



Road Asset Management Plan 2020-2030

Adopted by Council
15 March 2021 Council Meeting
Minute 43/21
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GLOSSARY

Asset condition assessment	The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.
Asset consumption ratio	The current value of Council's depreciable assets relative to their current replacement cost. $\frac{\text{Current Value of asset (Roads)}}{\text{Current replacement cost of assets}}$
Asset sustainability ratio	The approximation of the extent to which the infrastructure assets managed by Council are being replaced as they reach the end of their useful lives. $\frac{\text{The capital expenditure on the renewal of asset}}{\text{Depreciation expense}}$
Current replacement cost	The current cost of replacing an asset with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as new or similar asset expressed in current dollar values.
Depreciable amount	The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116)
Depreciated replacement cost	The current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.
Depreciation	The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.
Life cycle cost	The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The LCC does not indicate the funds required to provide the service in a particular year.
Life cycle expenditure	The life cycle expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. LCE may be compared to LCC to give an initial indicator of life cycle sustainability.
Planned maintenance	Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspections, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was

done to develop a maintenance history and improve maintenance and service delivery performance.

Renewal gap

The difference between the required spend as determined by a specialist (AusSpan) and the forecast spend as determined by Council.

Useful life

Either:

- (a) the period over which an asset is expected to be available for use by an entity; or
- (b) the number of production or similar units expected to be obtained from the asset by the entity. (AASB 116).

It is estimated or expected time between placing the asset into service and removing from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council. It is the same as the economic life.

1. EXECUTIVE SUMMARY

Council provides a road network with funding assistance from the Tasmanian and Australian Governments. This funding assistance enables the local network to be maintained and rehabilitated in a fit for purpose standard. The road network comprises:

	SEALED ROADS		UNSEALED ROADS	
	Linear Length = 246 km		Linear Length = 439 km	
	Dimensions	CRC \$'000	Dimensions	CRC \$'000
Wear Surface	1,427,803 m ²	9,377	1,798,841 m ²	10,010
Pavement	1,433,233 m ²	18,858	2,306,897 m ²	41,808
Sub Base¹	326,206 m ²	18,190	-	-
SW Drains	259,039 m	9,219	745,430 m	5,572
Earthworks	818,417 m ³	16,181	1,010,514 m ³	15,080
Footpaths	27,730 m	3,222	180 m	13
	Total Sealed	75,047	Total Unsealed	72,483
			Total	147,530

Plans for the Future

Council plans to operate and maintain the road network to achieve the following strategic objectives.

1. Ensure the road network is maintained at a safe and functional standard.
2. Ensure the road network is affordable and sustainable for the rate payer and broader community.
3. Ensure the road network services the needs of the community.

Cost

The life cycle cost (average cost over the life cycle of the asset) to provide the road network service is estimated at \$3.38 million per annum. Council's planned life cycle expenditure of the asset management plan is on average \$3.44 million which gives a life cycle sustainability index of 1.02 which is slightly above Council's desired index of 0.9 to 1.0.

The total maintenance and capital renewal expenditure required to provide the road service in the next 10 years is estimated at \$34.43 million. This is an average of \$3.44 million per annum.

¹ During the last road asset revaluation it was determined that the sub base component of an unsealed road would have the same useful life as the pavement component, so the 2 components have been combined into a single asset (pavement).

The Next Steps

This actions resulting from this asset management plan are:

- Road revaluation cycle moved to a 3 yearly cycle.
- Review and update road segment information in asset management system.
- Review road drainage assets useful lives and condition.
- Review road surface asset conditions and useful lives (particularly unsealed rural roads).
- Liaise with local industry to determine future needs and long term planned road usage patterns.
- Investigate the viability of using recycled materials for our road resealing programs.



2. INTRODUCTION

2.1 Goals and Objectives of Asset Management

Table 2.2.1 Goals, Objectives and Actions from Council's 2020-2030 Strategic Plan

Goals	Objective	Actions	How Goal and Objectives are addressed in RAMP
5. Economic Development Ensure the provision and maintenance of a safe and functional transport network within Dorset.	Implement and maintain currency of transport system asset management plans.	Review & update councils Road and Bridge Asset Management Plans in as required (legislative requirement to review & update every 4 years).	Review of 2020 RAMP after next revaluation.
	Maintain knowledge of current and forecast community and heavy vehicle transport industry needs within Dorset.	Periodically review and update Council's road prioritisation list (included in the attachments).	RAMP to include the actions proposed in Council's road prioritisation list.
5. Liveable Community Public Infrastructure - Ensure that Dorset provides adequate public facilities and services that meet the current and future needs of residents, community and businesses.	Provide and maintain an effective urban street and footpath network within Dorset townships.	Continued implementation of the footpath strategy and long term asset management plan allocating sufficient funding in annual budgets. Develop priority schedules for the replacement of urban streets and kerbing.	Expenditure within this Road Asset Management Plan will be included in the Long Term Financial Plan and Annual Budget Estimates.

3. LEVELS OF SERVICE

3.1 Current Levels of Service

Council has adopted Department of State Growth Maintenance Intervention Level and Intervention Response Time targets. Consideration is given to safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance in meeting these parameters.

Table 3.3.1: Intervention Levels

KPI	Level of Service	Performance Measure Process	Performance Target	Current Performance
Condition	To provide road infrastructure that is fit for purpose	Australian Road Research Board (AARB) condition monitoring ratings for all road components. Customer Service Request	Maintain infrastructure at condition 1, 2 & 3 at 3 yearly assessment periods. Target to be established	Refer 5.1
Function	To provide a road network that delivers appropriate mobility for commuter, transport and non-motorist users	Develop a systematic approach to determine trends of vehicle traffic volume, speed and type at key locations.	Develop a systematic approach to determine trends of vehicle traffic volume, speed and type at key locations. Relates to data collection and industry engagement.	Applied on a needs basis.
Safety	Provide a safe municipal road network	Adopted Department of State Growth Road inspection intervention levels	<p><u>Potholes</u> Unsealed road > 50mm deep, 400mm Ø Sealed road > 25mm, 200mm Ø Deformation > 75mm deep Edge breaks > 150mm wide</p> <p><u>Guide Posts</u> Guide posts – minimum at every culvert & outside of curves</p> <p><u>Regulatory Signage</u> – clear and legible</p> <p><u>Culverts</u> > 30-50% obstruction</p> <p><u>Table Drains</u> > 40-50% obstruction</p> <p><u>Shoulder Depth</u> > 75mm for a continuous length exceeding 100 linear meters</p> <p><u>Verge</u> – restricted sight distance, vegetation & trees</p> <p><u>Unsealed Roads – corrugations/rutting</u> >75mm deep and 10 m in length</p>	Annual budget allocation used to maintain roads within intervention levels.

4. FUTURE DEMAND

Table 4.1 Demand Factors, Projections and Impact on Services

Demand Factor	Present Position	Projection	Impact on Services
Population	Approx. 6,600	Declining	Small decrease in local traffic
Ageing Population	Dorset Median Age 48 Australia 35.1% 50 years and over	Dorset Median Age to rise Numbers over 50 to increase	Greater demand on leisure travel
Industry/Commerce	Significant shared use of road network: Forestry, Mining, Agriculture, Tourism, Local Communities	As per present position	Continued road maintenance and capital renewal for Council
Single Vehicle Configuration	Mini-B double trucks permitted on designated routes only	Greater number of larger vehicles Increased Higher Mass Limit (HML) and Heavy Vehicles (HV) – B Doubles	Higher geometric standards on designated routes
Community expectations of road standards	50Km/Hr urban speed limit on most urban streets 100 Km/Hr maximum rural sealed road speed limit 80 Km/Hr maximum rural unsealed road speed limit 93% of urban and 32% of rural roads are sealed. 46% of sealed road wear surface is in excellent condition and only requires planned maintenance. More than 40% of unsealed road wear surface is in very good condition or better and only requires minor maintenance or planned maintenance	Greater demand for higher road standards	Increased demand for improved ride ability, traffic safety and amenity
Availability of road making materials	Petroleum based products readily available Gravel pits (mid to low grade gravel) are located across the municipality and financially viable to extract and process Cost effective access to high grade gravel is limited	Petroleum based materials are expensive and scarce. Limited high grade gravel resource Different construction types and methods	Increased cost of road maintenance and construction technique

Based on the table 4.1 it is clear that the main demand on Dorset's road network comes from tourism and industry/commerce. It is these two factors that will drive Dorset's road maintenance and capital expenditure programs to ensure the condition of our roads are maintained to a satisfactory service level for road users.

4.3 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 include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

Table 4.3 Demand Management Plan Summary

Service Activity	Demand Management Plan
Transportation strategies	Council will act to encourage more efficient and safe forms of commercial transportation (i.e. improved heavy vehicle designs) and review the road hierarchy and linkages to allow the road network to develop in an efficient manner.
Traffic controls	Increased development of urban areas may create the need to implement traffic control strategies. Traffic control strategies include the installation of devices that help to control/direct traffic flows within urban areas and the intersections.
Community Strategies and Public Education	Any existing community strategies have been undertaken and further public education programs will be necessary to implement this asset management plan.
Reduced Level of Service	In the long term the capacity of the road network may need to meet increased traffic demand. Additional funding will be required over time to maintain the existing level of service attained through Councils Intervention Levels. This is likely to involve undertaking traffic saturation strategies and reviewing traffic design standards and informed decision making should funding levels be insufficient to maintain the required level of service. It should be noted however, that Council would be reluctant to reduce the level of service provided.
Capital works	Schedule long-term capital works program, in conjunction with 10 year financial plan, investigate options for cooperating with adjacent councils to achieve economies of scale and cost savings.
Road upgrade	Institute load limits & traffic control devices where appropriate to avoid the necessity to upgrade a road to a higher class of construction. Develop service levels in a manner that will 'direct' to favored routes, such as heavy vehicles to forestry or state roads.

5. LIFECYCLE MANAGEMENT PLAN

Table 5.1 Known Service Performance Deficiencies

Location	Service Deficiency
Municipality	<p>A number of road assets are considered to be underperforming or not suitable given:</p> <ul style="list-style-type: none"> • The existing class or volume of traffic • Historical construction technique and materials used in construction • Adjacent land uses (i.e. mining or plantation timbers & logging)
Golconda Road	<p>Extensive wear surface and pavement failure, between Oakdene Road and the municipal boundary at Wyena. Increasing use by heavy vehicles particularly between Blumont Road and the Municipal boundary.</p>
Mathinna Plains Road	<p>Road is significantly damaged due to heavy vehicle operating on the road – predominantly logging. Substantial renewal/upgrade is required. The road is a Gazetted HML/26m B Double route.</p>
Gladstone Road	<p>Gladstone Road is a Gazetted HML route. Council receives NHVR permit requests to operate HML/HPV vehicles between Tebrukunnah Road and the Tasman Highway. The road requires widening between Herrick and Pioneer to meet HPV geometric requirements.</p>
Derby Back Road	<p>A 3,900m section from the Tasman Highway and Station Road is narrow and winding with poor pavement condition. Widen pavement first, with a view to eventual pavement rehabilitation.</p>
Gillespies Road	<p>The first 800m of Golconda is narrow with restricted sight distance on bends. The road carries a mixture of heavy vehicles and tourists. Widen first 800m and install traffic safety features.</p>
Carisbrook Lane	<p>Renewal has commenced, scheduled for completion in 2022.</p>

The above service deficiencies were identified from routine condition monitoring of the local road network.

5.1 Asset condition

Asset condition is assessed in the following ways:

- 3 yearly AARB road condition surveys that record roughness, rut depth, cracking and edge break. The information is used to plan for longer term maintenance and upgrade/renewal activity.
- Routine inspection of the road network against established intervention criteria.

Condition is measured using a 1 – 5 rating system.

- 1 = Excellent condition** Only planned maintenance required.
- 2 = Very good** Minor maintenance required plus planned maintenance.
- 3 = Good** Significant maintenance required.
- 4 = Average** Significant renewal/upgrade required.
- 5 = Poor** Unserviceable.

Table 5.1.1 “Percentage Distribution of Asset Sub-Category at Condition Rating”

Road Category	Asset Sub-Category	Condition Rating % of Asset				
		0-1	1-2	2-3	3-4	4-5
Unsealed Roads	Wear Surface	46%	54%	1%	0%	0%
	Pavement	20%	61%	19%	0%	0%
Sealed Roads	Wear Surface	39%	40%	13%	4%	5%
	Pavement	21%	22%	34%	13%	9%

5.2 Asset Sustainability and Consumption

Council’s sustainability reporting reports the average rate of annual asset consumption and compares this to asset renewal and asset upgrade and expansion over the life of the asset class.

Asset consumption ratio: 69.3%

This ratio shows the current value of Council’s depreciable assets relative to their “as new value” in current prices. This ratio also seeks to highlight the aged condition of the physical assets. In this case the above percentage indicates that Council has consumed approximately one third of the service potential of its roads assets. Overall, at this point in time when looking at the level of consumption combined with the average condition rating of Council’s road assets there is sufficient capacity to continue to provide service to Dorset ratepayers and other road users.

Asset sustainability ratio: 103.6%

This ratio calculated the extent to which Council is maintaining operating capacity through the renewal of its existing assets. The benchmark prescribed by the Tasmanian Audit Office for this ratio is 100%. Council is currently just above the prescribed benchmark which indicates Council’s current level of annual investment in its road assets sufficient to cover the annual decline in value of these assets (i.e. annual depreciation).

5.3 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council.

- Very High: Critical risks, requiring immediate corrective action;
- High/Medium: Requiring prioritised corrective action; and
- Low: Requiring regular monitoring

Risks identified in the infrastructure risk management plan are summarised below in Table 5.3.

Identified common failures/defects that occur with each individual road component are listed with the road categories as *what can happen* (in Table 5.3) and given a consequence rating which outlines the potential severity of an incident caused by the failure/defect.

Table 5.3 Critical Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan
Urban roads and rural roads (sealed and unsealed)	Poor ride quality due to continuing patching of potholes, and high degree of pavement failure.	High	Identify and prioritise based on risk and within budget.
Unsealed Rural roads	Poor ride quality due to potholes, corrugations and poorer grade gravels available for resheeting.	High	Compare existing intervention and work processes with alternative maintenance methods and gravel quality to improve the efficiency and effectiveness of the treatment.
Sealed and unsealed rural roads	Vehicle accident due to variable road geometry and poor sight distances	High	Continuous monitoring and assessment of vehicle incidents. Continue road condition monitoring /inspection programme and prepare treatments as appropriate to mitigate risk. Identify and prioritise based on risk and within budget.

5.4 Renewal plan

Assets requiring renewal are identified from estimates of remaining life obtained from the asset register worksheets on the 'Planned Expenditure template'. Candidate proposals are inspected to verify accuracy of remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.4.

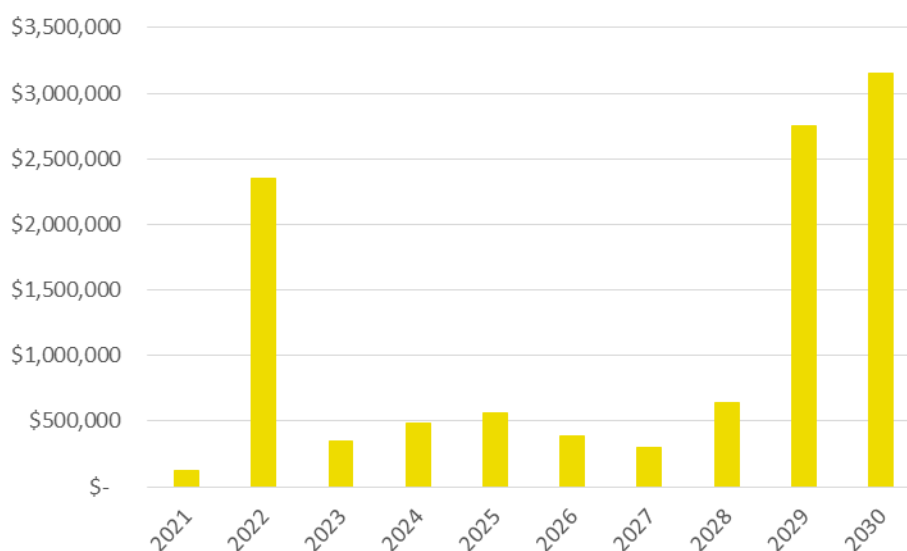
Table 5.4 Renewal Priority Ranking Criteria

Criteria	Weighting
Safety – Number & severity of accidents	28%
Vehicle Usage	22%
Condition – extent of deterioration of road components	44%
Amenity – satisfaction level of local community with road asset	6%
Total	100%

5.5 Summary of future renewal expenditure

Projected future renewal expenditures are forecast to increase over time as the asset stock ages. The costs are summarised in Figure 5.

Figure 5: Projected Capital Renewal Expenditure



The peaks in 2022 & 2029 largely relate to drainage assets on rural unsealed and sealed roads. The significance of this peak warrants a detailed review of this asset class, with particular consideration to the recognition and estimated useful lives of drainage assets.

The peak in 2030 relates predominantly to road surface assets on rural unsealed and sealed roads. This peak will require a detailed review of each of the assets and their condition to determine whether any of

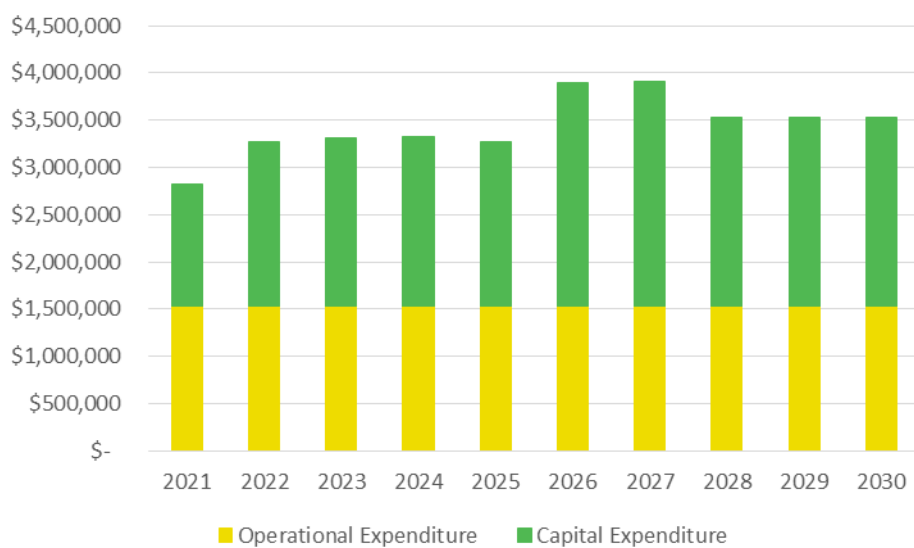
the surface assets' renewal needs to be brought forward or deferred to a future year to smooth out the timing of expenditure and asset renewals.

The data clearly shows the cyclical nature of asset renewals over time based on the designated useful life of assets within Council's database. The purpose of the Asset Management Program is to forecast renewal and manage renewals against what is affordable.

6. FINANCIAL SUMMARY

The financial projections are shown in Figure 7 for projected operating (Operations and Maintenance) and capital expenditure.

Figure 7: Planned Operating and Capital Expenditure



6.1 Sustainability of Service Delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium term costs over the 10 year financial planning period.

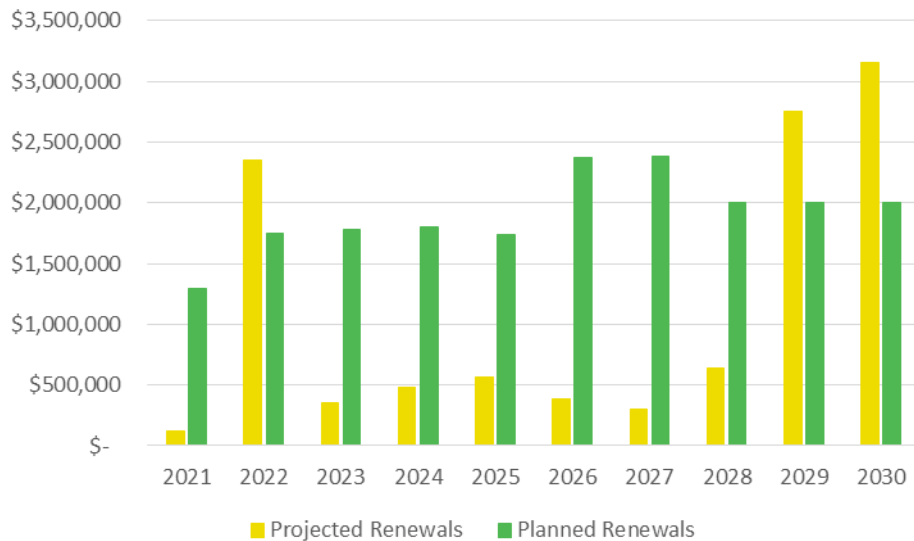
Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life and include maintenance and depreciation. The annual average life cycle cost for the services covered in this asset management plan is \$3.38 million.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The average life cycle expenditure is \$3.44 million.

The annual and cumulative funding gap between projected and planned renewals is shown in Appendix A. Projected renewals refers to the schedule of renewals as provided to Council (by AARB) as part of the revaluation process. Council reviews this schedule and may make adjustments to the renewal schedule for various reasons (e.g. community and road user needs, timing of expenditure etc.). When adjustments are made the schedule of projected renewals this then becomes the planned renewal schedule.

Council has indicated the general intent of replacing road assets according to the planned renewal schedule. As a result, the current model returns a positive funding gap due to certain road assets being renewed ahead of their projected renewal cycle. In addition, Council’s planned renewal expenditure includes capital upgrades to pavement and associated infrastructure on key transport routes which has attributed to the increase in planned expenditure. Council will continue to review the need and rationale to provide road assets as assets fall due for renewal, based on community and commercial access needs. A list of Councils Municipality Road Priority List can be found at Appendix B.

Figure 8: Projected and Planned Renewal Expenditure



7. PLAN IMPROVEMENT AND MONITORING

7.1 Improvement Plan

Table 7.1 Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	Perform a revaluation of Dorset roads with particular attention to unsealed road conditions.	Infrastructure Officers, Finance Officers & Director of Corporate Services	Asset System Officer Finance Officer Geoff Webb Consulting	July 2021
2	Update Council's Long Term Financial Plan and review projected versus planned expenditure to ensure road assets are being over serviced. Council will utilise road network studies via the CSIRO road network Project commissioned by the National Timber Council of Australia.	Finance & Director of Corporate Services	Asset Management Plans Officers	December 2021
3	Review Drainage Asset Register with the intention of eliminating irrelevant drainage assets	Infrastructure & Regulatory Services Manager	Asset Systems Officer	December 2021
4	Review road intervention levels and response times	Infrastructure & Regulatory Services Manager	Asset Systems Officer	July 2022
5	Technical Intervention Levels – review targets and establish performance data collection processes	Infrastructure & Regulatory Services Manager	Asset Systems Officer	March 2022

7.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process. The Plan has a life of 4 years.

APPENDICES

Appendix A Projected and Planned Renewals and Expenditure Gap

Appendix B Municipality Road Priority List

Appendix A: Projected and Planned Renewals and Expenditure Gap

Year	Projected Renewals \$(000)	Planned Renewals \$(000)	Renewal Funding Gap \$(000)	Cumulative Gap \$(000)
2021	\$122	\$1,298	\$1,176	\$1,176
2022	\$2,348	\$1,746	(\$602)	\$574
2023	\$352	\$1,781	\$1,429	\$2,003
2024	\$480	\$1,799	\$1,319	\$3,322
2025	\$565	\$1,743	\$1,178	\$4,500
2026	\$383	\$2,371	\$1,988	\$6,488
2027	\$300	\$2,384	\$2,084	\$8,572
2028	\$644	\$2,003	\$1,359	\$9,931
2029	\$2,753	\$2,003	(\$750)	\$9,181
2030	\$3,154	\$2,003	(\$1,151)	\$8,030

ATTACHMENT 1 | 2021 - 2026 ROAD PLAN PRIORITISATION SUMMARY

ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	Infrastructure & Regulatory Services Manager Comments
Carisbrook Lane	Road is a gazetted HPV/HML route carrying significant heavy vehicle traffic to and from the Ringarooma and Fingal valleys.	Reconstruction and widening of the final 1.5Km section between McDougal's Rd and Main St Legerwood will complete the HPV upgrade to Ringarooma	\$0.923M	Council/ Federal	Finalise design and lease with affected utilities in preparation for construction in 21/22	Funding application successful, \$461,652.00 approved through HVSPP for 50% construction costs
Golconda Road (Ferry Hill Rd to Gillespie's Rd)	Primary access for tourists visiting Bridestowe lavender Farm approx. 55,000 visitations per year (Pre Covid). Increased use by heavy vehicles.	Widening and safety improvements of 3.5km	\$1.8M	Council	Allocation of funding over successive budgets	This project would compliment previous upgrades from the Municipal Boundary to Ferry Hill and provide improved safety through to Gillespies Rd
Golconda Rd (Nabowla Rd to Blumont Rd)	Increased use by heavy vehicles	Widening and safety improvements of 2.0km	\$1.0M	Council	Allocation of funding over successive budgets	In addition to improving road safety widening of this section of road would provide a B Double compliant route from Blumont to Municipal Boundary, increasing productivity for industry.
Derby Back Road (Tasman Hwy to Derby Station Rd)	Increasing use by heavy vehicles and tourists on substandard road segment.	Widening, safety improvements and pavement rehabilitation of 3.9Km	\$3.2M	Council/ Federal/ State	Allocation of funding over successive budgets. Lobby State and Federal governments for part funding .	Narrow pavement with steep drop-offs. Pavement showing signs of distress
South Springfield Road	Increased use by heavy vehicles	Pavement rehabilitation 1.0Km	0.4M	Council	Allocate funding for pavement upgrade from Ch 500 to Ch 1500	Undertake pavement investigation to confirm scope of works
Mathinna Plains Road (Barnett's Rd 3.5Km east)	Increased use by heavy vehicles. Maintenance costs increasing as pavement condition deteriorates	Pavement stabilisation 3.5Km	\$0.8M	Council	Allocate funding for pavement stabilisation	Undertake pavement investigation to confirm pavement rehabilitation process. Recent reseal will slow rate of deterioration.
Sledge Track (1.3Km from Brid River east)	Narrow deteriorated pavement	Widening and pavement improvements 1.3Km	\$0.5M	Council	Allocate funding for pavement and safety improvements	Narrow pavement sections with steep drop-offs and deteriorating pavement. Recent reseal will slow rate of deterioration.
Network wide.	Council will review how large commercial developments, major agricultural activities and forestry are assessed and how road costs are apportioned.	Clarify the impact analysis and cost sharing arrangements to be entered into for major developments with Dorset.	Internal resources	Council	Council will review how large commercial developments, major agricultural activities and forestry are assessed and how road costs are apportioned.	Recommend that action is reviewed by the Road Committee of Council at the next review of road plan.
Urban Street Reconstruction Schedule	Council Officers to develop a priority schedule for urban street reconstruction	Improved standard of urban streetscapes	Internal resources	Council	Council will develop an Urban Street Reconstruction Plan.	Significant progress made on reconstruction in recent years Major projects remaining, Victoria and King St. A number of smaller streets remaining particularly in Bridport
Urban Kerb Replacement Schedule	Council Officers to develop a priority schedule for substandard kerb replacement	Kerbing that provides an appropriate level of service.	Internal resources	Council	Council develops a kerb replacement schedule and allocates an appropriate level of recurrent funding	Council has a number of kerbs in Bridport, Scottsdale, Ringarooma and Winnaleah that are in very poor condition and require replacement.

ATTACHMENT 2 | PROJECTS SUBJECT TO BUSINESS CASE ANALYSIS & SECURING FUNDING

ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	Infrastructure & Regulatory Services Manager Comments
Victoria St	Reconstruction of pavement and footpath between Ellenor and King St's	Upgrading of existing degraded assets and improvements to streetscape amenity.	1.0M	State	Lobby State Government for streetscape upgrade funding	Design Complete
Golconda Road (Burns Rd to Gillespie's Rd)	Main access for tourists visiting Bridestowe lavender Farm approx. 55,000 visitations per year (Pre Covid). Increased use from heavy vehicles	Reconstruction of widened 6.9Km pavement	\$3.5M	Council/ Federal	Seek 50/50 grant funding. Alternatively consider staged construction.	Pavement is showing signs of distress and provides a poor ride quality. This work would compliment previous safety improvement works
Golconda Rd (Lietinna/ Wyena)	Slow vehicle climbing lanes	Provision of slow vehicle lanes for west bound traffic will provide improved passing opportunities and safety outcomes	NK	Council/ Federal/ State	Undertake traffic data collection and commission review of sites.	
Network	Localised upgrades to improve safety and heavy vehicle access Ten Mile Track, Old W'house, Gladstone, Ferny Hill Warrentinna, East/ West Maurice, New River, Tonganah Cuckoo, Bridport Back Rd, Jensen's, Barnett's, Ruby Flat, Telita, Banca	Targeted improvements to substandard segments of carriageways to enhance safety and heavy vehicle access	NK	Council/ Federal/ State	Monitor accident data and industry access permit requests. Undertake Road Safety Audits to identify safety issues and opportunities for access improvements. Seek funding assistance from State and Federal Governments as opportunities arise.	
Gillespie's Road	Main access for tourists visiting Bridestowe lavender Farm approx. 55,000 visitations per year (Pre Covid). Increased use from heavy vehicles, Nabowla Quarries	Widening and safety improvements of 0.8km	\$0.32M	Council/ Private/ Federal/ State	Funding contribution from Bridestowe and Nabowla Quarries	
Golconda Rd (Blumont Rd to Brid Rv)	Increased use by heavy vehicles	Widening, safety improvements and pavement rehabilitation of 8.2Km	\$6.6M	Council/ Federal	Seek 50/50 grant funding. Consider staged construction.	
Waterhouse Rd, North Anson's Rd, Anson's Bay Rd and connector link road to St Helens.	There is potential to develop a world class touring route using Waterhouse Road to Gladstone, then access the coast via Anson's Bay and St Helens.	Sealed and signposted circuit through Dorset and Break O'Day.	0.1M	COUNCIL/ STATE	Investigate with Break O'Day Council the feasibility, cost and development strategy for a tourist route through northern Dorset and Break O'Day areas.	

ATTACHMENT 3 | PROJECTS DEPENDANT ON PRIVATE SECTOR DEVELOPMENTS

ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	Infrastructure & Regulatory Services Manager Comments
Waterhouse Road/ North Anson's Rd Banca Road to Break O Day (BOD) boundary	Waterhouse Road/ North Anson's Rd (DSG roads) is potentially part of tourist circuit covering Dorset and BOD Council. Sealing of North Anson's Rd and Anson's Bay Rd (BOD) required to develop route as a tourist circuit.	Seal North Anson's Rd from Cape Portland Rd to BOD boundary (3Km).	\$2.4 m	STATE/ FEDERAL	In conjunction with BOD lobby State and Federal Governments for sealing of North Anson's Rd and creation of tourist route	Waterhouse and North Anson's Rd's transferred to State Growth by deed arrangement in April 2015. Sealing of final gravel section of Waterhouse Rd completed by DSG 2020.

ATTACHMENT 4 | WATCHING BRIEF PROJECTS

ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING (FEDERAL, STATE OR COUNCIL)	ACTION
King St	Completion of the Sideling upgrade is likely to see increased heavy vehicle traffic with associated safety and amenity issues	Bypass of King St for heavy vehicles	NK	COUNCIL/ STATE	Review options for possible bypass. Monitor effects of increased traffic flow through King St
Derby Back Streets	Accommodation developments are increasing traffic volumes on narrow streets with associated safety issues	Local area safety improvements	Internal resources.	Council	Monitor traffic movements and accident data
Ferny Hill Road	Gazetting of Golconda Rd and Pipers Brook Rd by Launceston and Georgetown Councils as HML and HPV routes appears to have made these roads the preferred option for transport of timber from the Golconda Rd catchment.	Review industry requirements for future improvements	NK	COUNCIL	Review Strategic Importance of Road in Road Hierarchy part curly in regard to timber industry.
Bridport Back Rd	Road is seeing increased volumes of quarry traffic from Nabowla Quarries. Road is also used to access plantation forest and provides tourist access to Bridestowe estate via Jacobson's Rd	Increasing heavy vehicle traffic requires targeted upgrade of substandard segments to ensure safety of road users	NK	Council	Undertake road safety audit and consider priorities for identified works
North Scottsdale, Old Waterhouse Roads to Waterhouse Road	Road is primarily used for accessing irrigation areas at its northern end.	Unsealed segment carriageway width of 7m with improved geometry and sight distances and road drainage on several sections between Forester Road turnoff and Waterhouse Road	Internal resources.	COUNCIL/ STATE/ FEDERAL	Determine the role of the route in the road hierarchy and the appropriate management standard for the route - geometry, sight distances, maintenance, signing, speed limit
North Scottsdale, Old Waterhouse Roads to Waterhouse Road	Road is primarily used for accessing irrigation areas at its northern end. There is potential for expansion of irrigated dairy in this area.	Unsealed segment carriageway width of 7m with improved geometry and sight distances and road drainage on several sections between Forester Road turnoff and Waterhouse Road	\$3.5 m	STATE/ FEDERAL/ COUNCIL	Business case for widening road to 7m, improving sight distances and maintain as a gravel road and/or sealing the road and seek State and Federal Funding
Road Cluster - Barnbougale, Boddingtons, Burnside and Jensen's Roads	Significant future logging activity is forecast within 10-15 years on coupes located along Barnbougale Road and sand mining expansion is likely to occur at the Jensen Road quarries.	Determine future infrastructure and management needs.	Internal resources.	COUNCIL	Determine traffic flow and road usage statistics for the internal road network and forecast future freight requirements. Develop appropriate road asset management strategy and plans
Road Cluster - Banca Rd, Banca Link Rd, Racecourse Rd and Winnaleah Rd	Northern section Banca Rd provides access to irrigation area and existing dairy farms. Southern section also provides access for logging.	Determine future infrastructure and management needs, including safety audit	NK	COUNCIL	Determine mix and traffic volumes. Review the role of these roads in the road hierarchy and identify geometric deficiencies. Consider priorities and funding options for any identified works.
Road Cluster - Derby Back Road, Telita Rd, Hardmans Ln and Warrentinna Rd	Heavy vehicle use ,primarily milk tankers with occasional logging coupes mixing with tourists (Derby Back Rd) and school buses	Determine future infrastructure and management needs, including safety audit	NK	COUNCIL	Determine mix and traffic volumes. Review the role of these roads in the road hierarchy and identify geometric deficiencies. Consider priorities and funding options for any identified works.

ATTACHMENT 4 | WATCHING BRIEF PROJECTS

ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING (FEDERAL, STATE OR COUNCIL)	ACTION
Road Cluster - New River (Mathinna Plains Rd to Robinsons Rd), Alberton, Barnett, East Maurice, Maurice, West Maurice and Cuckoo Roads	Heavy vehicle use ,primarily milk tankers with occasional logging coupes mixing with tourists (Ralph Falls) and school buses	Permit requests for access by HPV	NK	Council	Determine mix and traffic volumes. Review the role of these roads in the road hierarchy and identify geometric deficiencies. Consider priorities and funding options for any identified works.
Road Cluster - Fenkers Rd, Rowling's Rd, Red Hill Rd and Legerwood Ln	Route primarily used as access to Warrentinna plantations	Permit requests for access by HPV	NK	Council	Determine mix and traffic volumes. Review the role of these roads in the road hierarchy and identify geometric deficiencies. Consider priorities and funding options for any identified works.
Road Cluster - Cuckoo Rd, Tonganah Rd, Ten Mile Track and South Springfield Rd	Potential for substantial increase in timber volume being transported from the area	Determine future infrastructure and management needs, including safety audit	Internal resources.	COUNCIL	Determine road usage and identify safety deficiencies. Consider priorities and funding options for any identified works.
Road Cluster - Sledge Track, McKays, Koomeela and Old School Roads	Heavy vehicle use ,primarily milk tankers with occasional logging coupes.	Determine future infrastructure and management needs, including safety audit	NK	Council	Determine road usage and identify safety deficiencies. Consider priorities and funding options for any identified works.
Key Transport Route - Ringarooma to Mathinna Road (end Council Jurisdiction16.4Km)	This route is a gazetted HPV route but some segments have not been upgraded to the standard required for these vehicles.	Compliant HPV - B Double Route	\$11.8 m	STATE/ FEDERAL	Secure funding to upgrade non compliant segments to HPV compliant route.
Planning issues with respect to legal access to private land over Crown Land and Reserve Land Roads	This action could have significant financial implications for Council.	Council to proactively participate in discussion with DPIPWE and LGAT		Internal resources	Seek understanding of the implications for Council and proactively respond to LGAT's call for information and comment

ATTACHMENT 5 | ONGOING OPERATIONAL ACTIONS

ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING (FEDERAL, STATE OR COUNCIL)	ACTION	Infrastructure & Regulatory Services Manager Comments
Tasman Highway - Sidling (State Owned Road)	Reconstruction of existing route.	Retain as DSG Road		Federal/ State/ Council	Maintain regular contact with stakeholders to ensure maximum benefit is achieved from upgrade	Council continue to work with Federal and State Governments to complete the Sideling upgrade between Corkerys Rd and Scottsdale
All Network	Council continue to work with DSG and National Heavy Vehicle Regulator to improve access for heavy vehicle	Operational NHVR system		Internal resources	Council to work within established guidelines and processes.	Continue to develop new and refine existing heavy vehicle networks in partnership with NHVR, DSG and adjoining Councils.