha, 200%, separation up to cabe of powermost. Ha, internetion will whatever book in age and age way, slight final fromfrierer to east due to vegetation and most, sufficient to work, call a multicone will use this widen free, sufficient to monocify and a Malacona Road or shawner clear to con-	
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60 E1 60	3720.3	2987.8	2887.6	4000	3186.4	2178.2	1597.9
Muniford Nd	Waurahee Rd	Hasting Rd	Pine Point Rd	McFarlane Rd	Anderson Rd	Weavers Rd	Nabya ppa Bd
Sparror Hwy	Mumford Rd	Back Rd	Hasting Rd	Sandy Church Rd	Black Bobs Rd	Rocky Waterhole Rd Weavers Rd	Schwartz Rd
Nelligan Rd	Nellgan Rd	Morth South Rd Back Rd	Morth South Rd Hasting Bd	North South Rd Sandy Church Rd	Morth South Rd Black Bobs Rd	Caldands Rd	Old Boundary Rd. Schwartz Rd
Ruzzi Shested Law Lize, High Wear (Northern 4907 Zonn) Surface	Rural Sheated Low Use High Wear (Northern 4899 Zone) Surface	Rural Sheeted Law Use High Wear (Northern 4918 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4019 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4921, Zone) Surface	Rural Sheeted Low Use High Wear (Central 4844 Zone, Surface	Rural Sheeted Low Use High Wear (Southern 4839 Zone) Surface	Rural Sheated Low Use High Wear (Northern 4836 Zone) Surface

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Auntion with Tuckskowe Road has hearliered booffood, gight hear to morth institution that or switch closure, afficient to south, and it suit fineste will use if an wide, "In manifestive, some gaze governor or newmont, wegeration entroching and population to meeting and neight appropriate group presented, some issuited and in the common of the presented in the season is also and holes, with afferment with hermanial convex, sight lies sufficient, has pricingly as 6 and the fines justified her to be for the presented and the state of the lies sufficient, has pricingly as 6 and the fines planting.	Has priority at Cudine Road, 6m carriagewary, troes wakin a fine deep care up a mage with more batherin, proverment good outsity, upfell gooders, streight ridgment, provening types of the good southy, uppell gooders, streight ridgment, provening types of more related in suiface, interaction with hardwall found has gow ways, sight the to moniferent due to reopetation, excellent error, and more flow and bedund wheat insufficient for some momenteds, will need fall width interaction with a Schederord Berling good with with a interaction with a Schederord Berling good with with a interaction with Schederord Berling good well as with its southernoon and its content to more fine and the schede of the southernoon will be some the south to make the southernoon and the schede of the southernoon and the southernoon will be some the southernoon and the southernoon are southernoon and the southernoon and the southernoon and the southernoon are southernoon and the southernoon and the southernoon are southernoon and the southernoon and the southernoon are southernoon and the southernoon are southernoon and the southernoon are southernoon and the southernoon and the southernoon are southernoon and the southernoon and the southernoon are southernoon are southernoon and the southernoon are southernoon and the southernoon are southernoon and the southernoon are southernoon and southernoon are southernoon and southernoon are southernoon and southernoon a	The straingeway there was the wisks to be all want. The straingeway there was the size of performer at good, mostly traple wegation in clear stook, by good mostly traple ways prince to by good fronty intersection consider additional visually intersection in give way, pose wrife, aght there invulicant to cook, had in strainger for some food Medium Was in movement at an angles. Road Medium Was in movement and an angles was goe way, intersection with Dowling-life Start Road has give way, agin their invulinant time to suppraction and might, additional gives the strainger and suppraction and might, and spirit was invulinant and examples.	insulticating twostine mores also angings, prim misseled corresponsy, parentenes good quality, trees within 3m class min, as to add and insulative sercocarting onto preventive, vagetation needs to be trained but of a section, interaction with Mazon leads have been as existent interaction with Mazon leads and leads and leads and leads and interaction with a lead with interaction with which the part of the with interaction with which find a with a limit sufficient but can use full with a limit and interaction with leads and a with a with interaction with finding head with great ways.	unual del, treas uithin 3m char zone, some mixer huntered zones en deun graffe, herm ends treatheres huntered zones en deun graffe, herm ends treatheres out, poverment good, intersection want helden South Road 6 - Sight Distance has kandificient affilt mixed but horse and markis of road, and shurdion rad in sufficient will med to use full width in the Withering intersection with Vet the Highwark has pre way, spill in my Vibering sufficient but good reads, normal mountificent due to makes	left out and fight is behind clother movements can be competed. An earlingway, flut and straight, patiented as the consistent of more per hele, and straight, patiented sone be the straight of the series which microst more interests on the Congert stand retree with a microst more interests on the Congert stand help which which was a shift of the series interests, providely about he a changed, dight is set month from the week, no road to east, rath insufficient will investigate and a series of the serie	Intersection with Gragor Road has give way, priority inches had be derived, sight like ways, no read to dest stradil road/fleet, the welf, in with 6-fm. Contrageway, genement good but some large post holes, even which in their road, withouth early and stragely encountry, and in their source, which it had stragely encountry, and one of the stranger of contragers, and present the west, and interaction with broadly hold and se give way, 6 - Sigh Distance Law Use Sheeted with their inclinate to avait daws in greas and mage. Withering fine and bendam West sufficient to west, road intentifient will use fail width. Withering	The considerate yearbill, with one evited covers agit that confidence is some interactic, scole points on a confirment in some interactic, scole points on a confirment as a facile but, there is the facile must have advanced give very woming agin due to increfificent associated, but distance to interactions with Mulburna Post Reads, spill distances tight due to vertical creats on all sight distances tight due to vertical creats on all sight distances at legs, sold of the	mmerscen was vivo are appear has pool again estimated. did light but de, 7m cartingsmay width varies a but, an ginnment from the task and the a scene sections, limesection with Enounday Rocal aght distances light daw vegetation and to vegetation, radii right.
Lzw Use Shreted Road Low Wear	Low Use Sheeted Road Medium Wea	Low Use Sheeted Road Medium Wea	Low Use Sheeted Road High Weer	Low Use Sheeted Road High Weer	left out and file completions, 70 good but has good but has seemed seemed normal recover Low Use Sheeted Insufficient to Road Meclaum Wear use ful width.	Lry, Use Sheeted Road Medium West	Low Use Sheeted Road High West	Low Use Sheeted Road High Wear
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Tuckokowe Rd	Outline Rd	Sanderrock Rd	Dowlingville Stant Rd	Melton South Rd	Gregor Rd	Boundary Rd	Mulburs Park Rd	Boundary Rd
Gum Tree Rd	Naniável Rd	Arthurton Rd	Mason Rd	Bridge Ad	Yorke Hwy	Gregor Rd	Sheoak Hat Rd	Yorke Hwy
Old Saltworks Rd	Pedler Rd	Pedler Rd	Planeer Rd	Pootswaria Rd	Porty Rd	Pority Rd	Powerline Rd	Powerline Rd
Rural Sheeted Low Liese Low West (Seatern West Scarley Our Saltworks Rd. Gum Tree 8d	Rural Sheeted Low Use Medium Wear (Northern Sone) 4915 Surface	Rural Sheeted Low Use Medium Wear (Northern Zone) 5037 Surface	Rural Sheeted Low Use High Wear (Northern 4948 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 5057 Zone) Surface	Rural Sheeted Low Use Medium Wear (Central Zone) 5059 Surface	Rural Sheeted Low Use Medium Wear (Central Zone) 5060 Surface	Rural Sheeted Low Use High Wear (Central 5023 Zone) Surface	Rural Sheeted Low Use High Wear (Central 4995 Zone) Surface

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Intersection with Harry Butler Road - Has give way sign- dely frees insufficient with reseast in note directions and observation angle goor due to intersection angle, some to major mad, rodi as insufficient, withdreast give had a for major mad, rodi as insufficient, whiches using full within Mid-Book - Sim parement within, potential surface good, powement. A suppression of the properties of the properties of the presented and provided and provided and provided and provided and provided and provided and provided and provided and the provided and provided and provided and provided and sufficient to south, roll insufficient due to suppression, sufficient to south, roll insufficient due to suppression, sufficient to south, roll insufficient due to suppression, sufficient to south, roll insufficient due to suppression.	wetrol, Sir in section, alteractions with Touchdage bill food has given vey, digit lines insufficient to earth due 6 - 5 Self Distance angle and vegetration, sufficient to south, ratio issufficient and baration will use IM has been south, ratio issufficient and baration will use IM has to verifications and suppraison, saying interaction with forter in general host give way, sight inest interaction with forter in general say and vegations, has sight, given which a very large and vegations, has sight, given which a commercement. The carries are interested, and carriagement, study to signment with an exercise conversation control and courts, again the associately trees within an extent zone, present good condition, more test has	The major applies the season of the season o	upper alignment with behavioral and writted covers mines glight file bouts, proverment file, cher zone generally good zome vegetration up to odge, intersection with World hand has gow way, glight leave in antificant in each due to vertical trunk, interfacent to see it be to vegetation real intersection with Dakishold Boad has gow ways, sight ince sufficient, radii isuufficient well use full welds. 7-4cm sufficient, radii isuufficient well use full welds, 7-4cm	corresponds foot to be good yearnest rife or jeght honorceld come but sight ines selficion, junction with Connegle Road has give wey, sight free situations rape, or 5-5ght Dass morth, selficiant broad has been or delevenion rape, or all and another incellificant for some more more delevenion rape, and and another incellificant for some more most due to adject. Has principle at Connegle and place of the arrangement, Has selficial and ordered passement, trees, within 3 in clear rose, branches and registrion remouting onto	powermer, preventin estoancies, beno certs along a powermer, preventin estoancies beno certs along a powermer interestics, beno certs along research certainty can be powermer, tensensis on with Years 6 - 50th Distance float has give very, might register be the state of the real handron all planners, and inframificant, and inframificant, and inframing the state of the register of the state of the research of	v	
Low Use Shoeted Read Low Wear	Low Use Sheetind Road High Ween	Low Use Sheeted Road High Weer	Low Use Sheeted Road Medium Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Weer	Low Use Shreeted Road Medium Wear Low Use Shreeted Road Low Wear
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Pertorvale Rd	Goldsmith Beach Rd	Matthews Rd	Wurle Rd	Comple Rd	Yacca Rd	Willing Rd	ion Old Boundary Rd Micky Fat Rd
Rural Sheeted Low Use Low West Seschen 4057 Zows) Surface Rabbit Comer Red Harry Buther Red	Troubridge Hill Rd	Redding Rd (East) Yorke Hwy	Point Annie Rd	hale Oaklands Pul	Croser Rd	Honner Rd	2.3km N of TJunction Unnamed Rd Unnamed Rd West Toe
n Rabbit Come	Beduse M		e Rockleigh Rd	Rural Sheeted Low Use High Wear (Southern Rody Waterhole Zone) Surface Rd	Rogers Rd	Rose Rd	Schwartz Rd Schwartz Rd d 1 Secker Rd
Rural Sheeted Low Use, Low West (Souther 4957 Zone) Surface	Rural Sheeted Low User High West (Southern 4753 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4636 Zone) Surface	Rural Sheeted Low Use Medium Wear (Southern Zone) 4976 Surface	Rural Sheeted Low Use High Wear (Souther 5068 Zone) Surface	Rural Sheeted Low Use High Wear (Central 5081, Zone) Surface	Rural Sheeted Low Use High Wear (Northern 5074 Zone) Surface Rural Sheeted Low Use Medium Wear	Northern Zone 4532 Surface Rural Sheeted Law Use Low Wear (Central 4533 Zone) Surface

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internective with hear intense and the sign way, apply line sufficient, radi not have a feet of the sufficient and cross feet which, 6-7m car regivers, straight signment, data cone is good, promeint such as the good, promeint such as the good, promeint such as the good promeint such as the superior and of the such as way, the ways, to good supply, major supply lines to such a way, feet way, feet ways, and the supply as unity in the such as the su		weignishin on both weigh, these within an interior road, weignishin on both weigh, the within a most of the processing of the processing with whitein beath and manned board, sight lines 6 - 50th Distance insufficient major issues mainly be the east, reall and handow insufficient will cross centreline. Withering Antiche with times Well forest her give weigh the set will feet the east but insufficient to west the board, sight lines a wifficent to east but insufficient to west due to votation of the to votation of the control feet, and the control in which is the control of the control feet, and the control in which is the control of the control	prevenent, trees within 3m clear zone, bushes encroaching onto parament relation. Signment life, pavernorit life, miner retiring, horizontal and votical curves with tight signment but sight lines are fine, has priority at Airstrip Road	Ametion with Mieky Flat Boad, has no give way or haand banked, poor degle, lightly stated up only, sight lines sufficient, radi learnifeant for some movements, no brough load, Scen carriagoway, poor idigment, treat is along edge of road, vegetaken entroxining, dead end	Amotion with Biologe Board has give way, sight inco- sufficient to such incofficient to act and has been a cure, radii immifficient will use foll with, much hashed cure, radii immifficient will use foll with, much hashed babland, 4 can rangeway, peacent a resease, sight alignment with harborated and extract convex with mon sight live issues, clear team has some atobite point und there within him yome wegetiente up to edge, large pile of rodo on nouthern side of rodo within 3m clear zone, intersection will be the lower form has give way, five ways, sight lives a long like frame from sufficient, other legs not, radii houfficert will cross centreline.	an consistency operating topic controllers of partial algorithms with some vertical carried but minor, been within and energy, experiency and not engine removes to The correspondy, interaction with antienes less that some very cited into to east sufficient to west insufficient das to vegenish to reach stiffment, to west insufficient will need full width. The property of the property of the property of the pro- tain section at Antieves Bond has give ways, sight free sufficient, real insufficient will need fail which large part	The bar a placeting in the religious vehicle into ne both sides, these note improves, width veils, plements required but reasonable, brinched olives with sides and interaction with Bissel Both fine Mail of the artificient interaction with Bissel Both fined his own sight less intuities in homely was well one overgration and road angle, radii incufrient will reach full washing the sight less authiesing, and his plements with Spicer Road has pew way, gight less authiesing, and his different well roads controlled. 2 Amendment of the plement with miner vertrait.	whether tigerists place to take excess contagings and some included poor to take, trees within 3m dear zone and up to edge, narrows 6.7m carriagewey, hearert load of purchos with Line Elin Road, aght lens-insufficient to west along time Kin Road, aght lens wagstation, radii sufficient we
Low Use Sheeterd Road High West	Low Use Sheeted Road Medism West	Low Use Sheeted Road High Weer	Low Use Sheeted Road High Wear	Lrw Use Sheeted Road Medium Wear	Low Use Streeted Road High Weer Road High Weer	Law Use Sheetad Road Hgh Wear	Low Use Shreted Road High Wear	Low Use Sheeted Read Low Wear
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Old Heelton Rd	Standpipe Rd	Cross Rd	James Well Rd	End of Sheeting	Lake Fowler Rd	Andrews Rd	Black Bobs Rd	Spicer Rd
Rd New Honiton Rd	Marisod Rd	Ministon Rd	Arstrip Rd	Micky Flat Rd	Bridge Pa	2.5km 5 of Sandy Church Rd	Andrews Rd	The Gunbarrel Rd Yorks Hwy
Sheoak Beach	Stremons Rd	Springfield ad	Stavies Rd	Stone Rd (Curramulka)	Substation Rd [Edithburgh]	Summer Track	Summer Track	The Gunbarrel
Rural Sheeted Low Use High Wass (Southern 4597 Zone) Surface Sheook Beach Rd New Hanton Rd Broad Channel	Nazia Sheebad Low Use Medium Wear (Northern Zone) 4981 Surface	Rural Sheeted Low Use High Wear (Central 4763 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4744 Zone) Surface	Rural Sheatad Low Use Medium Wear [Central Zone) 4761 Surface	Rural Sheeted Low Use He figh Wear (Seetlem Shibstein fid 4632 Zone) Surice (Estriburgh)	Rural Sheeted Low Use High Wear (Northern 4737 Zone) Surface	Rural Sheeted Low Use High Wear (Northern 4738 Zone) Surface	Rural Sheeted Low Use Low Wear (Central 4696 Zene) Surface

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hardrin with Edolog fined his piew way and hesard board, sight lines sufficient, can be improved to south with way apparation many, and immigrate wit terms exentering. O'm exemples, natures to be not be useful expectation growing on personnel, clear store of personal policy of the store of	will cross centreline, 9m sed in troum then narrows no line marking, 8m mused centreliness, pringin is alternative miner cent, government centralized, some por locks, with vortes 74m, intersection with Miniscome Road has given very, sight lines sufficient to weet, isoufficient to each too be vegotakion and angle, radii insufficient will need full with	way 190. Yell chairs and they - Poor int angle, has give way 190. Yell chairs as not all these, Dust to prior angle, left turn our relation is invalidione. Other roads are the internection and the sequence of the roads are the internection and the sequence of the influence. The property of the block south of Weeners - then width, perverent good-straight and end Weeners - then width, perverent good some trees within 5m. North of Weeners - freeship good, some trees within 5m. North of Weeners - Report of Colline 26f Sim while the properties of South Treeship and Some trees in 10m clear zone. Description of Colline 26f Sim while the separate in South Sout	Give avery within segment at Cutine Road int - No give way agen month on north- agency. By the present, pew very age present on ench- approach. Spit lines pool, miss inself deter using close to fill pawners widel. Lock proceeded. Interestin with Ministern land - I his give very sign. Spit G Spit Distance lines are good adding pool, but set fill regard for firth, and shurfion and vegetation on instell, a found have sufficient width. Widening Interestical with Viantoo Road has pointed for Interestical with Viantoo Road has pointed.	carrangways, partners good, and entire trans within sin- den rose, alignment fine layer bectomfa care. powerment generally good but some arge goot fields, leds of proventing tensing good but some arge goot feels, leds of towas within 3m clear zone, some structure enteroching widens to 7m, thereseties with Melton South Road has govern, sight rose sufficient at intersection, rold 6 - Sight Distance Low Use Sheetad instifficient for some innerments but can see enough find and bandlion Read Medium Weer side mad in brow if cher.	Intersection with Moust Terrible Bood has give way, sight lines Insufficient, wigeston to intering would improve, rati insufficient will reset fall resul width, 47m or origination will reset fall result with 1,47m to originate within 10 most and original algorithm to originate within 10 most original and a signature with miner vertical, advanced behaviorities warming sign. Road sketch wither intersection is principle, not very girth functional orient authorities with times of the spirities in the state of the authorities with times of the original orient or branch or authorities with times of the original way to be said.	Dobas's gift is standown and an another in the district with received with the standown and stan	Bin carriegeway, trees In from edge, alignment good, povernent good, Y-junction formed with Olive Tree Bood, minor leg has give way but sight lines poor
Low Use Sheeted Road-Mustism Wear	Low Use Sheatad Road Migh Wesr		Low Use Sheeted Road High Wear	Low Use Sheeted Road Medum Wee	Low Use Sheeted Road Med-Low Wes	Low Use Sheeted Road Medium Wes	Low Use Sheeted Road High Wear
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McConkey 8d	Yorke Hwy		Miniaton Rd	Yararoo Rd	Mount Terrible Rd	Yarwoo Rd	Olive Tree Rd
Rickaby Rd	Ministewie Rd		St Vincent Hwy	Melton South Rd	Id Carbery Rd	Metron South Rd	Savage Hut Rd
Tamney Rd	Tressure Rd		Turville Park Rd [Stansbury]	Walyala Rd	Welson Beach Rd Carbery Rd	Wayside Rd	Weavers Rd
Rural Sheeted Low Use Medium Wear (Central Zone) 4668 Surface	Rural Sheeted Low Use High Wear (Central 4669 Zone) Surface		Rural Sheeted Low Use High West (Sostbern Turville Park Rd 4645 Zone) Surface (Standbury)	Rural Sheated Low Use Medium Wear (Meethem Zona) 4790 Surface	Rural Sheeted Low Use Medium Wear (Central Zons) 4787 Surface	Rural Sheeted Low Use Medium Wear (Northern Zone) 4720 Surface	Rural Sheatad Low Use High Wear (Southern 4561 Zone) Surface Weaver: Rd

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hardin with light-louse finath has give way and hazard harding with light-louse finath has discontinuous band, sight little as sufficient, and an information with the manipulation to the discourant in other some, straight signment with maince vertical, lactors with his absorbing signment with maince vertical, lactors with Markon Bay float has solded through give way and hazard beaut, sight lines to maintenance to south due with interestication with called maintenance and section and the analytic and interestication but the plant interestication and maintenance with the sold maintenance and which he has maintenance and the some extending and with the left in and finite and maintenance and the completed, of an carried way.	powement very poor or southern and teat irriproved, trees within 3m clear zone and use neigh, literaches within 3m clear zone and use neigh, literaches with some clear zone with the south secretaries of 5-8pt Dictance and provide parties assess, interaction 6-5pt Dictance with themself band has been way, eight lines eight but and abundon with themself band way spire lines show the secretary with themself band but the second to the second provided by the second by the second provided by the second pro	good but then treat start within it up to edge, parement average, zoblik objected within minor vertical, only minor sight the issues, junction with front south a food here give may spet in sea to until insufficient due to the sight may spet in sea to until insufficient due to vegeration and vertical oraw. Sufficient to south, redili- insufficient will see full width.	5 for carriagemay, regetation up to edge and trees within an their section of the entities we there gass governing to powerint edge, straight alignment with vertical conversations to edge, straight alignment with vertical conversations to easies, interaction with Marien By final there is sustain interaction with Marien By final host pre way, stiff then instiffered due to vertical carrier radii insufficient will need fall width.	Give way at Sandy Church Road has poor sight distances due to poor angle, some tuning movements tight, width down to 5.5m in sections, trees 2.3m from edge for large sections of road, alignment fine	o Lim sou was no seeper see, Jan make an annuaren, Egik horizontal curve, tree 3 m back, intersection with Yorkie Highway sight distances tight to south due to allignment, natil good	Anction with Bookyansa Road has hazard board and give ways, sight distances good, radii right for left turn will cross onto wrong side of road, good delineation.	intersection with Upper Yorke Road has give worss. 18th illust sufficient, and illustrational than the hard harde, for carringway, clear arms good, flat and suelfy to Premer Road intersection, sight their sufficient, and its sufficient will not full width. For worder tood, 5 feet carringway, study in and flat, powermed vory para conditions, some major turings and change leaves were para conditions, some major turings and change leaves were possible to the sufficient, some major turings and change leaves were possible to the sufficient, said that the sufficient, was seen to this who has give see, poor radie, sight Intersection with a sufficient, radii noullification will use full waith.	hantion with South Tennos is 50 degree beed, major right lee fases and featificient within to racks will a cross centraline, 7m existignmen, these within 3m elemants. 6 - Sight Distaintenances on with first Ports and a service with first Ports Road has gow way, sight lines and Austrian sufficers, radii featificent will cross centreline. Widening	Has priority at Boowman Terraco, 9m seal, straight into 6 - Sight D school zone with Tegs out, intersection with Authurton and Aunch Road? Has give way, sight lines sufficient, radii insufficient. Widening
Low Use Shreterd Road Mechan Wear	Low Use Sheeted Road High West	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wiver	Rural Sealed Roads High Use	Rural Sealed Roads Normal Use			
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Ughthouse Rd	Outline Rd	Levers Rd	2.7km W of Morton Bay Rd	2.3km SE of Sandy Church Rd					
Marion Bay Rd	Honner Rd	Point Souttar Rd	Marion Bay Rd	Sandy Church Rd	Yorks Hwy	8.4km W of Port Victoria Rd	Spanser Hury	Pine Point Rd	Arthurton Rd
West Beach Rd Marion Bay Rd	Wibon Rd	Wurle Rd	Wurle Rd	Yorke Valley Rd	Mount Rat Rd	Point Pearce Rd	North Tce Mathand	Sandibnds Rd	Olinton Rd
Rural Sheeted Low Use Mostum Woar (Southern Zonel 4725 Surface	Rural Sheeted Low Use High Wear (Central 4776 Zone) Surface	Rural Sheeted Law Use High Wear (Southern 4708 Zone) Surface Wurtle Rd	Rural Sheeted Lrw User Figh Wear (Southern 4711 Zone) Surface Wurtle Rd	Rural Sheeted Low Use High Wear (Northern 4688 Zone) Surface	Rural Spray Seal High Use Upper 8177 Surface	Rural Spray Seal Normal Use 8117 Upper Surface Point Pearce Rd Victoria Rd	Township Sheeted (North Zone) Wwaring Surface (Incl. Lower Saze & 5157 Earthworks)	Sheeted (North Zone) Wearing Surface (incl. Lower llose & 5147 Earthworks)	Township Spray Seal Upper 7804 Surface

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		you, might alignment with minor vertice, it sets one good, mind who has been been discounted by the set been discounted by the set been will fear the own the sequence are expected on week of the whole will fear the own, the sequence of week of the counter of the set of the s					straight algoment with mixed vertical sight lines fine, straight algoment with mixed vertical sight lines fine, some trees within 3m dost zone, poveninent responsible, intersection with Hundred Line Boool has give any, sight lines sufficiently all insufficient will use full width. The proposed has provided the some year, sight lines sufficiently and insufficient will use full width. Intersection with Annieted Line Robert has give any, sight lines from fine to vecestration, and incomfort need to the proposed of the proposed proposed in some way, sight lines from the full proposed to the proposed of the give with sight lines from the first proposed to the proposed of the give with a the proposed of the proposed of the give with a construction of the proposed of the give with a proposed of the proposed of the given and the proposed of the given and the proposed of the given and the given		shoulders, no line marking, clear sone good, straight alignment with minor vertical, sight line fine, has priority at School Road
Undheeted Road Formed and graded	Unsheeted Road formed and graded	Unsheeted Road formed and graded	Unsheeted Road formed and graded	Unsheeted Road formed and graded	Unsheeted Raud formed and graded	Unsheeted Road formed and graded	Unsheated Road formed and graded	Unsheeted Road formed and graded	
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Mahyapa 8d			pe				peo		
Racky Bend Rd	d Comy Point Rd	Hayes Rd	od Uttle Sheoak Ro	Kainton Road	Bridge Road	bend board	8) Hundred Une B	Hayes Road	Oul de sac
Rural Formed 25124 Graded Surface Barnas Rd	Rural Formed 25212 Graded Surface Point Southar Rid. Comy Point Rid.	Rural Formed 25250 Graded Surface Wurlie Rd	Rural Formed 25115 Graded Surface Ornie Cowie Road Uttle Sheosk Road	Ruzi Formed Lipper Yorke 22338 Genshel Surface Road	Rural Formed 2320 Grabel Surface Reservoir Road Bridge Road	Rural Formed Point Souttan 2525 Grudhed Surface Road	Rural Formed 2324 Graded Surface Rep Road (Track) Hundred Une Road	Rural Formed Hundred Une 23/255 Gradfed Surface Road	Township Spray Seal Upper 7902 Surface School Road

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-	from HDS assuming Drahage issues	from HDS assuming Drainage Issues	recently upgraded but some widening required	vegetation and sight distance	sight distance due to angles	carriageway width and grading	wegetation removal and minor tree	vegetation removal	vegetation removal	vegetation	egangis outvier	1 - Signage
Bin caringway, stockes Jin from edge on northern side of out obtacks shot morthen side to insud, straight and flat, mice creat and carrier at raid of segment, staken get further back, some trees. Jin from edge, stockers to other side Jin back, still 50 store, because, and of segment is ond of 50 stores, several ereas with definings strains.			Flat and straight, intersection with Nalyappa Road has give recently upgraded ways, high distances good, being rescendiracted currently. But some radii lood for the contracted currently, wide-ling mapping 7.0m unceded contracted activities alternett, sidelie.	poks on southern skid generally 5-6m badi, tress up to edge in sections, pavement good, give ways at Micky Flat Road sight distances impacted by vegetation in both directions, radii susfillicent		6-7m unsealed cambageway, some tight horitonical curves with supereiteration, sight fines impacted by vegetation, trees 2m from edge, loose material on surface	7m corrigewor, alignment good, stoble 4-6m from edge, evegetstom a lat of to treat you had be, powherent good, jardion with memoral and per furcient food his latege grass island, radii impacted by minor the island, sight distances good	intersection with Per V licent Road has per registration tempored to west and vertical curve to east	Aurition with Boundary Road hat husned board and give war, with effortment from eightly impacted by equaterior, and inglit, Ein carriageness, natures in some sections, school bus roads, interaction with origin found has give ways, with effortmen meeted but hat gives retainings, tright legiment, povement the, interaction with Bitmen Road has give ways sight distances from, radio right.	Jantion with East Termos has priority, fan wasteled carriageway, some tight curves and sight lines impacted by vegoration, large trees on back, intersection with Policinghame Road has priority,	Y-janction with McEstiane Boad, it has priority and give any or Mistial but the vicinities may not elsey. Within Sidemit some, "In said with no line marting. The statist highward his popiority at Morth Terrors, even so have prepared in a some diverse in nature.	Lim serb to leath, no line marking, straight and gradual downstope, stobles behind kerb, pavement bods fine, intersection with Main Street seems to give way but no signage, sight times sufficient, radii sufficient.
High Use Sheeked Read	High Use Sheeted Read	High Use Sheeted Road	Medium Use Sheeted Road	Low Use Sheeted Road High Wear	High Use Sheeted Road	Low Use Sheeted Read High Weer	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Wear	Low Use Sheeted Road High Woar	Low Use Sheeted Read High Wwar	High Use Sheeked Read	
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1.9976	1.9976	1.9976	7		0.736	0.8425		6.804		0.8425	1.2597	
0.0068	0.0068	0.0068	0.0238		0.023	0.0337		0.1512		0.0337	0.0323	
227	227	227	\$		×	ĸ		45		21	累	
North Coast Rd [End of 8 Seal]	Coast Rd [End of 8 Seat] North	Coast Rd [End of 8 Seat] West of	Spencer Highway 7 (200m)	7.5	Jum East of Spencer 9 Highway	500m W of Cinton 8 Rd	80	500m 5 of 9 Seal	ø,	500m W of Clinton 8 Rd	Between James Well Rd and Sandy 9 Church Rd	i 6i
1002 &	1002.3	3,1001.6	1730.5	2236.5	1002.6	2593.8	3376.6	3241.4	3143.9	2934.8	31001.6	831
1.0km W of Bayview 2.0km W of Bayview Rd	2.00m W of Bayview 3.06m W of Bayview Rd Rd	3.0km W of Bayview 4.0km W of Bayriew Rd Rd	Neilyappa Rd	Micky Flat Bd	14.0km E of Spencer Hwy	2.68m E of Polkingharm Rd	Port Vincent Rd	Port Vincent Rd	Boundary Rd	Polkinghorna Rd	24.5km SE of Vista Grow	
	2.06m W of Bayview Rd	3.0km W of Bayriem Rd	1.7km W of Rocky Bend Rd	Twelve Mile Rd	13.0km E of Spencer 1 Hwy	Palkinghame Ad	Hidoman Rd	Goldsworthy Rd	Bittner Rd	East Toe	23.5km SE of Vista Grove Morth Too	Second St
North Coast Rd	North Cowst Rd	North Coast Rd	Gap Rd	Powerline Rd	13.0 Sandy Church Rd Hwry	Willing Rd	Powerline Rd	Quarry Rd	Roolama Rd	Willing Rd	Pine Point Bd Fourth St Frunthal	Fourth St [Curramulka]
77	High Use (Southern Zone) 4901 Surface Rural Sheeted	High Use (Southern Zone) 4902 Surface Rural Sheeted	÷	Rural Sheeted Low Use High Wear (Central 5012 Zone) Surface	-	Rural Sheeted Low Use High Wear (Northern 4772 Zone) Surface	Rural Sheeted Low Use High Wear (Central 5025 Zone) Surface		Rural Sheetod Low Use High Wear (Central 5064 Zone) Surface	Rural Sheetad Low Use High Wear (Northern 4731 Zone) Surface Willing Rd	Rural Sheatad High Use (Morthern Zone) 4945 Surface Township Spray Seal Upper 2588 Surface	p Spray

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

	ed se	27/52	22/23	22/23	re/ ca	23/24		
Item	Actual	Percentages of total rates	Revised	Percentages of total	Estimate	Percentages of total	23/24 Rates	Percentage
		income	neger	income		income		
Rates Income (Paul)							Increase applied to all categories	2%
Total rates income (a+b+c+d+e+f)	\$19,283,076		\$20,257,588		\$21,675,619		Additional Primary Production increase	2%
a. Residential rates total	\$10,513,544	25%	\$10,778,662	53%	\$11,317,595	52%	Totals	7%
b. Commercial	\$567,040	3%	\$538,263	3%	\$565,176	3%		
c. Industrial rates	\$76,798	960	\$76,594	340	\$80,424	360	Last year rates raised	
d. Primary Production	\$6,880,966	36%	\$7,537,427	37%	\$8,319,450	38%		
e. Vacant Land	\$1,043,277	2%5	\$1,125,890	3/9	\$1,182,185	285	Forecast rates raised	
f. Other	\$201,451	136	\$200,752	1%	\$210,790	1%		
EXPENDITURE (Daniel)								
Total expenditure on selected items below	\$9,645,896	20%	\$16,028,881	79%	\$9,547,593	44%		
Reseals	\$467,264	526	\$2,183,375	11%	\$1,500,000	7%		
Jetpatch OPEX	\$315,730	526	\$279,739	1%	\$393,839	2%	Have used sealed 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%		
One off transport contracts like Wauraltee Rd	\$2,398,375	12%	\$4,573,235	23%	\$650,000	335	For 23/24 have not included North Coast Road Stage 2 but you could.	
Transport Opex (patrol grading)	\$1,292,231	7%	\$1,286,108	949	\$1,290,360	949		
Kerb & gutter capex	0\$	940	0\$	940	O\$	960		
Rubble	\$0	960	\$300,000	1%	\$500,000	2%		
Total sets leaded hedeen solvets & consistence (0.7 press)	\$10.202.485		520 261 903		521 680 236		Clocks	
Total rates levied before repates & refrissions (v.c.) zovo sov) ovo)	day, and a suppose		350,505,505		321,000,000		WHATE	
Variance \$ (due to changes in valuation between modeling and actual rate raising)	59,409		\$6,315		54,617			

Yorke Peninsula Council

Annexure 10

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

									_			_
Asset ID	Asset Type	Name	From	То	Length	Width	Counter Location	AADT	ç	жнv	н٧	
	Rural Sheeted Medium Use						2km East					_
	(Southern Zone)						of West					
4261	l Surface	Brutus Rd	Bayview Rd	Corny Point Rd	16684.5	8	Cowie Rd		72	0.0345		3
	Rural Sheeted Medium Use	Chinaman Wells					250m E of South Kilkerran					
4295	Surface	Rd	Port Victoria Rd	Beginning of seal	16730.4	9	Rd		35	0.0439)	2
	Rural Sheeted											
	Medium Use						500m S of					
4465	(Southern Zone) Surface	Coringle Rd	Hayward Park Rd	Weavers Rd	9371.5	8	Weavers Rd		24	0.0769)	2
	Rural Sheeted High Use						East of					
454	(Southern Zone) 3 Surface	Corny Point Rd	Liddiard Rd	28.7km E of Liddiard Rd (end of unsealed)	28754.7		Hayes Rd (500m)	1	111	0.018	,	2
4513	Rural Sheeted Medium Use	Corny Point No	Liddiard No	(end of drisealed)	20/34./	,	(300111)	,		0.010	,	_
	(Northern Zone)						1.5km W					
4416	Surface Rural Sheeted	Cunningham Rd	Spencer Hwy	Back Rd	7578.5	8	of Back Rd		23	0.0583		2
	Medium Use (Southern Zone)						300m W of West					
9345	5 Surface	Daly Head Rd	Marion Bay Rd	Daly Head	8598	10	Beach Rd	1	111	0.0071		1
4404	Rural Sheeted Medium Use (Northern Zone) 4 Surface Rural Sheeted Medium Use	Dowlingville Slant Rd	Yorke Hwy	Clinton Rd	9719.2	9.5	200m W of Yorke Highway West of		42	0.0062		1
	(Central Zone)			6.15	42724.0		Yorke					_
441	Surface Rural Sheeted Medium Use	Dump Rd	Minlaton Rd	St Vincent Hwy	12721.8	7.5	Highway West of Spencer		34	0.0519	,	2
21615	(Northern Zone) Surface	Gap Rd	Spencer Hwy	Coast	13334.1	8	Highway (200m)		65	0.0238	;	2
	Rural Sheeted Medium Use						50m W of					
3988	(Southern Zone) 3 Surface	Gleesons Rd	White Hut	Gleesons	17185.8	8	Marion Bay Rd		31	0.0066		1
	Rural Sheeted											
	Medium Use						500m S of					
4085	(Central Zone) Surface	Gun Club Rd	Spencer Hwy	Wauraltee Rd	19005.8	. 8	Wauraltee Rd		44	0.0274		2
	Rural Sheeted Medium Use (Southern Zone)						Wattle Point Bush Camping					
4117	2 Surface Rural Sheeted	Heel Rd	Wattle Point Rd	Troubridge Hill Rd	7152.1	8	Reserve		40	0.0042		1
	High Use (Northern Zone)			22.0km S of Upper			200m S of Upper					
4189	Surface Rural Sheeted Medium Use	Melton South Rd	Upper Yorke Rd	Yorke Rd	22365.6	8.5	Yorke Rd End of Seal		9	0.1113	,	1
A100	(Central Zone) 3 Surface	Micky Flat Dd	End of Seal .9km E of North Tce	Old Coast Rd	14859		(Curramul ka)		46	0.045	,	.07
4188	adriace	Micky Flat Rd	Notur Ice	Old COAST KG	14859	9	nd)		40	0.045		U/

	Rural Sheeted Medium Use (Northern Zone) Surface Rural Sheeted High Use (Northern Zone)	Mount Rat Wells Rd Nalyappa Rd	Spencer Hwy Spencer Hwy	Mount Rat Rd 42.0km S of Spencer Hwy	15259.3 42498.2	200m SE of Spencer 8 Highway 200m S of Spencer 8.5 Highway	18	0.0461	
4147	Surrace	тчатуарра по	Spencer nwy	riwy	42430.2	6.5 Highway	124	0.0233	2.0032
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 Rural Sheeted Medium Use	Old Coast Rd	Moorara Rd	Lime Kiln Rd	12207.1	south of Clinton Rd intersectio 9.5 n (200m) 600m W of Port	37	0.1111	4.1107
4829	(Central Zone) Surface	Old Port Vincent Rd	2.5km E of Gum Flat Rd	2.5km E of Gum Flat Rd	14765.4	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 Rural Sheeted	Saint Rd	South Tce	South Kilkerran Rd	6826.7	500m W of South Terrace 9 (Maitland)	47	0.05	2.35
5002	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
	Rural Sheeted High Use (Southern Zone)	cont const	Vode Dec	43 Olm F (611-1-1)	40000	100m E of Yorke			
5050	Surface Rural Sheeted Medium Use (Southern Zone)	South Coast Rd	Yorke Hwy 1.7km S of Warooka	43.0km E of Yorke Hwy	48299.8	9 Highway Adjacent	52	0.0188	0.9776
4662	Surface Rural Sheeted Medium Use (Southern Zone)	Sturt Bay Rd Troubridge Hill	(Golf Club)	South Coast Rd	10841.7	8 Cemetery 200m N of New Honiton	97	0.0352	3.4144
4647	Surface Rural Sheeted Medium Use (Northern Zone)	Rd	Pt Giles Rd	Troubridge Point Rd	17299.8	9 Rd 500m W of Spencer	51	0.0306	1.5606
4672	Rural Sheeted High Use	Urania Rd	Port Victoria Rd	Spencer Hwy	10713.9	9.5 Highway End of Seal (McEacher ns Beach Rd	34	0.017	0.578
4572	(Southern Zone) Surface	Waterloo Bay Rd	Green Hill Rd	McEachens Beach Rd	7186.8	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
4575	Rural Sheeted Medium Use (Northern Zone) Surface Rural Sheeted Medium Use (Central Zone) Surface Rural Sheeted Medium Use (Northern Zone) Surface	Waylands Rd Weavers North Rd Weetulta Rd	Upper Yorke Rd Weavers Rd West Tce	Arthurton Rd Minlaton Rd Spencer Hwy	8709.4 13972.6 10254.6	500m W of Upper 8 Yorke Rd 200m N of Bowden 8 Rd 500m W of Thompson 10 Rd	28	0.0994 0.0524 0.1052	1.4672
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	West Tce (Maitland)	North Tce		1784	7			
5160	Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks) Township Sheeted (North Zone) Wearing Surface (Incl.	South Tce (Maitland)	End of Seal at Town limit		536	7			
5147	Lower Base & Earthworks)	Sandilands Rd	Pine Point Rd		220	7			

PANIMA SAROA			8	MMUNITY	COMMUNITY ENGAGEMENT PLAN		SF215 Responsible Officer: Community Development & Engagement Officer
							Issue Date: 09/12/2021
Agrandy sch-felency leaderly							Next Review Date: December 2025
	PR	OJECT NAME: S	TRATEGY RESPO	NSE TO NETWOR	PROJECT NAME: STRATEGY RESPONSE TO NETWORK LEVEL HEAVY VEHICLE ROUTE ASSESSMENT AND RISK ANALYSIS	ND RISK ANALYSIS	
Stakeholders	Level 1 INFORM	Level 2 CONSULT	Level 3 PARTICIPATE	Level 4 COLLABORATE	Responsibility	Start Date End Date Status	s 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 6/10/2023 NS 19/09/2023 6/10/2023 NS 15/09/2023 6/10/2023 NS	# views # responses # reach

STANSBURY-STAGE 3



LICATION 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 28th day of October 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

october

2010

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

Chief Executive Officer

COPY COMMON ESTABLISHED 1397

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:

Signature

GIUSEPPE GIROLAMIO. Print Name

AIRECTOR

Director

Jour

Print Name

SECRETAR--- Director / Secretary (delete

inapplicable)

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

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THIS DEED is made the 28th 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



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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

- 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;

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

1

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.

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Item 25.2- Attachment 3

- Clause headings are provided for reference purposes only and are not to be resorted to in the interpretation of this Deed.
- 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.
- 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:

- 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:
 - Pickét (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.
- 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 2,500 litres of roof water detention. The tanks will be as depicted on the

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 $\sum_{i,j\in\mathcal{I}} \hat{X}_{i,j}^{(j)} \wedge \hat{Y}_{i,j}^{(j)}$

3

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.
- 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 altotments 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;
- 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

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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.
- 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

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

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 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

- 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 liand
- 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

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

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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.

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EXECUTED as a Deed

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

K L Agnew Mayor

Chief Executive Officer



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SIGNED by

TRIUMPH RESIDENTIAL AND COMMERCIAL PTY LTD

in the presence of:

Witness

......

Name

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	7 .
	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 <u>HEREBY CONSENTS</u> 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)
	·
O	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 po notice of any revocation of the said Power of Attorney.
	Signature of Altorney 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.

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

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

Witness

JAY 1990A

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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.

Full Name of person with legal interest in the Land (if any) and details of interest in the Land ITEM 3

ST GEORGE BANK LTD

ITEM 4 Plan of Division

Attached hereto

Rainwater Tank Detail Attached hereto ITEM 5

ITEM 6 Community Lots 1 & 2 Building Height Detail

Attached hereto

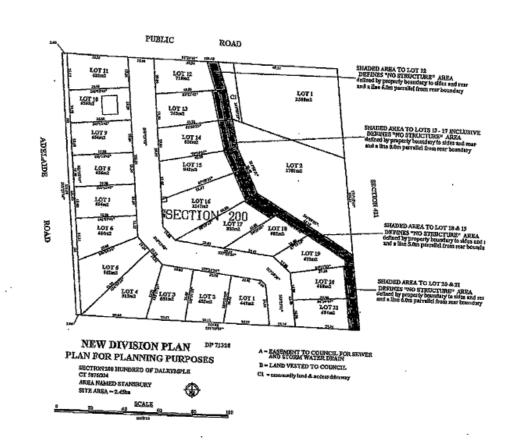
ITEM 7 Controlled Vegetation Plan

Attached hereto

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ITEM 4 PLAN OF DIVISION

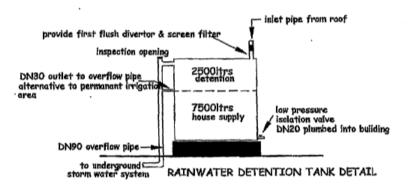


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ITEM 5 RAINWATER TANK DETAIL.
Sample of acceptable rain water tank setup



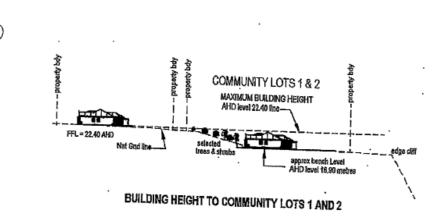




ROOF WATER MANAGEMENT

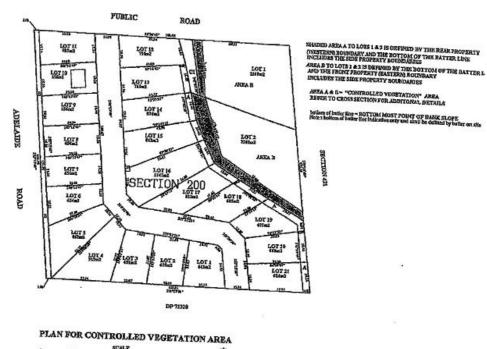
DWELLINGS TO BE FITTED WITH 10,000LTR TANKS
UTILISE TANKS AS ROOF WATER DETENTIONAND HOUSEHOLD USE
ROOF WATER TO BE DIRECTED TO TANKS VIA SEALED SYSTEM
TANK WATER CONTINUOUSLY FED TO HOUSE VIA PUMP AND SUPPLY
WC AND L'DRY AS MINIMUM. OVERFLOW TO COUNCIL STORM WATER
DRAIN . MINIMUM 7500ltrs AVAILABLE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

ITEM 6 COMMUNITY LOTS 1 & 2 BUILDING HEIGHT DETAIL

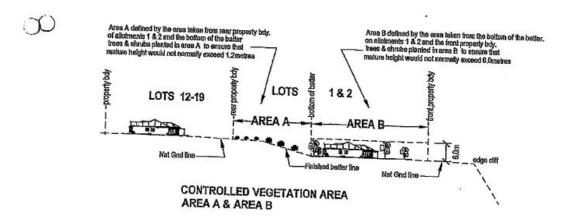




ITEM 7 CONTROLLED VEGETATION PLAN.



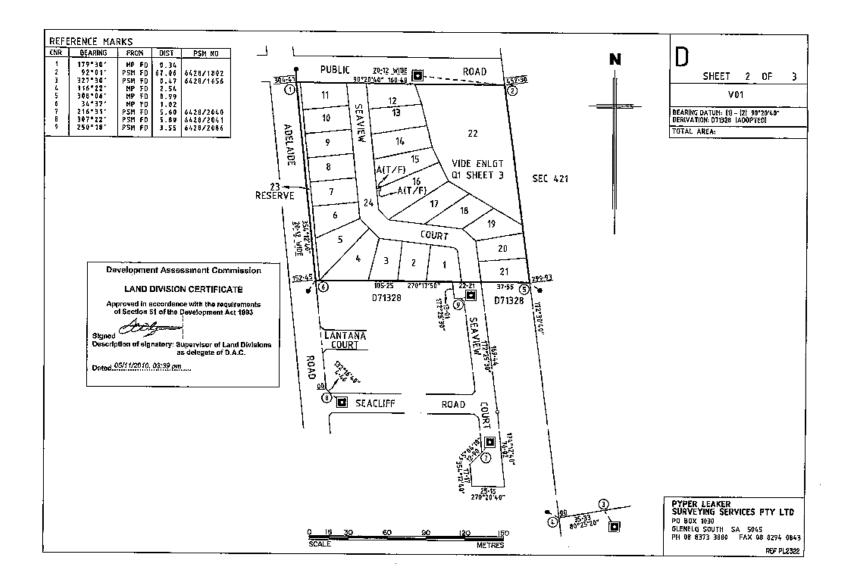




COUNCIL MEETING ATTACHMENTS 10 APRIL 2024

PURPOSE:	DIVISION	AREA NAME: S	TAMSBURY	APPROVED:	
MAP REF:	6428/38/N.43/D	COUNCIL: 0	DISTRICT COUNCIL OF YORKE PENINSULA	DEPOSITED/FILED:	D
LAST PLAN:		DEVELOPMENT NO. 5	44/D036/08		SHEET 1 OF 3 VO1
AGENT CODE: PL	PYPER LEAKER SURVEYING SERVICES PTY LTD ABN 70 718 006 161 PO BDX 1030 GLENELG SOUTH SA 5045 PH 08 8373 3880 FAX 08 6294 0843 DATE; 20/01/16 S6P L2322	EERTIFICATION: מון א נט נט	that this plan has been toade from surveys ca ny personal supervision and in occordance with that the field work was completed on 12th DEC except for final placement of survey marks lots	outh Austrolio do hereby certify rried out by me or under the Survey Act 1992 EMBER 2009 like out if not applicable) Licensed Surveyo	r
SUBJECT TITLE D					
PREFIX VOLUM	E FOLIO OTHER PARCEL	NUMBER	R PLAN NUMBER HUNDRED	/ IA / DIVISION TOWN	reference number
OTHER TITLES A			·	·.	
1	LAND BURDENED FORM CATEGORY	JDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
	15.76 SERVICE EASEMENTISH	AIT/F}	FOR ELECTRICITY SUPPLY PURPOSES	DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8899000)	223LGRPA
				Development Assessment (
ANNOTATIONS: NO OCCUPATION ON	SUBJECT LAND UNLESS SMOWN OTHERWISE			Approved in secondance with the of Section 51 of the Development of Signature Signature Supervisor as delegate Dated 05/11/2010, 03:35 pm	of Land Divisions

COUNCIL MEETING ATTACHMENTS



COUNCIL MEETING ATTACHMENTS 10 APRIL 2024

