

Blayney Shire Council





TRANSPORTATION

Asset Management Plan (Concise)



Version 2.0

May 2018

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Blayney Shire Council Transportation Asset Management Plan (Concise) – May 2018

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More information:

Blayney Shire Council
 91 Adelaide Street, BLAYNEY NSW 2799
 (02) 6368 2104
www.blayney.nsw.gov.au

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TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	4
	Blayney – At a glance	4
	1.1 The Purpose of the Plan	4
	1.2 Asset Description	5
	1.3 Levels of Service.....	5
	1.4 Future Demand	5
	1.5 Lifecycle Management Plan.....	6
	1.6 Financial Summary	6
	1.7 Asset Management Practices	8
	1.8 Monitoring and Improvement Program	8
2	INTRODUCTION	9
	2.1 Background	9
	2.2 Goals and Objectives of Asset Ownership.....	10
	2.3 Core and Advanced Asset Management	10
1	LEVELS OF SERVICE.....	11
	3.1 Customer Research and Expectations.....	11
	3.2 Strategic and Corporate Goals.....	13
	3.3 Legislative Requirements.....	15
	3.4 Customer Levels of Service	16
	3.5 Technical Levels of Service.....	18
2	FUTURE DEMAND.....	20
	4.1 Demand Drivers	20
	4.2 Demand Forecasts	20
	4.3 Demand Impact on Assets	21
	4.4 Demand Management Plan	21
	4.5 Asset Programs to meet Demand	22
3	5. LIFECYCLE MANAGEMENT PLAN	24
	5.1 Background Data.....	24
	5.2 Operations and Maintenance Plan.....	28
	5.3 Renewal/Replacement Plan	30
	5.4 Creation/Acquisition/Upgrade Plan	32
	5.5 Disposal Plan	34
4	6. RISK MANAGEMENT PLAN	35
	6.1 Critical Assets.....	35
	6.2 Risk Assessment.....	36
	6.3 Infrastructure Resilience Approach	37
	6.4 Service and Risk Trade-Offs	37
5	7. FINANCIAL SUMMARY	39
	7.1 Financial Statements and Projections.....	39
	7.2 Funding Strategy	41
	7.3 Valuation Forecasts.....	41
	7.4 Key Assumptions Made in Financial Forecasts	42
	7.5 Forecast Reliability and Confidence.....	42
6	8. PLAN IMPROVEMENT AND MONITORING.....	43
	8.1 Status of Asset Management Practices	43
	8.2 Improvement Plan	43
	8.3 Monitoring and Review Procedures	44
	8.4 Performance Measures	44
7	9. REFERENCES	45
8	10. APPENDICES.....	45
	Appendix B Projected Upgrade/Exp/New 10-year Capital Works Program	60

1 EXECUTIVE SUMMARY

Blayney – At a glance

Blayney Shire has an area of 1,525 square kilometres, is located at an altitude of 850m above sea level, in the Central Tablelands of New South Wales, and has a population of approximately 7,380 (ABS 2016).

The Shire area is considered reasonably compact, with the main administrative centre, and largest population base being the town of Blayney.

Being located only 24km from the regional centre of Orange, the village of Millthorpe is the largest of a number of village and localities dispersed across the Shire, including Carcoar, Mandurama, Lyndhurst, Neville, Newbridge, Hobbys Yards and Barry.

The size and distribution of the population across the villages raises some challenges for Council and the community. Despite these challenges Council is committed to providing a range of parks and recreation facilities to meet the needs of its residents.

1.1 The Purpose of the Plan

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

An Asset Management Plan (AMP) is a plan developed for the management of infrastructure assets, that combines multi-disciplinary techniques (including technical and financial) over the life cycle of the asset in the most cost effective manner to provide a specific level of service.¹

The objective of the AMP is to inform the community of the costs and benefits associated with providing the agreed level of service, and to minimise the whole of life cost, including the operation, maintenance and replacement, or disposal of the asset. This enables the Council, community and other stakeholders to make informed decisions on where to focus efforts in renewing assets, and providing for new assets identified within the AMP.

This AMP details information about all transportation infrastructure assets across Blayney Shire, and includes actions required to provide an agreed level of service in the most cost effective manner while outlining associated risks. The plan defines the services to be provided, how the services are provided and what funds are required to provide the services over a 20-year planning period.

¹ IPWEA, 2015, IIMM.

1.2 Asset Description

These assets comprise:

- Sealed Local Roads
- Sealed Regional Roads
- Unsealed Local Roads
- Major Earthworks (Cut/Fill >2m)
- Concrete and Steel Bridges
- Timber Bridges
- Major & Minor Culverts
- Urban Stormwater Network
- Kerb & Gutter Network
- Foot & Shared Path Network
- Crash Barriers (Guard Rail & Wire Rope)
- Road Signage
- Guide Posts

These transport assets are located across the shire, but exclude transport infrastructure assets owned and operated by other organisations. These include railways and the Mid Western Highway and Millthorpe Roads.

These infrastructure assets have an estimated replacement value of 187,153,000.

1.3 Levels of Service

Our present funding levels are sufficient to continue to provide existing services at current levels in the medium term. Over the long term, funding levels are not sufficient to continue to provide the same levels of service.

The main services consequences are:

- Continuation of unsealed roads within the villages
- Damage to property
- Focus on heavy patching rather than renewals

1.4 Future Demand

The main demands for new services are created by:

- Population growth through subdivision, particularly rural subdivisions
- Industry growth increasing heavy vehicle numbers
- Regulation changes regarding legal heavy vehicle loading

These will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

- Weight limiting of roads
- Management of Restricted Access Vehicle routes
- Blayney Shire Council Local Environmental Plan
- Review service levels

1.5 Lifecycle Management Plan

What does it Cost?

The projected outlays necessary to provide the services covered by this AMP includes operations, maintenance, renewal and upgrade of existing assets over the 10-year planning period is \$51,159,000 or \$5,116,000 on average per year.

1.6 Financial Summary

What we will do

Estimated available funding for this 10 year period is \$53,416,000 or \$5,342,000 on average per year as per the long term financial plan or budget forecast. This is 104% of the cost to sustain the current level of service at the lowest lifecycle cost.

The allocated funding gives a surplus of 226,000 on average per year over the projected expenditure required to provide services in the AMP compared with planned expenditure currently included in the Long Term Financial Plan.

In the case of transport infrastructure, substantial amounts of infrastructure have long useful lives (e.g. road pavements, concrete bridges), meaning their renewal or replacement does not appear within the 10 year planning period of this AMP.

Over the 20 year long term forecast period of this AMP, the required annual expenditure rises to \$5,596,000, which is \$764,000 more than the forecast budget expenditure over the period. This represents 86% of the required expenditure being funded over the long term.

By bringing forward some of the renewal works projected by this AMP, council is able to reduce the impact of a large numbers of renewals falling due in single years, as projected in 2030, 2031 and 2033 in this AMP.

The infrastructure reality is that only what is funded in the long term financial plan can be provided. The emphasis of the AMP is to communicate the consequences that this will have on service provided by these assets over the medium and long term and the risks, so that decision making is "informed". This is shown in the figure below.

Projected Operating and Capital Expenditure

Blayney SC - Projected Operating and Capital Expenditure

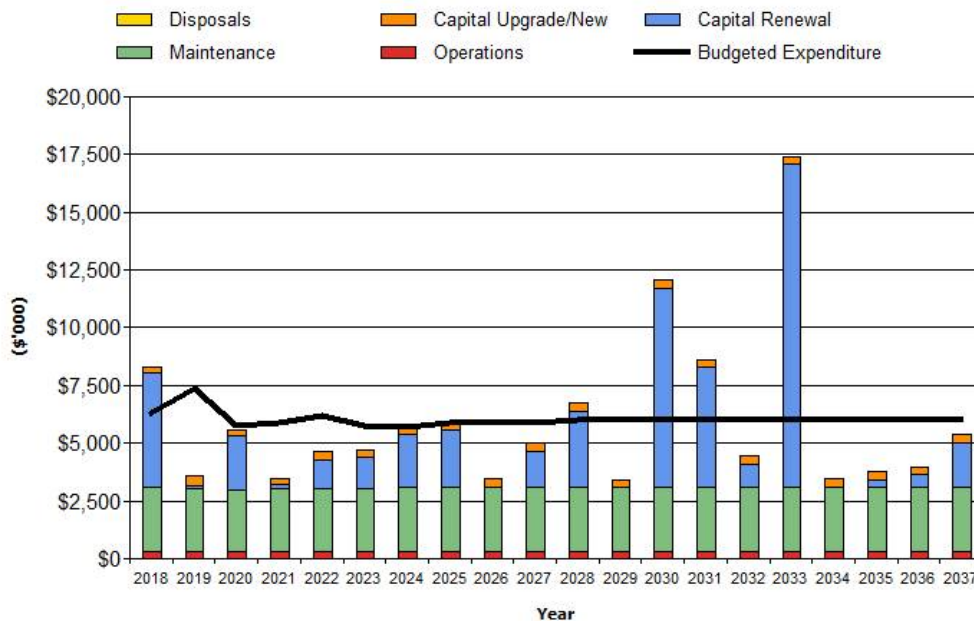


Figure Values are in current (real) dollars.

We plan to provide transport infrastructure services for the following:

- Operation, maintenance, renewal and upgrade of local and regional roads, bridges, culverts, urban stormwater, kerb & gutter and foot and shared paths to meet service levels set by in annual budgets.
- Upgrade of half the length of Mandurama Road, continuation of the bridge replacement program and extend the foot and shared path network in Blayney and the villages within the 10-year planning period.

What we cannot do

We currently do **not** allocate enough funding to sustain these services at the desired standard or to provide all new services being sought over the long term. Works and services that cannot be provided under present funding levels are:

- Extend the sealed road network
- Undertake required renewals over the long term
- Major upgrade works on the local and regional road network

Managing the Risks

Our present funding levels are sufficient to continue to manage risks in the medium term.

The main risk consequences are:

- Continued deterioration of the road network
- Heightened chance of litigation from property damage

- Heightened chance of litigation from public injury/fatality

We will endeavour to manage these risks within available funding by:

- Prioritising works based on traffic volumes and speed environment
- Aggressively seek external funding for further works

1.7 Asset Management Practices

Our systems to manage assets include:

- Council's corporate system, "Synergysoft" - financial module
- Council's asset management system is provided by AssetFinda.

Assets requiring renewal/replacement are identified from one of three methods provided in the 'Expenditure Template'.

- Method 1 uses Asset Register data to project the renewal costs using acquisition year and useful life to determine the renewal year, or
- Method 2 uses capital renewal expenditure projections from external condition modelling systems (such as Pavement Management Systems), or
- Method 3 uses a combination of average network renewals plus defect repairs in the Renewal Plan and Defect Repair Plan worksheets on the 'Expenditure template'.

Method 1 was used for this AMP.

1.8 Monitoring and Improvement Program

The next steps resulting from this AMP to improve asset management practices are:

- Undertake Community Satisfaction Survey
- Review service levels
- Review renewal models
- Develop priority ranking criteria for renewal and upgrade/new projects
- Develop improved age data for transportation assets.



2 INTRODUCTION

2.1 Background

This AMP communicates the actions required for the responsive management of assets (and services provided from assets), compliance with regulatory requirements, and funding needed to provide the required levels of service over a 20-year planning period.

The AMP is to be read with the Blayney Shire Council planning documents. This should include the Asset Management Policy and Asset Management Strategy where these have been developed along with other key planning documents:

- Blayney Shire Community Strategic Plan 2018 - 28
- Blayney Shire Council Asset Management Policy, 2018
- Blayney Shire Council Asset Management Strategy, 2018
- Blayney Shire Draft Long Term Financial Plan (LTFP) 2018-2028
- Blayney Village Associations - Various Community Plans
- Blayney Shire Council – Risk Management Register and Plan

The infrastructure assets covered by this AMP are shown in Table 2.1. These assets are used to provide transportation services.

Table 2.1: Assets covered by this Plan

Asset Category	Dimension	Replacement Value \$ ('000's)
Local Sealed Roads	327 km	74,912
Regional Sealed Roads	45 km	12,079
Local Unsealed Roads	383 km	24,470
Major Earthworks (cut/fill >2m)	19 sites	11,507
Crash Barriers (Guard Rail, Wire Rope)	8 km	1,340
Bridges – Concrete / Steel ¹	53 items	20,167
Bridges – Timber ¹	21 items	6,181
Culverts – Major (450mm to 6m)	830 items	12,512
Culverts – Minor (<450mm) ²	563 items	0
Urban Stormwater – Pits	124 items	211
Urban Stormwater – Pipes	17 km	8,148
Kerb and Gutter	68 km	9,075
Footpath / Shared	34 km	5,464
Signs (all road signs) ³	1,659 items	778
Guide Posts ³	12,399 items	310
Total		187,153

¹ At the time of this report the number of timber bridges was 11, following the replacement of 2 bridges with wet crossings, replacement of 6 timber bridges with concrete bridges and replacement of a further 2 timber bridges with concrete culverts. The Bridge Asset Register, including values will be updated at the end of the 2017/18 financial year.

² Minor Culverts are valued within the formation rate for Sealed and Unsealed roads.

³ Numbers estimated from sample counts.

2.2 Goals and Objectives of Asset Ownership

Our goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Linking to a long-term financial plan which identifies required, affordable expenditure and how it will be allocated.

Other references to the benefits, fundamentals principles and objectives of asset management are:

- International Infrastructure Management Manual 2015 ²
- ISO 55000³

2.3 Core and Advanced Asset Management

This AMP is prepared as a 'core' AMP over a 20 year planning period in accordance with the International Infrastructure Management Manual⁴. Core asset management is a 'top down' approach where analysis is applied at the system or network level. An 'advanced' asset management approach uses a 'bottom up' approach for gathering detailed asset information for individual assets.



² Based on IPWEA 2015 IIMM, Sec 2.1.3, p 2| 13

³ ISO 55000 Overview, principles and terminology

⁴ IPWEA, 2015, IIMM.

3 LEVELS OF SERVICE

3.1 Customer Research and Expectations

This ‘core’ AMP is prepared to facilitate consultation prior to adoption by the Blayney Shire Council. Future revisions of the AMP will incorporate more extensive community consultation on specific service levels and costs of providing the service. This will assist the Blayney Shire Council and stakeholders in matching the level of service required, service risks and consequences with the community’s ability and willingness to pay for the service.

Community engagement has previously been undertaken including:

- Community sessions for a Special Rate Variation (2014)
- Facilitated workshops to develop Local Community Plans (2016)
- Community Survey – “Future delivery of services in Blayney Shire” (2018)

Results from the Community Survey included are shown in Tables 3.1.

Whilst some categories are not directly related to this AMP, as they are managed through other AMPs they provide some context to the discussion.

Table 3.1: Community Satisfaction Survey Levels

Performance Measure	Satisfaction Level						Count (n)
	Low		Somewhat		High		
	2018	% Change from 2012	2018	% Change from 2012	2018	% Change from 2012	
Local Roads							
How important is this service to you?	0	-2	4	-9	95	9	99
How satisfied are you with this service?	53	11	31	-20	15	7	99
Bridges							
How important is this service to you?	4	-3	32	2	62	-2	98
How satisfied are you with this service?	11	-14	49	-12	38	24	98
Footpaths							
How important is this service to you?	6	-11	22	-12	71	22	98

Performance	Satisfaction Level						Count
How satisfied are you with this service?	26	0	47	-10	25	8	98
Street Lighting							
How important is this service to you?	4	-12	22	-17	73	28	99
How satisfied are you with this service?	17	5	45	-20	37	14	99
Drains and Kerbing							
How important is this service to you?	0	-21	20	-14	78	33	98
How satisfied are you with this service?	24	6	42	-17	32	9	98
Cycle and Walkways							
How important is this service to you?	6	-24	22	-19	71	43	98
How satisfied are you with this service?	26	6	47	-12	25	4	98
Road Safety and Traffic Management							
How important is this service to you?	0	-8	5	-18	83	14	88
How satisfied are you with this service?	16	-4	28	-31	41	15	85
Street Trees							
How important is this service to you?	1	-10	14	-23	69	17	88
How satisfied are you with this service?	9	-6	26	-29	48	18	85
Signage							
How important is this service to you?	3	-2	13	-16	67	1	83
How satisfied are you with this service?	9	-14	31	-22	43	19	83

Community satisfaction information is used in developing the Strategic Plan and in the allocation of resources in the budget.

3.2 Strategic and Corporate Goals

This AMP is prepared under the direction of the Blayney Shire Council vision, mission, goals and objectives.

A busy, vibrant and thriving rural shire – a friendly and open place where people choose to live with a strong sense of community spirit and cohesiveness.

With positive population growth, employment opportunities, increased diversity of industry and economic growth, Blayney Shire’s township, villages and settlements will be dynamic and prosperous, welcoming those who live here and also those who visit.

Our families and homes will continue to be safe within our caring and inclusive communities.

Irrespective of ability we will all enjoy the outdoors and facilities, improving our health and lifestyle whilst participating in a range of sporting and recreational activities.

Growth will be achieved in a sustainable manner with industry, coexisting with the productive farming land, open space, protecting the environment and restoring as a feature our built and natural heritage.

As the quintessential rural shire with Indigenous and European settlers influencing our architecture, agricultural and mining heritage we will celebrate our history, culture and rural lifestyle in style.

As a picturesque, conveniently located area of the beautiful central west of NSW we are a significant contributor to the visitor economy of the region; with a creative and artistic culture, food and wine, historic villages and four seasons.

Blayney Shire will be engaged, proactive and acknowledged for undertaking major projects and delivering valuable services, collaborating at a regional, state and national level.

Our Values (The values that will guide our future choices and the way we work together as a community) are:

The people who live in Blayney Shire are friendly, hardworking, loyal and very community focused.

With a generosity of spirit and willingness to welcome visitors and new residents, the residents, business and industry will unite and rally together to assist families in need.

We support diversity of interests, backgrounds and access to public amenities and services for all residents on an equitable and shared basis.

We are resourceful; our innovative thinking and competitive spirit supported by the contribution of volunteers working together collaboratively and sharing resources has produced great outcomes.

We back ourselves and look forward positively and strategically with a can do attitude. We ask questions and expect transparency, balance, equity and accountability of our local, state and federal governments.

Most importantly we value honesty and respect for each other, our natural and built heritage and our valuable resources as we strive to achieve our future directions for our local villages and town within the shire and the whole region.

We will make informed decisions by consulting and engaging with stakeholders and consider the environment, social and economic impacts.

Any future development will be built for the long term and intergenerational benefit.

Relevant Future Directions and Strategic Outcomes and how these are addressed in this AMP are:

Table 3.2: Future Directions and Strategic Outcomes and how these are addressed in this Plan

Future Direction (Goal)	Strategic Outcome (Objective)	How Goal and Objectives are addressed in AMP
1. Maintain and Improve Public Infrastructure and Services		
CSP 1.1	All levels of government need to work together to plan for ongoing works and capital projects that will improve the Blayney Shire road network and other assets.	This plan sets out how we will maintain the road network, enabling efficient transport of products to market.
CSP 1.3	The Blayney Shire Active Movement Strategy will continue to be implemented to extend and renew the footpath and shared path networks in each town and village within the shire.	Renewal and some minor upgrading of roads to provide improved transport routes. Renewal and new footpaths.
2. Build the Capacity and Capability of Local Governance and Finance		
CSP 2.1	Build on the strength of the individual Town Association and Village Committees so that they are capable, self-sufficient communities involved in decision making about issues that affect their own community.	Improved decision making incorporating consideration of whole of life costs in assessing proposed upgrade / new projects.

Future Direction (Goal)	Strategic Outcome (Objective)	How Goal and Objectives are addressed in AMP
CSP 2.5	A well-run Council organisation that is flexible enough to take advantage of capital grant opportunities to undertake major projects whilst delivering effective Council services in a sustainable manner.	
3. Promote Blayney Shire to grow the Local and Visitor Economy		
CSP 3.5	Sustainable water, renewable energy options and transport sectors support future growth of business, industry and residents.	Improved financial sustainability for Councils upgrade / new assets.

The Council will exercise its duty of care to ensure public safety in accordance with the infrastructure risk management plan prepared in conjunction with this AMP. Management of infrastructure risks is covered in Section 6.

3.3 Legislative Requirements

There are many legislative requirements relating to the management of assets. These include:

Table 3.3: Legislative Requirements

Legislation	Requirement
Local Government Act 1993 (and Regulation 2005)	Sets out the responsibilities and powers of local government to provide an accountable, effective, efficient, sustainable and open system of local government. This includes the preparation of a LTFP supported by AMPs.
Roads Act 1993 (and Regulation 2008)	Sets out the responsibilities and powers of Roads Authorities to undertake works on, and maintenance of, public roads. Council is a Roads Authority for all roads within the shire (excluding Crown Roads)
NSW Environmental Planning and Assessment Act 1979	Specifies the environmental considerations required in all development activities.
Protection of the Environment Operations Act 1997	Protects, restore and enhance the quality of the environment. Provides regulation activities, licensing and includes the monitoring and reporting on waste outputs.
Fisheries Management Act (1994)	Conserve fish stocks and habitats. Promote ecologically sustainable development, and

Legislation	Requirement
	quality recreational fishing opportunities. Provide social and economic benefits for the community.
Soil Conservation Act 1938	The objective of this Act is the conservation of soil resources and farm water resources and includes the mitigation of erosion and land degradation
Catchment Management Act 1989	Promotes the co-ordination of policies, programs and activities as they relate to total catchment management.
Native Vegetation Act (2003)	To provide for, encourage and promote the management of native vegetation, and revegetation/rehabilitation of land.
Threatened Species Conservation Act (1995)	Conserve biological diversity and promote ecologically sustainable development.
Work Health and Safety Act 2011 (and Regulations 2017)	An Act to provide for the protection of the health, safety and welfare of the workplace, workers and other persons.
Independent Pricing and Regulatory Tribunal Act 1992	This Act enables the Tribunal to determine and advise on process and pricing policy for Government monopoly services. Provides a framework and guidelines to determine developer and “user pays” charging system.
State Environmental Planning Policy (Infrastructure) 2007	This Planning Instrument provides for Council to undertake works to maintain its infrastructure with reduced approval requirements

3.4 Customer Levels of Service

Service levels are defined service levels in two terms, customer levels of service and technical levels of service. These are supplemented by organisational measures.

Customer Levels of Service measure how the customer receives the service and whether value to the customer is provided.

Customer levels of service measures used in the AMP are:

Quality How good is the service ... *what is the condition or quality of the service?*

Function Is it suitable for its intended purpose *Is it the right service?*

Capacity/Use Is the service over or under used ... *do we need more or less of these assets?*

The current and expected customer service levels are detailed in Tables 3.4 and 3.5. Table 3.4 shows the expected levels of service based on resource levels in the current long-term financial plan.

Organisational measures are measures of fact related to the service delivery outcome e.g. number of occasions when service is not available, condition %'s of Very Poor, Poor/Average/Good, Very good.

These Organisational/Organizational measures provide a balance in comparison to the customer perception that may be more subjective.

Table 3.4: Customer Level of Service

	Expectation	Performance Measure Used	Current Performance	Expected Position in 10 Years based on the current budget.
Service Objective: Provide Road transport infrastructure to service the needs of a rural community				
Quality	Road Network remains functional to all users at all times	Number of unplanned road closures	Nil closures per year, except during extreme weather events outside of Council control	Nil closures per year, except during extreme weather events outside of Council control
	Roads are defect free	Number of complaints received	Not measured	No increase in complaints
	Road surface roughness is minimised	Customer complaints, and pavement roughness measurement	<5% greater than International Roughness Index (IRI) 6	<5% greater than IRI 6
	Confidence levels			Medium
Function	Provide for freight access across the shire	% network where Restricted Access Vehicles are permitted	Not measured	Increase in network availability for Restricted Access Vehicles
	Minimise number of road trauma incidents on Council's road network	Police crash statistics	Not measured	No increase in serious accidents
	Minimal number of Bridges with load limits applied	Number of Bridges with a load limit applied	1	0
	Confidence levels			Low

Capacity and Use	That traffic congestion be kept to a minimum	Function and capacity of intersections	Not measured	Negligible increase in travel time
	Bridges are adequate to handle the freight task required	Number of Bridges with a load limit applied	Included within Function measure	
	Confidence levels		Low	Medium

Recommendation:

Integrate Community Satisfaction Survey into the development of Levels of Service.
Review renewal models.

3.5 Technical Levels of Service

Technical Levels of Service Supporting the customer service levels are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities to best achieve the desired customer outcomes and demonstrate effective performance.

Technical service measures are linked to the activities and annual budgets covering:

- Operations – the regular activities to provide services (e.g. opening hours, cleansing, mowing grass, energy, inspections, etc).
- Maintenance – the activities necessary to retain an asset as near as practicable to an appropriate service condition. Maintenance activities enable an asset to provide service for its planned life (e.g. road patching, unsealed road grading, building and structure repairs),
- Renewal – the activities that return the service capability of an asset up to that which it had originally (e.g. road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),
- Upgrade/New – the activities to provide a higher level of service (e.g. widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (e.g. a new library).

Service and asset managers plan, implement and control technical service levels to influence the customer service levels.⁵

Table 3.5 shows the technical levels of service expected to be provided under this AMP. The ‘Desired’ position in the table documents the position being recommended in this AMP.

⁵ IPWEA, 2015, IIMM, p 2|28.

Table 3.5: Technical Levels of Service

Service Attribute	Service Activity Objective	Activity Measure Process	Current Performance *	Desired for Optimum Lifecycle Cost **
TECHNICAL LEVELS OF SERVICE				
Operations				
	Vegetation control	Nil encroachment into visibility	Not measured	Nil customer requests for vegetation clearing
	Pavement Sweeping to minimise detritus	Km's of road swept	Not measured	Nil customer requests for road surface cleaning
		Budget	\$315,000	
Maintenance				
	Repair of edge drop offs	<150mm depth	Not measured	<75mm depth, <150mm encroachment
	Repair of potholes	<400mm plan diameter	Not measured	<300mm plan diameter, <50mm depth
	Repair of pavement shoves	<100m height	Not measured	<70mm height
	Guideposts	2 sets of guideposts visible at any time	Not measured	Compliance with Australian Standard
		Budget	\$2,775,000	
Renewal				
	Resealing undertaken in accordance with renewal target	>100% of targeted length resealed	Class 1 & 2 13 years Class 3 15 years Class 4 20 years Class 5 25 years	Class 1 & 2 10 years Class 3 13 years Class 4 15 years Class 5 20 years
	Pavement rehabilitation	>100% of targeted length rehabilitated	Class 1 & 2 40 years Class 3 45 years Class 4 60 years Class 5 75 years	Class 1 & 2 30 years Class 3 40 years Class 4 45 years Class 5 60 years

Service Attribute	Service Activity Objective	Activity Measure Process	Current Performance *	Desired for Optimum Lifecycle Cost **
		Budget	\$2,173,000	
Upgrade/New				
	Widen class 1 and 2 roads to improve safety	Class 1 roads 9m width Class 2 roads 8m width	<60%	
		Budget	\$444,000	

Note: * Current activities and costs (currently funded).

** Desired activities and costs to sustain current service levels and achieve minimum life cycle costs (not currently funded)

It is important to monitor the service levels provided regularly as these will change. The current performance is influenced by work efficiencies and technology, and customer priorities will change over time. Review and establishment of the agreed position which achieves the best balance between service, risk and cost is essential.

4 FUTURE DEMAND

4.1 Demand Drivers

Drivers affecting demand include things such as population change, regulations, changes in demographics, seasonal factors, vehicle ownership rates, consumer preferences and expectations, technological changes, economic factors, agricultural practices, environmental awareness, etc.

4.2 Demand Forecasts

The present position and projections for demand drivers that may impact future service delivery and use of assets were identified and are documented in Table 4.3.

4.3 Demand Impact on Assets

The impact of demand drivers that may affect future service delivery and use of assets are shown in Table 4.3.

Table 4.3: Demand Drivers, Projections and Impact on Services

Demand drivers	Present position	Projection	Impact on services
Population growth through subdivision, particularly on rural roads	7,380 (ABS 2016) Large lot residential rural subdivisions only permissible on Forest Reefs Road and Browns Creek Road	8,000 (2036) NSW Planning & Environment	Increased congestion, mildly decreased pavement life
Industry growth in heavy vehicle numbers	416 industrial businesses (REMPlan 2016)	452 industrial businesses (2036) (Based on percentage applied to NSW Planning & Environment for population change)	Dramatic decrease in pavement life, increased maintenance costs, intersections may not be suitable, road widths may not be suitable. Some Bridges may not be able to accommodate larger heavy vehicles
Change in regulations for permissible heavy vehicles	Current axle loads: Single 6.5t Dual 9t Dual bogey 16.5t Tri axle dual tyres 20t	Increase in permissible axle loads for General Access Vehicles	Potential for increase in pavement damage per 1000t freight shifted resulting in decreased pavement life

4.4 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices can include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown in Table 4.4. Further opportunities will be developed in future revisions of this AMP.

Table 4.4: Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Population growth through subdivision, particularly on rural roads	Increased congestion, mildly decreased pavement life	Large lot residential rural subdivisions only permissible on Forest Reefs Road and Browns Creek Road
Industry growth in heavy vehicle numbers	Dramatic decrease in pavement life, increased maintenance costs, intersections may not be suitable, road widths may not be suitable	Section 94 contribution plans for heavy vehicle developments
Change in regulations for permissible heavy vehicles	Potential for increase in pavement damage per 1000t freight shifted resulting in decreased pavement life	Load limiting roads to limit pavement damage, lobby government on changes



4.5 Asset Programs to meet Demand

The new assets required to meet demand can be acquired, donated or constructed. Additional assets are discussed in Section 5.5. The summary of the cumulative value of additional asset is shown in Figure 1.

Figure 1: Upgrade and New Assets to meet Demand – (Cumulative)

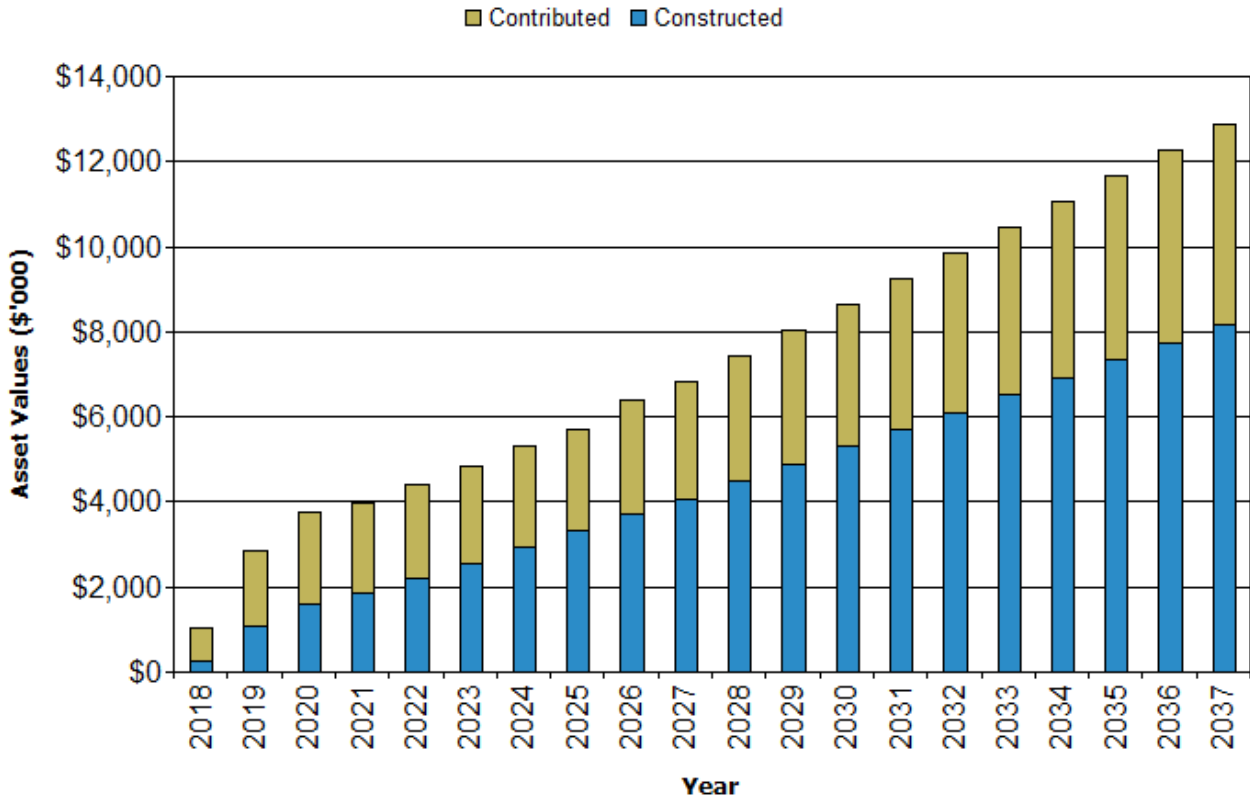


Figure Values are in current (real) dollars.

Council typically receives new road assets as part of subdivision works within the Shire, creating additional lots, demand, and road length to service these new residents. Blayney Local Infrastructure Contributions Plan 2013 plan allows for capital contributions to improve existing roads to accommodate this additional load.

Roads that are created by subdivision also commonly add to Council's rate base, increasing its capacity to levy rates. However it is noted that this increase does not often cover the increased costs of maintaining the assets created by the subdivision.

Acquiring these new assets will commit ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs for inclusion in the long term financial plan further in Section 5.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how council plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while managing life cycle costs.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this AMP are shown in Table 2.1.

This covers all council provided transportation assets, including sealed and unsealed roads, bridges and culverts, Urban Stormwater, Kerb and Guttering, Footpaths and all roadside furniture in both Urban and Rural areas across the shire. Within the Blayney Shire area, this excludes the Mid Western Highway, Millthorpe Road, Trunkey Road and all railways and related infrastructure.

Council does not have accurate age data for its road network, so is unable to provide an age profile based on actual age for the majority of road assets. Council has developed indicative ages based on estimated remaining useful life, which is determined from condition assessments, however this method is not suitable for use on Council's unsealed road network due to the rapidly changing nature of unsealed roads deterioration.

Using indicative ages for road assets, results in substantial anomalies in the age data graph below. For instance the formation component of a sealed or unsealed road is considered non-depreciable, as its useful life is well beyond a period over which it would be reasonable to depreciate the asset in accounting terms. This results in the indicative age for this substantial asset sub group being set at year zero of the planning period (i.e. 2017)



The age profile of the assets included in this AMP are shown in Figure 2.

Figure 2: Asset Age Profile

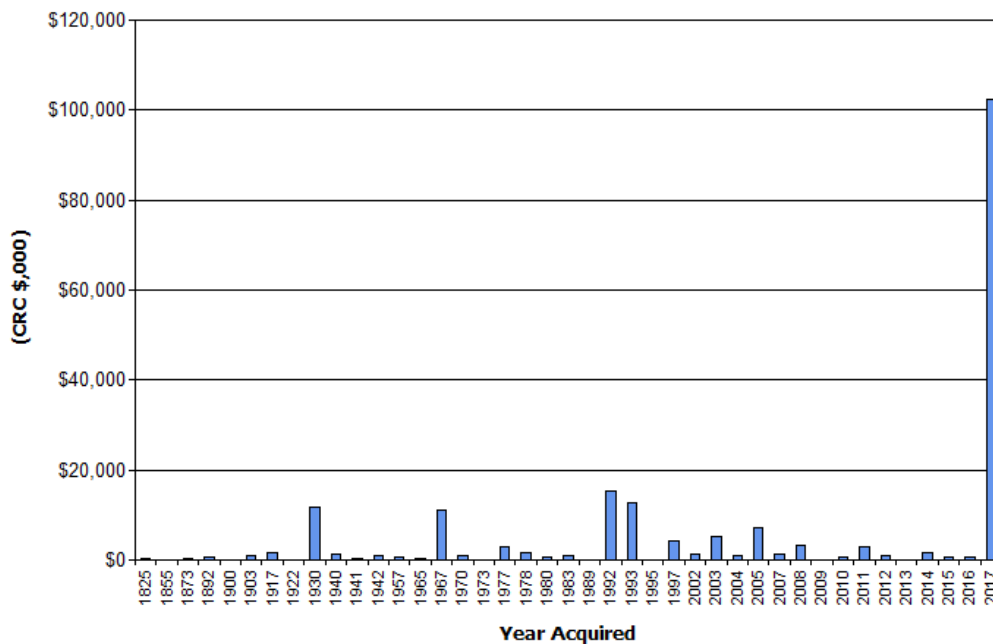


Figure Values are in current (real) dollars.

Recommendation:

Develop improved age data for transportation assets, based on condition assessment, particularly for urban stormwater assets.

5.1.2 Asset capacity and performance

Assets are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2: Known Service Performance Deficiencies

Location	Service Deficiency
Cowriga Creek Bridge, Carcoar Road	Bridge is closed due severe structural failure, resulting road not operating as a through road.
Hobbys Yards Road	Not accessible during high rainfall periods
Newbridge Road	Not accessible during high rainfall periods
Henry Street	Not accessible during high rainfall periods
Long Swamp Road	Not accessible during high rainfall periods
Ogilvy Street (west of Adelaide Street)	Failed Kerb and Gutter resulting in stormwater ponding

The above service deficiencies were identified from Council’s knowledge of the road network, and flooding instances in the recent past.

5.1.3 Asset condition

Condition is monitored in a variety of ways depending on the asset sub group. These are detailed in Table 5.1.3a below.

Table 5.1.3a: Condition Assessment Intervals

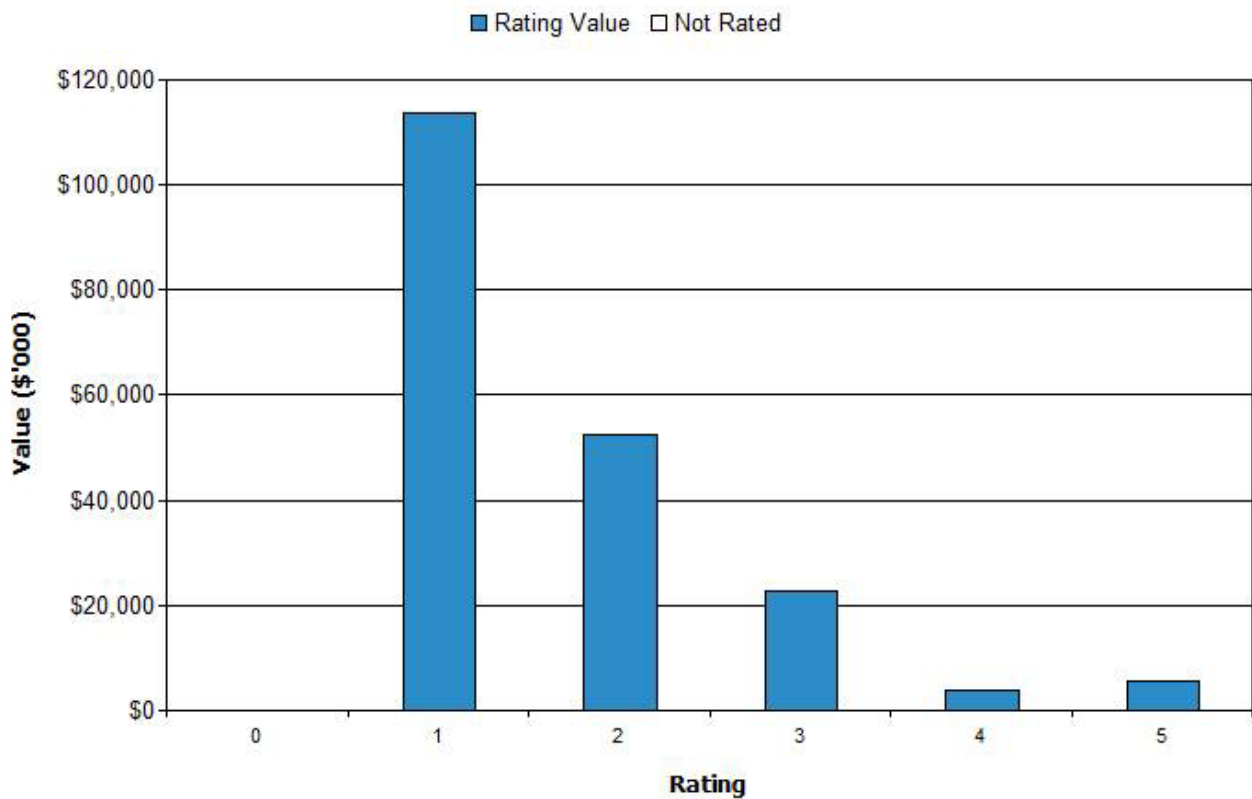
Asset Category	Inspection Intervals
Local & Regional Sealed Roads	Formal Inspection every 5 years Ad-hoc & informal inspections in between
Local Unsealed Roads	3 to 12 monthly based on road hierarchy
Bridges –Concrete/Steel	Ad hoc / after major wet weather events
Bridges – Timber	Formal every 2 to 5 years based on known issues
Culverts – All	Ad hoc / after major wet weather events
Urban Stormwater – Pits & Pipes	Ad hoc / after major wet weather events Formal inspection being undertaken as part of 2019/20 Transportation revaluation
Footpath / Shared	6 monthly (Blayney and Millthorpe CBD’s) 12 monthly for rest of Blayney & Villages
Kerb and Gutter	12 monthly
Other (major earthworks, crash barriers, signs, etc)	Formal Inspection every 5 years Ad-hoc & informal inspections in between

Although the unsealed road network is routinely inspected (every 3 to 12 months) the rapidly changing nature of unsealed roads means it is more appropriate to apply an ‘average’ condition to the entire unsealed network. For this AMP, a condition rating of 2 has been applied to unsealed road sub base and 3 for unsealed road base in Figure 3.

Sealed roads are inspected on an ad-hoc basis, with full condition rating undertaken at 5 year intervals.

The condition profile of our assets is shown in Figure 3.

Fig 3: Asset Condition Profile



Council’s target condition rating is Condition 3 or better, as can be seen, the vast majority of the assets are Condition 3 or better.

Figure Values are in current (real) dollars.

Condition is measured using a 1 – 5 grading system⁶ as detailed in Table 5.1.3.

Table 5.1.3b: Simple Condition Grading Model

Condition Grading	Description of Condition
1	Very Good: only planned maintenance required
2	Good: minor maintenance required plus planned maintenance
3	Fair: significant maintenance required
4	Poor: significant renewal/rehabilitation required
5	Very Poor: physically unsound and/or beyond rehabilitation

⁶ IPWEA, 2015, IIMM, Sec 2.5.4, p 2|80.

5.2 Operations and Maintenance Plan

Operations include regular activities to provide services such as public health, safety and amenity, e.g. cleaning, street sweeping, utilities costs and street lighting.

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again, e.g. road patching.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating.

Maintenance expenditure is shown in Table 5.2.1.

Table 5.2.1: Maintenance Expenditure Trends

Year	Maintenance Budget \$
2016/17 Financial Year	\$2,641,770
2017/18 Financial Year	\$1,914,581
2018/19 Financial Year	\$1,963,300

Maintenance expenditure levels are considered to be adequate to meet projected service levels, which may be less than or equal to current service levels. Where maintenance expenditure levels are such that they will result in a lesser level of service, the service consequences and service risks have been identified and highlighted in this AMP and service risks considered in the Infrastructure Risk Management Plan.

Summary of future operations and maintenance expenditures

Future operations and maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Figure 4. Note that all costs are shown in current 2017/18 dollar values (i.e. real values).

Figure 4: Projected Operations and Maintenance Expenditure

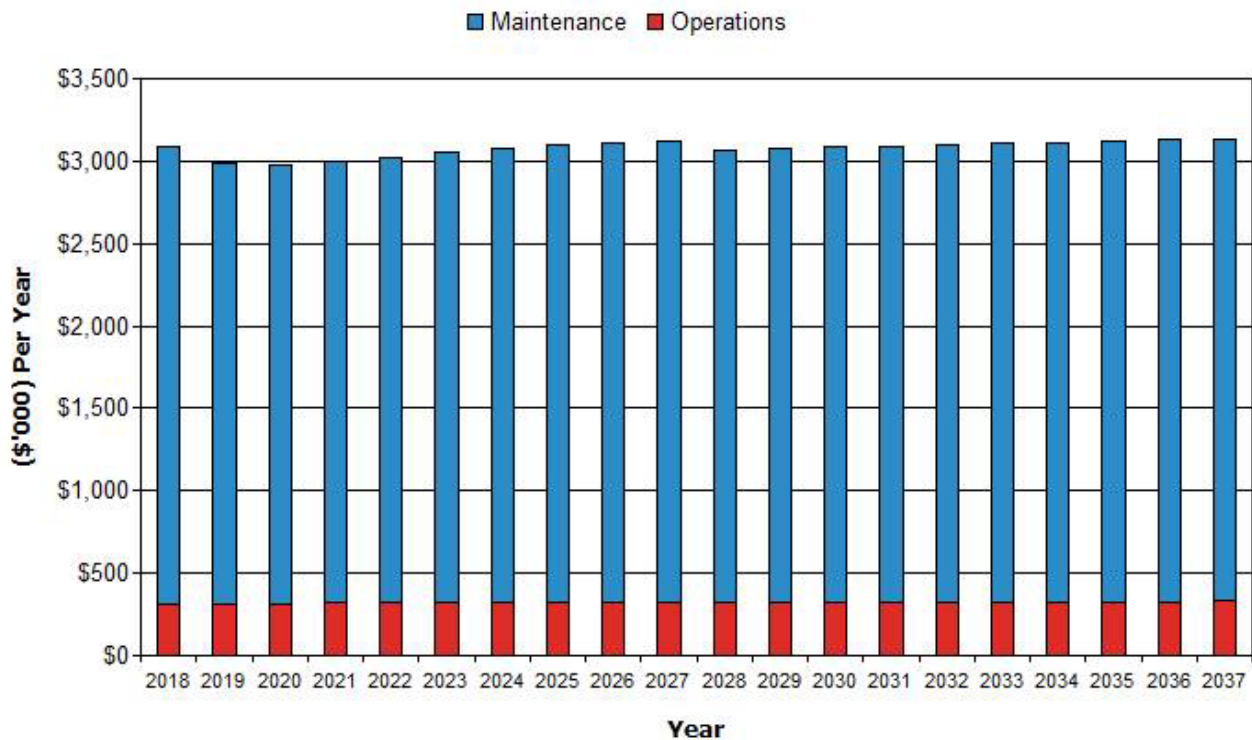


Figure Values are in current (real) dollars.

Operations and maintenance expenditure directly correlates with levels of service. Expenditure on operations and maintenance increases as the portfolio of infrastructure assets is increased or upgraded (e.g. Sealing of an unsealed road adds to the cost of maintaining the sealed road network and more than offsets the reduction in cost of maintaining the unsealed network).

Ensuring the correct level of expenditure on maintenance over the medium to long term reduces the rate of decline in the condition profile of council assets and acts to prolong and / or reduce the level of renewal expenditure required.

Deferred maintenance, i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment and analysis in the infrastructure risk management plan.

Maintenance is funded from the operating budget where available. This is further discussed in Section 7.

5.3 Renewal/Replacement Plan

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is considered to be an upgrade/expansion or new work expenditure resulting in additional future operations and maintenance costs.

Assets requiring renewal/replacement are identified from one of three methods provided in the 'Expenditure Template'.

- Method 1 uses Asset Register data to project the renewal costs using acquisition year and useful life to determine the renewal year, or
- Method 2 uses capital renewal expenditure projections from external condition modelling systems (such as Pavement Management Systems), or
- Method 3 uses a combination of average network renewals plus defect repairs in the Renewal Plan and Defect Repair Plan worksheets on the 'Expenditure template'.

Method One was used for this AMP.

5.3.1 Renewal ranking criteria

Asset renewal and replacement is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. roughness of a road).⁷

It is possible to get some indication of capital renewal and replacement priorities by identifying assets or asset groups that:

- Have a high consequence of failure,
- Have high use and subsequent impact on users would be greatest,
- Have a total value representing the greatest net value,
- Have the highest average age relative to their expected lives,
- Are identified in the AMP as key cost factors,
- Have high operational or maintenance costs, and
- Have replacement with a modern equivalent asset that would provide the equivalent service at a savings.⁸

Council currently does not have a formal priority ranking criteria. Renewal project selection is largely based on condition assessment for most asset sub classes within the transportation asset class. Renewal projects can also be determined on an informal basis, based upon hazard reports raised by staff and stakeholders, followed by a technical review

⁷ IPWEA, 2015, IIMM, Sec 3.4.4, p 3|91.

⁸ Based on IPWEA, 2015, IIMM, Sec 3.4.5, p 3|97.

by Infrastructure Services Department staff with referral to the management team. Subject to the scope of works and budget limitations, the project may then be raised for discussion with Councillors during Councillor Workshop sessions, in preparation for the LTFP and annual operational plan.

Recommendation:

Develop Priority Ranking Criteria for Renewal Projects to provide for informed decision making by Manex and Council.

5.3.2 Summary of future renewal and replacement expenditure

Projected future renewal and replacement expenditures are forecast to increase over time when the asset stock increases. The expenditure is required is shown in Fig 5. Note that all amounts are shown in current (real) dollars.

The projected capital renewal and replacement program is shown in Appendix B.

Fig 5: Projected Capital Renewal and Replacement Expenditure

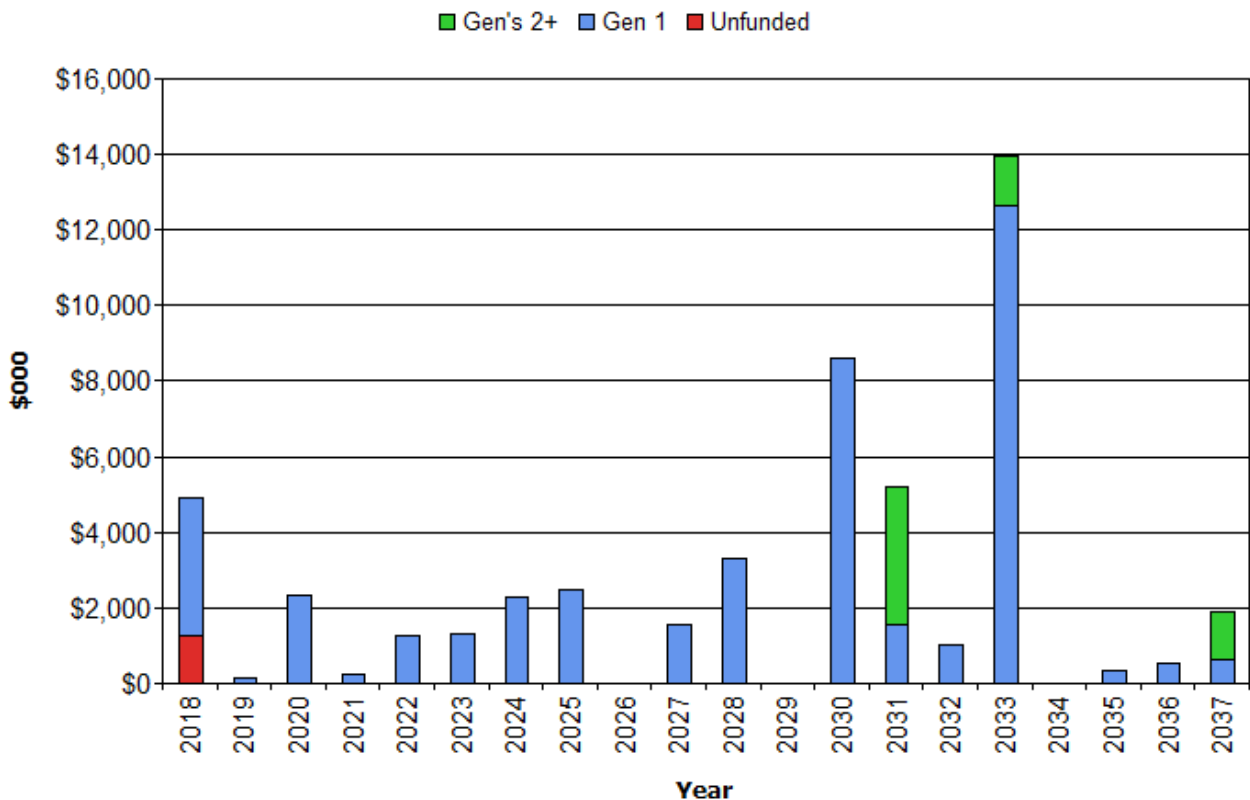


Figure Values are in current (real) dollars.

Some of the projected renewals in this graph have been addressed by council in recent years, but have yet to be captured in the transportation asset register, or Councils finance system.

The projected capital renewal expenditure has been assessed to be the level required to renew the assets as they fall due. This does not allow for a rapid treatment of current assets that are in condition 4 or 5. This may result in parts of the network deteriorating further before the works are able to be funded.

Deferred renewal and replacement, i.e. those assets identified for renewal and/or replacement and not scheduled in capital works programs are to be included in the risk analysis process in the risk management plan.

Renewals and replacement expenditure in the capital works program will be accommodated in the long term financial plan. This is further discussed in Section 7.

5.4 Creation/Acquisition/Upgrade Plan

New works are those that create a new asset that did not previously exist, or works which will upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost. These additional assets are considered in Section 4.4.

5.4.1 Selection criteria

New assets and upgrade/expansion of existing assets are identified from various sources such as community requests, proposals identified by strategic plans or partnerships with others. Candidate proposals are inspected to verify need and to develop a preliminary cost estimates. Verified proposals are ranked by priority and available funds and scheduled in future works programmes through the LTFP.

Recommendation:

Develop Priority Ranking Criteria for upgrade / New Asset Projects to provide for informed decision making by Manex and Council.



5.4.2 Summary of future upgrade/new assets expenditure

Projected upgrade/new asset expenditures are summarised in Fig 6. The projected upgrade/new capital works program is shown in Appendix C. All amounts are shown in real values.

Fig 6: Projected Capital Upgrade/New Asset Expenditure

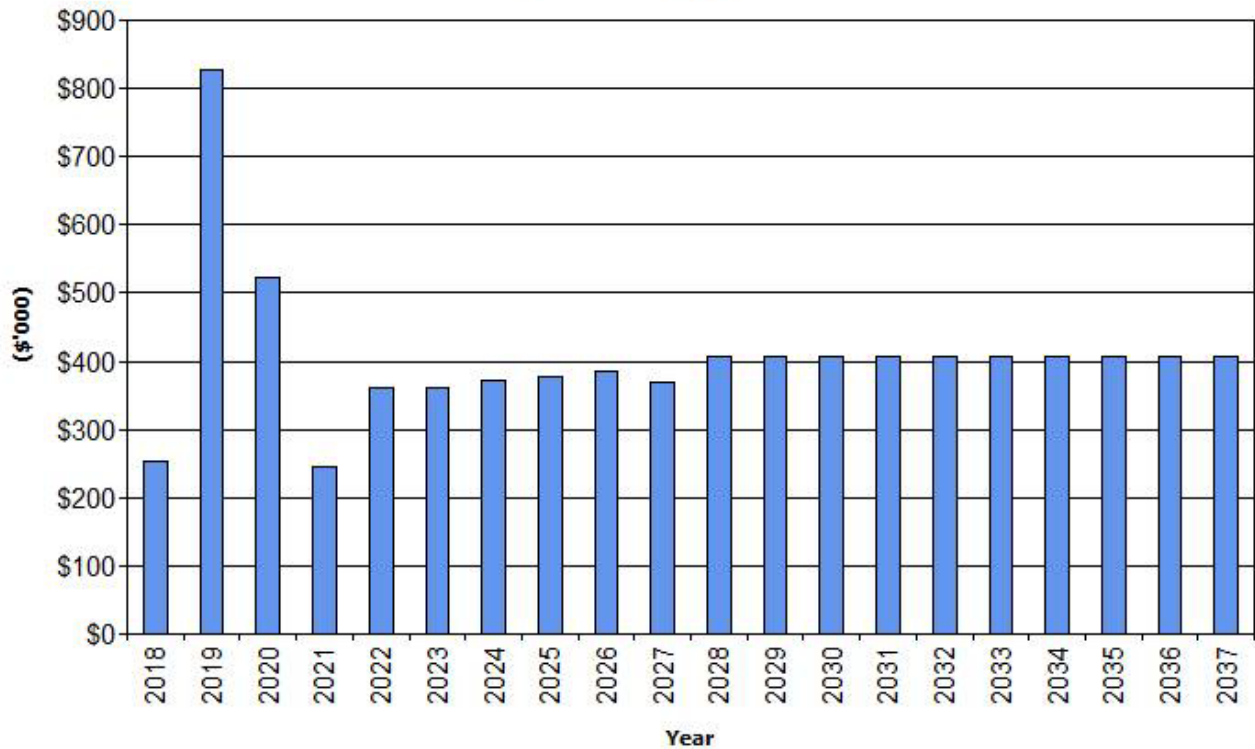


Figure Values are in current (real) dollars.

Expenditure on new assets and services in the capital works program will be accommodated in the long term financial plan but only to the extent of the available funds

Acquisition of new assets, or expansion of the sealed road network, will require an increase in the ongoing renewals, and operations/maintenance budget for the network.

5.4.3 Summary of asset expenditure requirements

The financial projections from this asset plan are shown in Fig 7 for projected operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets). Note that all costs are shown in real values.

The bars in the graphs represent the anticipated budget needs required to achieve lowest lifecycle costs, the budget line indicates what is currently available. The gap between these informs the discussion on achieving the balance between services, costs and risk to achieve the best value outcome.

Fig 7: Projected Operating and Capital Expenditure

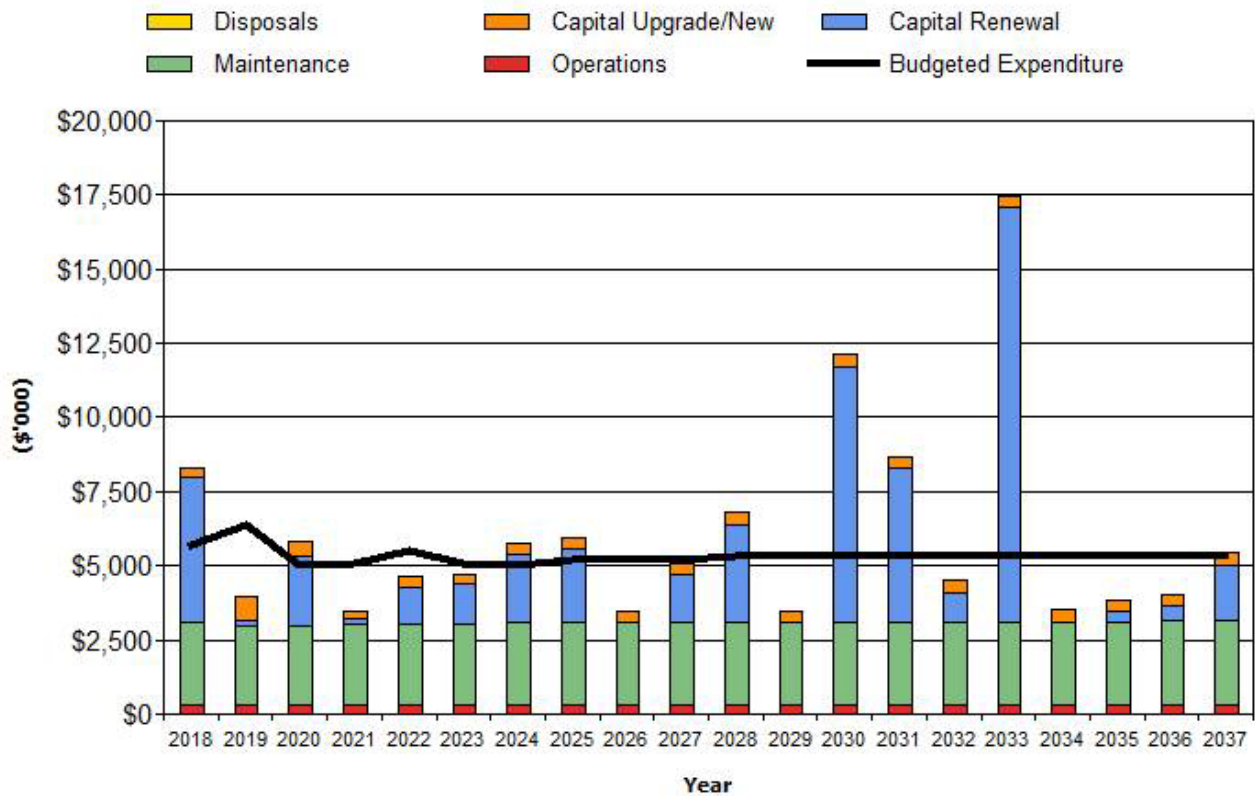


Figure Values are in current (real) dollars.

Council's budgeted expenditure does not align with the projected renewals, but is sufficient to cover projected costs over the medium term. Council has forecast renewal projects over 10 years for the LTFP, which will in some case overlap the projected renewals, based on age and useful lives.

Additional work will be needed to better align the budgeted expenditure with the projected renewals.

5.5 Disposal Plan

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. There are no plans to dispose of any asset covered under this plan. Renewal works on roads utilises the existing material and it forms part of the sub-base as needed, meaning there is no actual disposal.

If development occurs that requires the closure of an asset, Council will consider the impact to its finances, and aim to reinvest any proceeds into the maintenance, renewal, or upgrade of an asset covered under this plan.

6. RISK MANAGEMENT PLAN

The purpose of infrastructure risk management is to document the results and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2009 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2009 as: ‘coordinated activities to direct and control with regard to risk’⁹.

An assessment of risks¹⁰ associated with service delivery from infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a ‘financial shock’. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

6.1 Critical Assets

Critical assets are defined as those which have a high consequence of failure causing significant loss or reduction of service. Similarly, critical failure modes are those which have the highest consequences.

Critical assets have been identified and their typical failure mode and the impact on service delivery are as follows:

Table 6.1 Critical Assets

Critical Asset(s)	Failure Mode	Impact
All Bridges on roads providing ‘only’ access	Structural failure / Flooding	Complete removal of access
Hobbys Yards Road	Flooding/Inundation	Complete removal of access
Belubula Way	Flooding/Inundation	Complete removal of access
Newbridge Road	Flooding/Inundation	Complete removal of access

By identifying critical assets and failure modes investigative activities, condition inspection programs, maintenance and capital expenditure plans can be targeted at the critical areas.

⁹ ISO 31000:2009, p 2

¹⁰ Blayney Shire Council, 2016, ‘Risk Management Register and Plan’, Blayney Shire Council

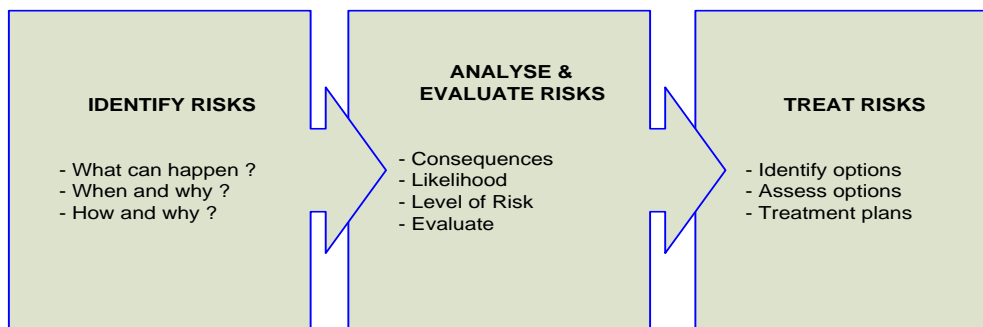
6.2 Risk Assessment

The risk management process used in this project is shown in Figure 6.2 below.

It is an analysis and problem solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of the ISO risk assessment standard ISO 31000:2009.

Fig 6.2 Risk Management Process – Abridged



The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

An assessment of risks¹¹ associated with service delivery from infrastructure assets has identified the critical risks that will result in significant loss, ‘financial shock’ or a reduction in service.

Critical risks are those assessed with ‘Very High’ (requiring immediate corrective action) and ‘High’ (requiring corrective action) risk ratings identified in the Infrastructure Risk Management Plan. The residual risk and treatment cost after the selected treatment plan is implemented is shown in Table 6.2. These risks and costs are reported to management and the Council.

Table 6.2: Critical Risks and Treatment Plans

Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Road pavement	Flooding/Inundation leading to pavement failure	H	Adequate drainage maintenance, initial pavement design considerations	M	\$250,000/km

¹¹ Blayney Shire Council, 2016, ‘Risk Management Register and Plan’, Blayney Shire Council

Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Footpath	Concrete Slab failure creating trip hazard	H	Regular inspections and funding renewal works	M	\$150/sq m
Bridge	Flooding/Inundation leading to Structural damage	H	Inspections and specific inspections following large rain events	M	Issue specific

Note * The residual risk is the risk remaining after the selected risk treatment plan is operational.

6.3 Infrastructure Resilience Approach

The resilience of our critical infrastructure is vital to our customers and the services we provide. To adapt to changing conditions and grow over time we need to understand our capacity to respond to possible disruptions and be positioned to absorb disturbance and act effectively in a crisis to ensure continuity of service.

Resilience is built on aspects such as response and recovery planning, financial capacity and crisis leadership.

Our current measure of resilience is shown in Table 6.4 which includes the type of threats and hazards, resilience assessment and identified improvements and/or interventions.

Table 6.4: Resilience

Threat / Hazard	Resilience LMH	Improvements / Interventions
Increased axle loadings from changes to regulations	Low	Bridge renewals to SM1600 standard
Increased axle loadings from changes to regulations	Low	Pavement renewals consider high traffic loading as part of design process
Sprayed seals failing due to increased temperatures	Low	Utilisation of C240 bitumen provides higher resilience to temperature extremes

6.4 Service and Risk Trade-Offs

The decisions made in adopting this AMP are based on the objective to achieve the optimum benefits from the available resources.

6.4.1 What we cannot do

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Extension of the sealed road network
- Undertaking of all required renewals (particularly on sealed road network and Kerb and Gutter)
- Undertaking all desired upgrade work on roads, bridges and urban stormwater

6.4.2 Service trade-off

Operations and maintenance activities and capital projects that cannot be undertaken will maintain or create service consequences for users. These include:

- Continuation of unsealed roads within the villages
- Damage to property
- Focus on heavy patching rather than large renewals and upgrades

6.4.3 Risk trade-off

The operations and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences. These include:

- Increasing reactive maintenance costs
- Exposure to claims and litigation against Council for public liability breaches
- Political pressure for improved levels of service
- Lower performance on asset and financial indicators

These actions and expenditures are considered in the projected expenditures, and where developed are included in the Risk Management Plan.

7. FINANCIAL SUMMARY

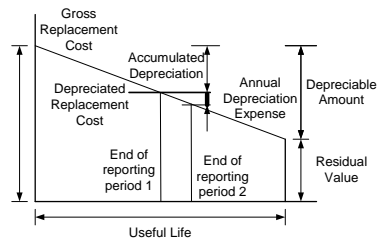
This section contains the financial requirements resulting from all the information presented in the previous sections of this AMP. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

7.1 Financial Statements and Projections

7.1.1 Asset valuations

The best available estimate of the value of assets included in this AMP are shown below. Assets are valued at fair value cost based on first principles estimates to undertake the construction of these assets from greenfield site conditions.

Gross Replacement Cost	\$187,153,000
Depreciable Amount	\$135,646,000
Depreciated Replacement Cost ¹²	\$147,913,000
Annual Average Asset Consumption	\$2,543,000



7.1.1 Sustainability of service delivery

Two key indicators for service delivery sustainability that have been considered in the analysis of the services provided by this asset category, these being the:

- asset renewal funding ratio, and
- medium term budgeted expenditures/projected expenditure (over 10 years of the planning period).

Asset Renewal Funding Ratio

Asset Renewal Funding Ratio¹³ 108%

The Asset Renewal Funding Ratio is the most important indicator and indicates that over the next 10 years of the forecasting that we expect to have 108% of the funds required for the optimal renewal and replacement of assets.

Medium term – 10 year financial planning period

This AMP identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10

¹² Also reported as Written Down Value, Carrying or Net Book Value.

¹³ AIFMM, 2015, Version 1.0, Financial Sustainability Indicator 3, Sec 2.6, p 9.

year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

These projected expenditures may be compared to budgeted expenditures in the 10 year period to identify any funding shortfall. In a core AMP, a gap is generally due to increasing asset renewals for ageing assets.

The projected operations, maintenance and capital renewal expenditure required over the 10 year planning period is \$4,709,000 on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is \$4,832,000 on average per year giving a 10 year funding surplus of \$764,000 per year. This indicates 104% of the projected expenditures needed to provide the services documented in the AMP. This excludes upgrade/new assets.

Providing services from infrastructure in a sustainable manner requires the matching and managing of service levels, risks, projected expenditures and financing to achieve a financial indicator of approximately 1.0 for the first years of the AMP and ideally over the 10-year life of the Long Term Financial Plan.

7.1.2 Projected expenditures for long term financial plan

Table 7.1.2 shows the projected expenditures for the 10 year long term financial plan.

Expenditure projections are in 2017/18 real values.

Table 7.1.2: Projected Expenditures for Long Term Financial Plan (\$000)

Year	Operations (\$000)	Maintenance (\$000)	Projected Capital Renewal (\$000)	Capital Upgrade/ New (\$000)	Disposals (\$000)
2018	\$315	\$2,775	\$4,927	\$253	\$0
2019	\$315	\$2,672	\$144	\$826	\$0
2020	\$317	\$2,658	\$2,336	\$523	\$0
2021	\$318	\$2,685	\$222	\$246	\$0
2022	\$319	\$2,705	\$1,261	\$361	\$0
2023	\$319	\$2,729	\$1,320	\$361	\$0
2024	\$320	\$2,753	\$2,294	\$372	\$0
2025	\$321	\$2,775	\$2,490	\$378	\$0

Year	Operations (\$000)	Maintenance (\$000)	Projected Capital Renewal (\$000)	Capital Upgrade/ New (\$000)	Disposals (\$000)
2026	\$321	\$2,788	\$0	\$384	\$0
2027	\$322	\$2,802	\$1,561	\$369	\$0
2028	\$322	\$2,745	\$3,309	\$407	\$0
2029	\$323	\$2,752	\$0	\$407	\$0
2030	\$324	\$2,759	\$8,626	\$407	\$0
2032	\$325	\$2,773	\$1,009	\$407	\$0
2033	\$326	\$2,780	\$13,967	\$407	\$0
2034	\$327	\$2,787	\$0	\$407	\$0
2035	\$328	\$2,794	\$323	\$407	\$0
2036	\$328	\$2,801	\$511	\$407	\$0
2037	\$329	\$2,808	\$1,908	\$407	\$0

7.2 Funding Strategy

Funding for assets is provided from the budget and long term financial plan.

The financial strategy of the entity determines how funding will be provided, whereas the AMP communicates how and when this will be spent, along with the service and risk consequences of differing options.

7.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added or improved.

Additional assets will generally add to the operations and maintenance needs in the longer term, as well as the need for future renewal. Additional assets will also add to future depreciation forecasts.

With regards to road assets, Council has limited capacity to refuse to accept new assets created through subdivisions, meaning there is little direct control available for managing an increase in contributed assets.

7.4 Key Assumptions Made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this AMP. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this AMP are:

Table 7.4: Key Assumptions made in AMP and Risks of Change

- Interpretation is based on current knowledge only. The results of current or future surveys or their impact on future projections have not been considered.
- Long term budgets are based on Council’s forecast of rate pegging.

7.5 Forecast Reliability and Confidence

The expenditure and valuations projections in this AMP are based on best available data. Currency and accuracy of data is critical to effective asset and financial management. Data confidence is classified on a 5 level scale¹⁴ in accordance with Table 7.5.

Table 7.5: Data Confidence Grading System

Confidence Grade	Description
A Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and agreed as the best method of assessment. Dataset is complete and estimated to be accurate $\pm 2\%$
B Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate $\pm 10\%$
C Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated $\pm 25\%$
D Very	Data is based on unconfirmed verbal reports and/or cursory inspections

¹⁴ IPWEA, 2015, IIMM, Table 2.4.6, p 2|71.

Confidence Grade	Description
Uncertain	and analysis. Dataset may not be fully complete and most data is estimated or extrapolated. Accuracy \pm 40%
E Unknown	None or very little data held.

The estimated confidence level for and reliability of data used in this AMP is considered to be B – Reliable.

8. PLAN IMPROVEMENT AND MONITORING

8.1 Status of Asset Management Practices¹⁵

8.1.1 Accounting and financial data sources

Draft Long Term Financial Plan (LTFP) 2018-2028

SynergySoft – Corporate System

8.1.2 Asset management data sources

AssetFinda – Asset Register

8.2 Improvement Plan

The asset management improvement plan generated from this AMP is shown in Table 8.1.

Table 8.1: Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	Incorporate customer satisfaction survey in review of community service levels. (Section 3.4)	Manager Infrastructure	Manex	June 2018
2	Review renewal models (Section 3.4)	Manager Infrastructure	Assets Systems Officer	June 2018
3	Develop improved age data for transportation assets, based on condition assessment, particularly for urban stormwater assets. (Section 5.1)	Manager Infrastructure	Asset Systems Officer & Assets Officer	June 2020

¹⁵ ISO 55000 Refers to this the Asset Management System

Task No	Task	Responsibility	Resources Required	Timeline
4	Develop Priority Ranking Criteria for Renewal Projects to provide for informed decision making by Manex and Council (Section 5.3)	Manex	Manager Infrastructure	May 2019
5	Develop Priority Ranking Criteria for upgrade / New Asset Projects to provide for informed decision making by Manex and Council (Section 5.4)	Manex	Manager Infrastructure	May 2019

8.3 Monitoring and Review Procedures

This AMP will be reviewed during annual budget planning processes and amended to show any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

The AMP will be updated annually to ensure it represents the current service level, asset values, projected operations, maintenance, capital renewal and replacement, capital upgrade/new and asset disposal expenditures and projected expenditure values incorporated into the long term financial plan.

The AMP has a life of 4 years and is due for complete revision and updating within 12 months of each Blayney Shire Council election.

8.4 Performance Measures

The effectiveness of the AMP can be measured in the following ways:

- The degree to which the required projected expenditures identified in this AMP are incorporated into the long term financial plan,
- The degree to which 1-5 year detailed works programs, budgets, business plans and corporate structures take into account the 'global' works program trends provided by the AMP,
- The degree to which the existing and projected service levels and service consequences (what we cannot do), risks and residual risks are incorporated into the Strategic Plan and associated plans,
- The Asset Renewal Funding Ratio achieving the target of 1.0.

9. REFERENCES

- IPWEA, 2006, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM
- IPWEA, 2008, 'NAMS.PLUS Asset Management', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/namsplus.
- IPWEA, 2015, 2nd edn., 'Australian Infrastructure Financial Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/AIFMM.
- IPWEA, 2015, 3rd edn., 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM
- IPWEA, 2012 LTFP Practice Note 6 PN Long Term Financial Plan, Institute of Public Works Engineering Australasia, Sydney
- Blayney Shire Council, 2012, - '2025 – All the pieces together. Blayney Shire Community Strategic Plan', Blayney Shire Council
- Blayney Shire Council, 2016, 'Long Term Financial Plan (LTFP) 2016-2026', Blayney Shire Council
- Blayney Shire Council, 2013, Blayney Local Infrastructure Contributions Plan, Blayney Shire Council

10. APPENDICES

Appendix A Projected 10 year Capital Renewal and Replacement Works Program

Appendix B Projected 10 year Capital Upgrade/New Works Program

Appendix A Projected 10-year Capital Renewal and Replacement Works Program

Asset ID	Sub Category	Asset Name	From	To	Rem Life (Years)	Planned Renewal Year	Renewal Cost (\$000)	Useful Life (Years)
60	Bridges	Timber	Timber. Concrete deck o'lay	Leabeater Street	2	2020	\$132,566	50
65	Bridges	Timber	Timber. Concrete deck overlay	Carcoar Road	2	2020	\$525,367	50
71	Bridges	Timber	Timber	Old Lachlan Road	2	2020	\$112,982	50
72	Bridges	Timber	Timber. Conc deck overlay	Snake Creek Road	2	2020	\$111,476	50
74	Bridges	Timber	timber	Coombing Street	2	2020	\$139,533	50
Subtotal							\$1,021,923	
20151118124740	Culverts	Pipe	Belubula Way	None	4	2022	\$7,685	100
20151119142549	Culverts	Pipe	Hobbys Yards Road	None	4	2022	\$10,706	100
20151123123627	Culverts	Pipe	Carcoar Road	None	4	2022	\$2,703	100
2015123105134	Culverts	Pipe	Burnt Yards Road	None	4	2022	\$4,995	100
2015123154317	Culverts	Pipe	Burnt Yards Road	None	4	2022	\$6,095	100
2015127144425	Culverts	Pipe	Sherlocks Lane	None	4	2022	\$2,738	100
201512816429	Culverts	Box	Bugs Ridge Road	None	4	2022	\$2,709	100
201612115357	Culverts	Pipe	Neville - Trunkey Road	None	4	2022	\$2,590	100
2016127101015	Culverts	Pipe	Fell Timber Road	None	4	2022	\$5,035	100
201612792813	Culverts	Pipe	Fell Timber Road	None	4	2022	\$2,812	100
20162119536	Culverts	Pipe	Newbridge Road	None	4	2022	\$3,663	100
2015112012019	Headwalls	Pipe	Neville Road	Stone pitch/Stone pitch	4	2022	\$1,060	100
20151123114253	Headwalls	Pipe	Carcoar Road	Stone pitch/Stone pitch	4	2022	\$840	100
2015112410426	Headwalls	Pipe	Gap Road	None/Stone pitch	4	2022	\$2,300	100
20151125151814	Headwalls	Pipe	Long Swamp Road	Stone pitch/Stone pitch	4	2022	\$1,060	100
2015112694641	Headwalls	Pipe	Newbridge Road	Stone pitch/Stone pitch	4	2022	\$1,060	100
2015122112343	Headwalls	Pipe	Sunnyside Road	Stone pitch/Stone pitch	4	2022	\$840	100

Transportation - Asset Management Plan

201512212221	Headwalls	Pipe	Hilltop Lane	Stone pitch/Stone pitch	4	2022	\$3,180	100
201512293922	Headwalls	Box	Garland Road	Stone pitch/None	4	2022	\$1,460	100
2015123145822	Headwalls	Pipe	Burnt Yards Road	Stone pitch/Stone pitch	4	2022	\$1,480	100
2015127121239	Headwalls	Pipe	Bentleys Lane	Stone pitch/Stone pitch	4	2022	\$1,680	100
2015127145746	Headwalls	Pipe	Glenelg Road	Stone pitch/Stone pitch	4	2022	\$840	100
201612892649	Headwalls	Pipe	Fell Timber Road	Stone pitch/Stone pitch	4	2022	\$1,060	100
201624145928	Headwalls	Pipe	Bakers Road	None/Stone pitch	4	2022	\$1,060	100
201625101527	Headwalls	Pipe	Matthews Road	Stone pitch/Stone pitch	4	2022	\$1,060	100

Subtotal **\$70,711**

20170405110108	Footpath	Spray Seal	Millthorpe		0	2018	\$11,060	15
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Subtotal **\$11,060**

FPLn110	Footpath	Concrete	Carcoar		3	2021	\$15,559	80
FPLn130	Footpath	Concrete	Lyndhurst		3	2021	\$16,526	80
FPLn140	Footpath	Concrete	Mandurama		3	2021	\$26,742	80
FPLn142	Footpath	Concrete	Mandurama		3	2021	\$2,133	80
FPLn143	Footpath	Concrete	Millthorpe		3	2021	\$26,945	80
FPLn144	Footpath	Concrete	Millthorpe		3	2021	\$7,050	80
FPLn165	Footpath	Concrete	Millthorpe		3	2021	\$6,709	80
FPLn182	Footpath	Concrete	Blayney		3	2021	\$18,450	80
FPLn202	Footpath	Concrete	Blayney		3	2021	\$5,723	80
FPLn61	Footpath	Concrete	Blayney		3	2021	\$8,026	80

Subtotal **\$133,863**

Gdrls2	Guardrail	Wimbledon Rd	Gresham		1	2019	\$3,744	30
Gdrls3	Guardrail	Wimbledon Rd	Gresham		1	2019	\$3,634	30
Gdrls4	Guardrail	Wimbledon Rd	Gresham		1	2019	\$15,087	30
Gdrls5	Guardrail	Wimbledon Rd	Gresham		1	2019	\$15,087	30
Gdrls6	Guardrail	Wimbledon Rd	Gresham		1	2019	\$20,484	30
Gdrls7	Guardrail	Wimbledon Rd	Gresham		1	2019	\$20,374	30
Gdrls8	Guardrail	Belubula St	Carcoar		1	2019	\$10,132	30
Gdrls9	Guardrail	Belubula St	Carcoar		1	2019	\$6,608	30
Gdrls10	Guardrail	Belubula St	Carcoar		1	2019	\$9,801	30
Gdrls11	Guardrail	Belubula St	Carcoar		1	2019	\$9,911	30
Gdrls12	Guardrail	Brady Rd	Carcoar		1	2019	\$6,277	30
Gdrls13	Guardrail	Brady Rd	Carcoar		1	2019	\$9,471	30

Transportation - Asset Management Plan

Gdrls14	Guardrail	Brady Rd	Carcoar		1	2019	\$8,260	30
Gdrls107	Guardrail	Fell Timber Road	@ Mt Maquarie Road		1	2019	\$2,857	30
Gdrls53	Guardrail	Newbridge Rd	2nd Bridge (SE side)		1	2019	\$2,310	30
Subtotal							\$144,038	
Gdrls54	Guardrail	Newbridge Rd	2nd Bridge (NE side)		7	2025	\$2,310	30
Usgns3	Urban Signs	Other Signs (Angle parking etc)	169		7	2025	\$71,512	30
Gdrls44	Guardrail	Carcoar Dam Rd	East of Dam Wall		7	2025	\$13,430	30
Gdrls50	Guardrail	Newbridge Rd	1st Bridge (S side)		7	2025	\$1,976	30
Gdrls51	Guardrail	Newbridge Rd	1st Bridge (N side)		7	2025	\$1,095	30
Gdrls52	Guardrail	Newbridge Rd	2nd Bridge (N side)		7	2025	\$1,095	30
Subtotal							\$91,419	
4068	Kerb/Gutter	Kerb Riverstone	Stones	Naylor Street	-21	1997	\$80,669	80
4069	Kerb/Gutter	Kerb Riverstone	Stones	Naylor Street	-21	1997	\$576,900	80
Subtotal							\$657,570	
3812	Kerb/Gutter	Kerb Highback	Concrete	Ogilvy Street	3	2021	\$8,698	80
3920	Kerb/Gutter	Kerb Highback	Concrete	Somers Street	3	2021	\$56,829	80
3962	Kerb/Gutter	Kerb Highback	Concrete	Napier Street	3	2021	\$22,729	80
Subtotal							\$88,256	
188.02b	Sealed Roads	Sub Base	Collins Street		-105	1913	\$3,725	13
Subtotal							\$3,725	
130.07b	Sealed Roads	Sub Base	Forest Reefs Road		-43	1975	\$13,302	150
353.01b	Sealed Roads	Sub Base	Jarman Crescent		-43	1975	\$8,714	150
376.01b	Sealed Roads	Sub Base	St Vincent-Welsh Way		-43	1975	\$5,659	150
99.08b	Sealed Roads	Sub Base	Carcoar Road		-43	1975	\$286,267	150
Subtotal							\$313,943	
99.08c	Sealed Roads	Base	Carcoar Road		-13	2005	\$239,743	40
376.01c	Sealed Roads	Base	St Vincent-Welsh Way		-13	2005	\$4,739	40
353.01c	Sealed Roads	Base	Jarman Crescent		-13	2005	\$7,298	40
370.01b	Sealed Roads	Sub Base	Calga Road		-13	2005	\$3,225	150
230.03b	Sealed Roads	Sub Base	Icely Street		-13	2005	\$4,763	150
130.07c	Sealed Roads	Base	Forest Reefs		-13	2005	\$22,281	40

Transportation - Asset Management Plan

255.01b	Sealed Roads	Sub Base	Road Mary Street	-13	2005	\$1,160	150
Subtotal						\$283,208	
255.01c	Sealed Roads	Base	Mary Street	-5	2013	\$1,943	40
188.02c	Sealed Roads	Base	Collins Street	-5	2013	\$6,240	40
230.03c	Sealed Roads	Base	Icely Street	-5	2013	\$3,989	40
370.01c	Sealed Roads	Base	Calga Road	-5	2013	\$5,402	40
Subtotal						\$17,574	
16.03d	Sealed Roads	Seal	Marshalls Lane	0	2018	\$3,108	13
22.02d	Sealed Roads	Seal	Newbridge Road	0	2018	\$22,751	13
22.04d	Sealed Roads	Seal	Newbridge Road	0	2018	\$13,620	13
22.12d	Sealed Roads	Seal	Newbridge Road	0	2018	\$63,367	13
27.01d	Sealed Roads	Seal	Hills Lane	0	2018	\$2,481	13
33.01d	Sealed Roads	Seal	Moorilda Road	0	2018	\$248,767	13
41.03d	Sealed Roads	Seal	Neville Road	0	2018	\$25,743	13
50.06d	Sealed Roads	Seal	Neville - Trunkey Road	0	2018	\$3,913	13
52.01d	Sealed Roads	Seal	Barry Road	0	2018	\$28,550	13
52.05d	Sealed Roads	Seal	Barry Road	0	2018	\$89,877	13
56.07d	Sealed Roads	Seal	Mandurama Road	0	2018	\$20,589	13
56.09d	Sealed Roads	Seal	Mandurama Road	0	2018	\$36,677	13
66.02d	Sealed Roads	Seal	Garland Road	0	2018	\$384,676	13
86.04d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$32,994	13
86.06d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$33,282	13
86.08d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$63,878	13
86.09d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$73,661	13
86.10d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$34,529	13
86.11d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$13,198	13
86.12d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$8,344	13
86.13d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$48,500	13
93.02d	Sealed Roads	Seal	Errownagbang Road	0	2018	\$63,830	13
62.01d	Sealed Roads	Seal	Gallymont Road	0	2018	\$35,808	13
73.03d	Sealed Roads	Seal	Rockdell Road	0	2018	\$8,172	13
78.01d	Sealed Roads	Seal	Newry Downs Road	0	2018	\$76,027	13
93.09d	Sealed Roads	Seal	Errownagbang Road	0	2018	\$29,509	13
93.10d	Sealed Roads	Seal	Errownagbang Road	0	2018	\$109,277	13
93.11d	Sealed Roads	Seal	Errownagbang	0	2018	\$127,788	13

Transportation - Asset Management Plan

			Road					
99.07d	Sealed Roads	Seal	Carcoar Road	0	2018	\$85,286	13	
99.08d	Sealed Roads	Seal	Carcoar Road	0	2018	\$194,090	13	
99.09d	Sealed Roads	Seal	Carcoar Road	0	2018	\$26,696	13	
105.02d	Sealed Roads	Seal	Lawson Road	0	2018	\$6,004	13	
105.04d	Sealed Roads	Seal	Lawson Road	0	2018	\$4,124	13	
105.06d	Sealed Roads	Seal	Lawson Road	0	2018	\$5,582	13	
106.01d	Sealed Roads	Seal	Panuara Road	0	2018	\$59,047	13	
86.01d	Sealed Roads	Seal	Burnt Yards Road	0	2018	\$11,478	13	
98.01d	Sealed Roads	Seal	Browns Creek Road	0	2018	\$41,940	13	
115.01d	Sealed Roads	Seal	Long Swamp Road	0	2018	\$60,246	13	
116.03d	Sealed Roads	Seal	Carbine Road	0	2018	\$24,106	13	
118.01d	Sealed Roads	Seal	Watersons Road	0	2018	\$1,573	13	
119.01d	Sealed Roads	Seal	Tallwood Road	0	2018	\$24,586	13	
119.05d	Sealed Roads	Seal	Tallwood Road	0	2018	\$21,165	13	
119.06d	Sealed Roads	Seal	Tallwood Road	0	2018	\$111,681	13	
130.07d	Sealed Roads	Seal	Forest Reefs Road	0	2018	\$18,038	13	
130.08d	Sealed Roads	Seal	Forest Reefs Road	0	2018	\$26,760	13	
130.09d	Sealed Roads	Seal	Forest Reefs Road	0	2018	\$5,371	13	
130.10d	Sealed Roads	Seal	Forest Reefs Road	0	2018	\$36,255	13	
130.11d	Sealed Roads	Seal	Forest Reefs Road	0	2018	\$65,873	13	
130.12d	Sealed Roads	Seal	Forest Reefs Road	0	2018	\$49,996	13	
130.01d	Sealed Roads	Seal	Forest Reefs Road	0	2018	\$63,878	13	
142.01d	Sealed Roads	Seal	Matthews Road	0	2018	\$1,611	13	
142.04d	Sealed Roads	Seal	Matthews Road	0	2018	\$6,177	13	
153.04d	Sealed Roads	Seal	Four Mile Creek Road	0	2018	\$45,719	13	
153.05d	Sealed Roads	Seal	Four Mile Creek Road	0	2018	\$93,196	13	
169.02d	Sealed Roads	Seal	Blake Street	0	2018	\$3,018	13	
169.03d	Sealed Roads	Seal	Blake Street	0	2018	\$6,036	13	
170.01d	Sealed Roads	Seal	Blayney Street	0	2018	\$12,948	13	
171.01d	Sealed Roads	Seal	Boomerang Street	0	2018	\$12,533	13	
179.01d	Sealed Roads	Seal	Carcoar Street	0	2018	\$125,186	13	
190.01d	Sealed Roads	Seal	Coombing Street	0	2018	\$6,963	13	
190.03d	Sealed Roads	Seal	Coombing Street	0	2018	\$1,765	13	
190.04d	Sealed Roads	Seal	Coombing Street	0	2018	\$5,147	13	
196.01d	Sealed Roads	Seal	Crowson Street	0	2018	\$4,540	13	
196.02d	Sealed Roads	Seal	Crowson Street	0	2018	\$17,009	13	
202.02d	Sealed Roads	Seal	Egbert Street	0	2018	\$11,145	13	
210.01d	Sealed Roads	Seal	Fleet Street	0	2018	\$3,050	13	
213.01d	Sealed Roads	Seal	George Street	0	2018	\$4,412	13	

Transportation - Asset Management Plan

220.01d	Sealed Roads	Seal	Hanover Crescent	0	2018	\$10,455	13
221.01d	Sealed Roads	Seal	Harrow Street	0	2018	\$12,788	13
234.01d	Sealed Roads	Seal	Jones Street	0	2018	\$14,505	13
242.01d	Sealed Roads	Seal	Lynch Street	0	2018	\$2,251	13
246.01d	Sealed Roads	Seal	Mandurama Street	0	2018	\$6,746	13
246.02d	Sealed Roads	Seal	Mandurama Street	0	2018	\$9,943	13
253.01d	Sealed Roads	Seal	Martha Street	0	2018	\$25,756	13
255.01d	Sealed Roads	Seal	Mary Street	0	2018	\$1,573	13
259.01d	Sealed Roads	Seal	Mongomery Street (aka Montgomery)	0	2018	\$10,480	13
261.01d	Sealed Roads	Seal	Morley Street	0	2018	\$6,874	13
268.01d	Sealed Roads	Seal	Naylor Street	0	2018	\$40,859	13
278.02d	Sealed Roads	Seal	Palmer Street	0	2018	\$16,401	13
291.01d	Sealed Roads	Seal	Pym Street	0	2018	\$22,028	13
292.03d	Sealed Roads	Seal	Queen Street	0	2018	\$4,911	13
298.01d	Sealed Roads	Seal	Rodd Street	0	2018	\$8,619	13
305.02d	Sealed Roads	Seal	Selby Street	0	2018	\$2,302	13
319.01d	Sealed Roads	Seal	Stoke Lane	0	2018	\$2,551	13
319.02d	Sealed Roads	Seal	Stoke Lane	0	2018	\$5,927	13
321.01d	Sealed Roads	Seal	Teasdale Street	0	2018	\$6,701	13
329.01d	Sealed Roads	Seal	Unwin Street	0	2018	\$8,440	13
333.01d	Sealed Roads	Seal	William Street	0	2018	\$13,955	13
335.01d	Sealed Roads	Seal	Lawson Street	0	2018	\$63,226	13
336.01d	Sealed Roads	Seal	Gerty Street	0	2018	\$76,392	13
331.01d	Sealed Roads	Seal	Water Street	0	2018	\$73,815	13
351.01d	Sealed Roads	Seal	Quamby Place	0	2018	\$7,289	13
352.01d	Sealed Roads	Seal	Goomballo Street	0	2018	\$7,705	13
353.01d	Sealed Roads	Seal	Jarman Crescent	0	2018	\$5,908	13
370.01d	Sealed Roads	Seal	Calga Road	0	2018	\$4,374	13
376.01d	Sealed Roads	Seal	St Vincent-Welsh Way	0	2018	\$3,837	13
418.01d	Sealed Roads	Seal	Memorial Drive	0	2018	\$10,704	13
448.01d	Sealed Roads	Seal	Quarry Farm Lane	0	2018	\$5,058	13
452.23d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	0	2018	\$5,371	13
452.24d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	0	2018	\$8,440	13
463.01d	Sealed Roads	Seal	Brooklee lane	0	2018	\$14,815	13
468.02d	Sealed Roads	Seal	Walkom Road	0	2018	\$32,572	13
469.01d	Sealed Roads	Seal	Buesnel lane	0	2018	\$22,827	13
901.03d	Sealed Roads	Seal	Road Behind Old Saleyards - off Gerty St	0	2018	\$1,458	13
903.01d	Sealed Roads	Seal	Carcoar Cemetry Rd - Sth	0	2018	\$1,822	13
905.01d	Sealed Roads	Seal	Millthorpe Cemetry Rd -	0	2018	\$396	13

Transportation - Asset Management Plan

452.08d	Sealed Roads	Seal	Sth Hobbys Yards Road (MR 390)	0	2018	\$36,882	13
452.09d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	0	2018	\$15,845	13

Subtotal	\$3,639,949
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906.01d	Sealed Roads	Seal	Millthorpe Cemetery Rd - Nth	2	2020	\$1,228	13
904.01d	Sealed Roads	Seal	Carcoar Cemetery Rd - Nth	2	2020	\$2,686	13
452.02d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	2	2020	\$68,500	13
418.02d	Sealed Roads	Seal	Memorial Drive	2	2020	\$12,315	13
401.01d	Sealed Roads	Seal	Back Road	2	2020	\$441	13
339.04d	Sealed Roads	Seal	Turner Street	2	2020	\$1,918	13
345.01d	Sealed Roads	Seal	Selwyn Street	2	2020	\$25,769	13
345.02d	Sealed Roads	Seal	Selwyn Street	2	2020	\$19,023	13
330.02d	Sealed Roads	Seal	Victoria Street	2	2020	\$11,510	13
313.01d	Sealed Roads	Seal	Staunton Street	2	2020	\$2,379	13
324.01d	Sealed Roads	Seal	Terragong Street	2	2020	\$49,773	13
325.01d	Sealed Roads	Seal	Toomey Street	2	2020	\$9,208	13
311.01d	Sealed Roads	Seal	Somers Place	2	2020	\$17,801	13
296.03d	Sealed Roads	Seal	Ramsay Street	2	2020	\$18,722	13
282.01d	Sealed Roads	Seal	Pearce Street	2	2020	\$9,368	13
216.01d	Sealed Roads	Seal	Gold Street	2	2020	\$11,906	13
216.03d	Sealed Roads	Seal	Gold Street	2	2020	\$13,773	13
203.01d	Sealed Roads	Seal	Elliott Street	2	2020	\$22,150	13
196.03d	Sealed Roads	Seal	Crowson Street	2	2020	\$5,227	13
186.01d	Sealed Roads	Seal	Church Street	2	2020	\$18,709	13
119.04d	Sealed Roads	Seal	Tallwood Road	2	2020	\$84,148	13
173.01d	Sealed Roads	Seal	Burns Street	2	2020	\$45,910	13
156.03d	Sealed Roads	Seal	Adelaide lane	2	2020	\$4,489	13
153.03d	Sealed Roads	Seal	Four Mile Creek Road	2	2020	\$19,745	13
130.06d	Sealed Roads	Seal	Forest Reefs Road	2	2020	\$50,386	13
106.02d	Sealed Roads	Seal	Panuara Road	2	2020	\$263,230	13
85.01d	Sealed Roads	Seal	Junction Reefs Road	2	2020	\$83,790	13
66.04d	Sealed Roads	Seal	Garland Road	2	2020	\$82,677	13
56.02d	Sealed Roads	Seal	Mandurama Road	2	2020	\$21,875	13
56.06d	Sealed Roads	Seal	Mandurama Road	2	2020	\$136,644	13
54.01d	Sealed Roads	Seal	Mount Macquarie Road	2	2020	\$25,200	13
16.02d	Sealed Roads	Seal	Marshalls Lane	2	2020	\$66,238	13
33.03d	Sealed Roads	Seal	Moorilda Road	2	2020	\$55,278	13
25.04d	Sealed Roads	Seal	Village Road	2	2020	\$2,813	13

Transportation - Asset Management Plan

22.03d	Sealed Roads	Seal	Newbridge Road	2	2020	\$49,338	13
Subtotal						\$1,314,165	
23c	Unsealed Roads	base	West Wimbledon Road	4	2022	\$36,887	20
24c	Unsealed Roads	base	Jones Lane	4	2022	\$22,281	20
37c	Unsealed Roads	base	Fardells lane	4	2022	\$81,201	20
46c	Unsealed Roads	base	Morrisons Lane	4	2022	\$57,208	20
54c	Unsealed Roads	base	Mount Macquarie Road	4	2022	\$237,377	20
64c	Unsealed Roads	base	Winterbottoms Lane	4	2022	\$34,411	20
89c	Unsealed Roads	base	Lummes lane	4	2022	\$13,864	20
111c	Unsealed Roads	base	Glenlea Road	4	2022	\$20,371	20
122c	Unsealed Roads	base	Rapleys lane	4	2022	\$25,782	20
125c	Unsealed Roads	base	Convent Lane	4	2022	\$41,873	20
132c	Unsealed Roads	base	Wilson's Lane	4	2022	\$150,119	20
142c	Unsealed Roads	base	Matthews Road	4	2022	\$184,186	20
145c	Unsealed Roads	base	Duttons Lane	4	2022	\$8,046	20
162c	Unsealed Roads	base	Bathurst Street	4	2022	\$20,385	20
173c	Unsealed Roads	base	Burke Street	4	2022	\$17,697	20
226c	Unsealed Roads	base	Henry Street	4	2022	\$14,344	20
243c	Unsealed Roads	base	Macquarie Street	4	2022	\$9,938	20
421c	Unsealed Roads	base	Mallowgrove Road	4	2022	\$145,722	20
436c	Unsealed Roads	base	Yangoora Road	4	2022	\$69,035	20
Subtotal						\$1,190,727	
235.01c	Sealed Roads	Base	Kingham Street	5	2023	\$7,140	40
244.01c	Sealed Roads	Base	Main Street	5	2023	\$3,925	40
418.02c	Sealed Roads	Base	Memorial Drive	5	2023	\$15,212	40
70.01c	Sealed Roads	Base	Muggletons Road	5	2023	\$2,535	40
452.24c	Sealed Roads	Base	Hobbys Yards Road (MR 390)	5	2023	\$10,426	40
132b	Unsealed Roads	subbase	Wilson's Lane	5	2023	\$134,438	150
142b	Unsealed Roads	subbase	Matthews Road	5	2023	\$164,947	150
421b	Unsealed	subbase	Mallowgrove	5	2023	\$130,501	150

Transportation - Asset Management Plan

	Roads		Road				
190.01c	Sealed Roads	Base	Coombing Street	5	2023	\$8,601	40
190.03c	Sealed Roads	Base	Coombing Street	5	2023	\$2,180	40
190.04c	Sealed Roads	Base	Coombing Street	5	2023	\$6,358	40
192.02c	Sealed Roads	Base	Copper Street	5	2023	\$12,226	40
203.01c	Sealed Roads	Base	Elliott Street	5	2023	\$27,359	40
210.01c	Sealed Roads	Base	Fleet Street	5	2023	\$3,767	40
216.02c	Sealed Roads	Base	Gold Street	5	2023	\$17,416	40
221.01c	Sealed Roads	Base	Harrow Street	5	2023	\$15,796	40
228.01c	Sealed Roads	Base	Hill Street	5	2023	\$4,865	40
130.09c	Sealed Roads	Base	Forest Reefs Road	5	2023	\$6,635	40
148.01c	Sealed Roads	Base	Millpost Creek Road	5	2023	\$3,080	40
153.04c	Sealed Roads	Base	Four Mile Creek Road	5	2023	\$56,472	40
153.05c	Sealed Roads	Base	Four Mile Creek Road	5	2023	\$115,117	40
155.01c	Sealed Roads	Base	Adelaide Street	5	2023	\$10,054	40
169.02c	Sealed Roads	Base	Blake Street	5	2023	\$3,728	40
171.01c	Sealed Roads	Base	Boomerang Street	5	2023	\$15,481	40
177.01c	Sealed Roads	Base	Campbell Street	5	2023	\$14,596	40
184.01c	Sealed Roads	Base	Church Street	5	2023	\$20,377	40
188.01c	Sealed Roads	Base	Collins Street	5	2023	\$6,540	40
259.01c	Sealed Roads	Base	Mongomery Street (aka Montgomery)	5	2023	\$12,945	40
260.01c	Sealed Roads	Base	Moorilda Street	5	2023	\$6,319	40
261.01c	Sealed Roads	Base	Morley Street	5	2023	\$8,491	40
292.02c	Sealed Roads	Base	Queen Street	5	2023	\$4,786	40
292.03c	Sealed Roads	Base	Queen Street	5	2023	\$6,066	40
298.01c	Sealed Roads	Base	Rodd Street	5	2023	\$10,647	40
305.02c	Sealed Roads	Base	Selby Street	5	2023	\$2,843	40
312.02c	Sealed Roads	Base	Stabback Street	5	2023	\$6,247	40
319.01c	Sealed Roads	Base	Stoke Lane	5	2023	\$3,151	40
319.02c	Sealed Roads	Base	Stoke Lane	5	2023	\$7,322	40
329.01c	Sealed Roads	Base	Unwin Street	5	2023	\$10,426	40
330.03c	Sealed Roads	Base	Victoria Street	5	2023	\$46,102	40
338.01c	Sealed Roads	Base	Kingham Street	5	2023	\$3,246	40
339.04c	Sealed Roads	Base	Turner Street	5	2023	\$2,369	40
105.04c	Sealed Roads	Base	Lawson Road	5	2023	\$5,094	40
118.01c	Sealed Roads	Base	Watersons Road	5	2023	\$1,943	40
119.05c	Sealed Roads	Base	Tallwood Road	5	2023	\$26,143	40
2.01c	Sealed Roads	Base	Nyes Gates Road	5	2023	\$45,494	40
16.03c	Sealed Roads	Base	Marshalls Lane	5	2023	\$3,839	40
22.04c	Sealed Roads	Base	Newbridge Road	5	2023	\$16,823	40
22.12c	Sealed Roads	Base	Newbridge Road	5	2023	\$78,271	40

Transportation - Asset Management Plan

25.04c	Sealed Roads	Base	Village Road	5	2023	\$3,475	40
27.01c	Sealed Roads	Base	Hills Lane	5	2023	\$3,065	40
40.02c	Sealed Roads	Base	Carcoar Dam Road	5	2023	\$19,051	40
50.06c	Sealed Roads	Base	Neville - Trunkey Road	5	2023	\$4,834	40
78.01c	Sealed Roads	Base	Newry Downs Road	5	2023	\$93,910	40
86.04c	Sealed Roads	Base	Burnt Yards Road	5	2023	\$40,755	40
86.11c	Sealed Roads	Base	Burnt Yards Road	5	2023	\$16,302	40
86.12c	Sealed Roads	Base	Burnt Yards Road	5	2023	\$10,307	40

Subtotal **\$1,320,040**

2.01d	Sealed Roads	Seal	Nyes Gates Road	6	2024	\$36,831	13
14.05d	Sealed Roads	Seal	Guyong Road	6	2024	\$141,146	13
41.09d	Sealed Roads	Seal	Neville Road	6	2024	\$125,691	13
50.05d	Sealed Roads	Seal	Neville - Trunkey Road	6	2024	\$4,335	13
56.01d	Sealed Roads	Seal	Mandurama Road	6	2024	\$17,136	13
60.05d	Sealed Roads	Seal	Felltimber Road	6	2024	\$11,746	13
66.01d	Sealed Roads	Seal	Garland Road	6	2024	\$159,523	13
97.03d	Sealed Roads	Seal	Gap Road	6	2024	\$22,636	13
106.03d	Sealed Roads	Seal	Panuara Road	6	2024	\$108,318	13
119.02d	Sealed Roads	Seal	Tallwood Road	6	2024	\$15,250	13
161.02d	Sealed Roads	Seal	Barker Street	6	2024	\$13,204	13
127.02d	Sealed Roads	Seal	Spring Terrace Road	6	2024	\$92,115	13
98.04d	Sealed Roads	Seal	Browns Creek Road	6	2024	\$57,605	13
192.02d	Sealed Roads	Seal	Copper Street	6	2024	\$9,898	13
188.02d	Sealed Roads	Seal	Collins Street	6	2024	\$5,051	13
216.00d	Sealed Roads	Seal	Gold Street	6	2024	\$9,144	13
223.01d	Sealed Roads	Seal	Hawke Street	6	2024	\$11,701	13
278.03d	Sealed Roads	Seal	Palmer Street	6	2024	\$1,151	13
264.01d	Sealed Roads	Seal	Mount McDonald Road	6	2024	\$84,173	13
260.01d	Sealed Roads	Seal	Moorilda Street	6	2024	\$5,115	13
253.02d	Sealed Roads	Seal	Martha Street	6	2024	\$12,756	13
273.02d	Sealed Roads	Seal	Ogilvy Street	6	2024	\$20,845	13
293.01d	Sealed Roads	Seal	Queen Street	6	2024	\$14,374	13
304.01d	Sealed Roads	Seal	Sawyer Street	6	2024	\$36,300	13
139c	Unsealed Roads	base	Dicksons Lane	6	2024	\$44,019	20
425c	Unsealed Roads	base	Church lane	6	2024	\$1,659	20
403c	Unsealed Roads	base	Springvale Lane	6	2024	\$19,351	20
114c	Unsealed Roads	base	Meribah Road	6	2024	\$102,361	20
116c	Unsealed Roads	base	Carbine Road	6	2024	\$68,872	20

Transportation - Asset Management Plan

	Roads						
82c	Unsealed Roads	base	Millamolong Road	6	2024	\$156,385	20
109c	Unsealed Roads	base	Myers Lane	6	2024	\$37,596	20
71c	Unsealed Roads	base	Lucan Road	6	2024	\$81,984	20
77c	Unsealed Roads	base	Kennys Lane	6	2024	\$67,061	20
79c	Unsealed Roads	base	Boondaroo Road	6	2024	\$59,711	20
61c	Unsealed Roads	base	Kentucky Road	6	2024	\$12,321	20
62c	Unsealed Roads	base	Gallymont Road	6	2024	\$177,473	20
904.02d	Sealed Roads	Seal	Carcoar Cemetery Rd - Nth	6	2024	\$1,669	13
2c	Unsealed Roads	base	Nyes Gates Road	6	2024	\$209,429	20
315.03d	Sealed Roads	Seal	Stillingfleet Street	6	2024	\$2,554	13
339.02d	Sealed Roads	Seal	Turner Street	6	2024	\$5,576	13
70.01d	Sealed Roads	Seal	Muggletons Road	6	2024	\$2,053	13
415.04d	Sealed Roads	Seal	Three Brothers Road	6	2024	\$63,021	13
415.06d	Sealed Roads	Seal	Three Brothers Road	6	2024	\$88,061	13
452.04d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	6	2024	\$24,618	13
452.06d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	6	2024	\$51,742	13

Subtotal **\$2,293,561**

10c	Unsealed Roads	base	Glengate Road	7	2025	\$56,303	20
15c	Unsealed Roads	base	Mayfield Lane	7	2025	\$22,068	20
40c	Unsealed Roads	base	Carcoar Dam Road	7	2025	\$362,538	20
43c	Unsealed Roads	base	Old Lachlan Road	7	2025	\$370,351	20
45c	Unsealed Roads	base	McKellars lane	7	2025	\$88,804	20
28c	Unsealed Roads	base	Prices Lane	7	2025	\$14,712	20
32c	Unsealed Roads	base	Bundaleer Raod	7	2025	\$59,663	20
63c	Unsealed Roads	base	Snake Creek Road	7	2025	\$174,355	20
53c	Unsealed Roads	base	Teasdale Road	7	2025	\$25,145	20
81c	Unsealed Roads	base	Wells Lane	7	2025	\$27,939	20
74c	Unsealed Roads	base	Lyons Road	7	2025	\$75,436	20
65c	Unsealed	base	Hilltop Lane	7	2025	\$136,053	20

Transportation - Asset Management Plan

	Roads						
68c	Unsealed Roads	base	Tea Tree Road	7	2025	\$127,000	20
70c	Unsealed Roads	base	Kinds Lane	7	2025	\$21,326	20
101c	Unsealed Roads	base	Weston Lane	7	2025	\$24,509	20
102c	Unsealed Roads	base	Ewins Lane	7	2025	\$29,672	20
121c	Unsealed Roads	base	Dog Trap Lane	7	2025	\$11,331	20
133c	Unsealed Roads	base	Burtons Lane	7	2025	\$164,665	20
134c	Unsealed Roads	base	Ovington Lane	7	2025	\$29,354	20
137c	Unsealed Roads	base	Warburtons Lane	7	2025	\$61,643	20
138c	Unsealed Roads	base	Peppermint Lane	7	2025	\$27,373	20
126c	Unsealed Roads	base	Bulb farm lane	7	2025	\$5,942	20
123c	Unsealed Roads	base	Nixons Lane	7	2025	\$42,652	20
406c	Unsealed Roads	base	Acacia Lane	7	2025	\$5,517	20
408c	Unsealed Roads	base	Kellys Road	7	2025	\$33,916	20
412c	Unsealed Roads	base	Stringybark Road	7	2025	\$32,077	20
420c	Unsealed Roads	base	Rosedale Road	7	2025	\$37,877	20
270c	Unsealed Roads	base	North Street	7	2025	\$2,476	20
280c	Unsealed Roads	base	Pascoe Street	7	2025	\$12,534	20
290c	Unsealed Roads	base	Prescot Street	7	2025	\$19,522	20
221c	Unsealed Roads	base	Harrow Street	7	2025	\$17,683	20
163c	Unsealed Roads	base	Bathurst Street	7	2025	\$6,193	20
150c	Unsealed Roads	base	Sunnyside Road	7	2025	\$76,391	20
151c	Unsealed Roads	base	Nichols Lane	7	2025	\$21,007	20
153c	Unsealed Roads	base	Four Mile Creek Road	7	2025	\$57,187	20
431c	Unsealed Roads	base	Bradene Road	7	2025	\$14,606	20
432c	Unsealed Roads	base	Hilton lane	7	2025	\$56,147	20
424c	Unsealed Roads	base	Hobbys Yards Cemetery Rd	7	2025	\$9,697	20
447c	Unsealed Roads	base	Cobbs lane	7	2025	\$37,382	20

Subtotal **\$2,399,046**

452.15d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	9	2027	\$81,079	13
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Transportation - Asset Management Plan

452.03d	Sealed Roads	Seal	Hobbys Yards Road (MR 390)	9	2027	\$33,838	13
464.01d	Sealed Roads	Seal	Clover Ridge Road	9	2027	\$36,703	13
415.03d	Sealed Roads	Seal	Three Brothers Road	9	2027	\$72,510	13
332.01d	Sealed Roads	Seal	William Street	9	2027	\$1,944	13
338.01d	Sealed Roads	Seal	Kingham Street	9	2027	\$2,628	13
343.01d	Sealed Roads	Seal	Athol Street	9	2027	\$26,792	13
344.01d	Sealed Roads	Seal	Tollbar Street	9	2027	\$19,672	13
367.01d	Sealed Roads	Seal	Haddon Place	9	2027	\$3,645	13
312.01d	Sealed Roads	Seal	Stabback Street	9	2027	\$8,325	13
327.01d	Sealed Roads	Seal	Trunkey Street	9	2027	\$18,192	13
313.02d	Sealed Roads	Seal	Staunton Street	9	2027	\$809	13
330.03d	Sealed Roads	Seal	Victoria Street	9	2027	\$37,323	13
252.01d	Sealed Roads	Seal	Marsden Street	9	2027	\$15,193	13
271.01d	Sealed Roads	Seal	Norton Close	9	2027	\$3,741	13
283.01d	Sealed Roads	Seal	Pearson Street	9	2027	\$7,417	13
285.01d	Sealed Roads	Seal	Pilcher Street	9	2027	\$8,210	13
225.02d	Sealed Roads	Seal	Henry Street	9	2027	\$12,277	13
230.01d	Sealed Roads	Seal	Icely Street	9	2027	\$17,041	13
217.01d	Sealed Roads	Seal	Gowan Place	9	2027	\$9,272	13
240.02d	Sealed Roads	Seal	Loquat Street	9	2027	\$50,936	13
209.01d	Sealed Roads	Seal	Farm Street	9	2027	\$13,351	13
202.01d	Sealed Roads	Seal	Egbert Street	9	2027	\$1,180	13
190.06d	Sealed Roads	Seal	Coombing Street	9	2027	\$5,151	13
184.01d	Sealed Roads	Seal	Church Street	9	2027	\$16,497	13
170.02d	Sealed Roads	Seal	Blayney Street	9	2027	\$6,714	13
98.07d	Sealed Roads	Seal	Browns Creek Road	9	2027	\$98,407	13
137.01d	Sealed Roads	Seal	Warburtons Lane	9	2027	\$6,468	13
98.02d	Sealed Roads	Seal	Browns Creek Road	9	2027	\$42,458	13
98.03d	Sealed Roads	Seal	Browns Creek Road	9	2027	\$183,201	13
86.02d	Sealed Roads	Seal	Burnt Yards Road	9	2027	\$27,719	13
86.03d	Sealed Roads	Seal	Burnt Yards Road	9	2027	\$29,254	13
93.08d	Sealed Roads	Seal	Errownagbang Road	9	2027	\$56,525	13
66.05d	Sealed Roads	Seal	Garland Road	9	2027	\$98,266	13
70.02d	Sealed Roads	Seal	Kinds Lane	9	2027	\$4,738	13
52.07d	Sealed Roads	Seal	Barry Road	9	2027	\$25,737	13
52.03d	Sealed Roads	Seal	Barry Road	9	2027	\$30,532	13
41.11d	Sealed Roads	Seal	Neville Road	9	2027	\$35,414	13
42.03d	Sealed Roads	Seal	Fullers Lane	9	2027	\$5,167	13
41.04d	Sealed Roads	Seal	Neville Road	9	2027	\$196,008	13
34.01d	Sealed Roads	Seal	Kurangia Road	9	2027	\$24,714	13
33.02d	Sealed Roads	Seal	Moorilda Road	9	2027	\$55,310	13
22.10d	Sealed Roads	Seal	Newbridge Road	9	2027	\$46,646	13
1.03d	Sealed Roads	Seal	Vittoria Road	9	2027	\$83,540	13

Subtotal	\$1,560,539	
Program Total	\$16,555,318	

Appendix B Projected Upgrade/Exp/New 10-year Capital Works Program

Blayney SC

Projected Capital Upgrade/New Works Program - Footpaths_S1_V1

(\$000)

Year	Item	Description	Estimate
2018	1	Blayney - Stillingfleet St - SP Osman St to Carcoar St (inc Queen St) - (430m)	\$10
	2	Blayney - Orange Rd - FP Binstead to Existing - (120m)	\$24
	3	Blayney - Kindergarten - Lindsay St - FP Ogilvy St to Railway Ln + Blistered Crossing - (80m)	\$23
	4	Mandurama - Gold St - FP Existing to Memorial Hall + access friendly parking space (42m)	\$12
	5	Millthorpe - Montgomery St - FP (E Side) - Victoria St to Crowson St (140m)	\$28
	10		
2018		Total	\$97

(\$000)

Year	Item	Description	Estimate
2019	1	Blayney - Improved Rail Crossing (Construction - Cncl 25% / RMS 75%)	\$41
	2	Lyndhurst - MWH - SP Russart St to Harrow St (300m)	\$50
	3	Mandurama - Olive St (SH6) Relocate Ped Ref - Design	\$25
	4	Millthorpe - George St - Victoria St to Child Care Centre	\$18
	5	Millthorpe - Blake St - FP - Pym St to Existing (86m)	\$17
2019		Total	\$151

(\$000)

Year	Item	Description	Estimate
2020	1	Mandurama - Olive St (SH6) Relocate Ped Ref - Construction	\$75
	2	Neville - Crouch Street - Carcoar St to Pub (260m)	\$53
2020		Total	\$128

(\$000)

Year	Item	Description	Estimate
2021	1	Blayney - Binstead St - SP Raphael St to Burton St STH side - (80m)	\$28
	2	Blayney - Carcoar St - existing to Binstead St - (35m)	\$7
	3	Blayney - Ewin St - FP Palmer to Existing - (75m)	\$16
	4	Mandurama - Gold St - FP to Memorial Pk (100m)	\$21
	5	Millthorpe - Crowson Street - FP Stabback St to Unwin St	\$16
	6	Neville - Crouch Street - Carcoar St to Pub (290m)	\$61
2021		Total	\$149

Transportation - Asset Management Plan

(\$000)

Year	Item	Description	Estimate
2022	1	Blayney - Stillingfleet St - SP Osman St to Adelaide St (320m)	\$57
	2	Carcoar - Eulamore St - FP Naylor St to Uralba (320m)	\$69
	3	Newbridge - Trunkey St - Kerb Ramps @ Toomey St (8m 2 x Ramps)	\$2
	4	Newbridge - Trunkey St - FP Toomey St to Rail Bridge (118m)	\$25
2022		Total	\$153

(\$000)

Year	Item	Description	Estimate
2023	1	Blayney - Stillingfleet St - SP Osman St to Carcoar St (inc Queen St) - (430m)	\$77
	2	Blayney - Hawke St - FP Stirling St to Ewin St + 60m (190m)	\$42
	3	Millthorpe - Victoria St - SP - School to Boomerang St (110m) inc Upgrade from FP (%RENEW, %NEW)	\$29
2023		Total	\$148

(\$000)

Year	Item	Description	Estimate
2024	1	Blayney - Medway St - FP Existing to Highway (70m) - BLISTER Crossing across Medway St	\$15
	2	Blayney - Ogilvy St - SP IGA Driveway to Farm L (40m)	\$14
	3	Blayney - Orange RD - SP to Nestle (573m on road, 330m off road + 2 x Kerb Ramps)	\$77
	4	Lyndhurst - Mt McDonald Rd - Existing to Marsden St (215m)	\$48
2024		Total	\$154

(\$000)

Year	Item	Description	Estimate
2025	1	Blayney - Stillingfleet St - SP Adj KGO - Queen St - Carcoar St (215m)	\$38
	2	Mandurama - Olive St (SH6) - FP SE side - Silver St to Copper St (230m)	\$53
	3	Millthorpe - Victoria St - FP Improve Access @ Rail Underpass (190m)	\$63
2025		Total	\$154

(\$000)

Year	Item	Description	Estimate
2026	1	Blayney - Lower Farm St / Farm L / IGA - SP IGA to Heritage Pk - (1,010m)	\$98
	2	Carcoar - Coombing St - FP Icely St to Collins St - (240m)	\$56
2026		Total	\$154

(\$000)

Year	Item	Description	Estimate
2027	1	Blayney - Mt Errol St - FP Existing to Polona St - (270m)	\$64
	2	Blayney - Mitchell St - FP Mt Errol St to Presidents Walk (105m)	\$25
	3	Carcoar - Pound Flat Passive Rec Area - (380m)	\$45
2027		Total	\$134

Blayney SC

Projected Capital Upgrade/New Works Program - Roads_S1_V1

(\$000)

Year	Item	Description	Estimate
2018	1	Mandurama Road	\$156
2018		Total	\$156

(\$000)

Year	Item	Description	Estimate
2019	1	Mandurama Road	\$160
	2	Village Road Sealing	\$29
	3	Selby Street Sealing	\$47
	4	Cooper/Cherry Street Sealing	\$39
	5	Forest Reefs Road	\$400
2019		Total	\$675

(\$000)

Year	Item	Description	Estimate
2020	1	Cooper/Cherry Street Sealing	\$39
	2	Ramsay Street Sealing	\$41
	3	Bathurst/Pascoe Street Sealing	\$85
	4	Forest Reefs Road	\$230
2020		Total	\$395

(\$000)

Year	Item	Description	Estimate
2021	1	Hay/Leabeater Street Sealing	\$97
2021		Total	\$97

(\$000)

Year	Item	Description	Estimate
2022	1	Mandurama Road	\$208
2022		Total	\$208

(\$000)

Year	Item	Description	Estimate
2023	1	Mandurama Road	\$213
2023		Total	\$213

(\$000)

Year	Item	Description	Estimate
2024	1	Mandurama Road	\$218
2024		Total	\$218

(\$000)

Year	Item	Description	Estimate
2025	1	Mandurama Road	\$224
2025		Total	\$224

(\$000)

Year	Item	Description	Estimate
2026	1	Mandurama Road	\$230
2026		Total	\$230

(\$000)

Year	Item	Description	Estimate
2027	1	Mandurama Road	\$235
2027		Total	\$235

