



Attachment N

May, June and October 2013 Resolutions

Reports and Annexures

Road Hierarchy and Associated Service

Levels for Road Maintenance and Renewals

9.16 Roads: Road Hierarchy Review and Associated Service Levels for Road Maintenance and Renewals

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

ANNEXURE K

PURPOSE

The purpose of this report is for Council to consider a revised road hierarchy and associated service levels for road maintenance and renewals. (Please see Annexure K attached to the Business Paper).

BACKGROUND

Asset Management Plans (AMPs) were adopted by Council as part of the Integrated Strategic Planning and Reporting Framework in June 2011. Over time, the AMPs will be reviewed and updated to reflect improved asset data collection and asset knowledge. This will take Council's AMPs from being "core" to "advanced" documents. Advanced AMPs will provide Council with information and recommendations on asset renewals and maintenance, not just within each asset class, but allowing service level comparisons and decision making across all infrastructure classes within Council's control.

In conjunction with the ongoing review of the AMPs, Council has received a letter from the Division of Local Government that reinforces that the sustainability of Council is intrinsically linked to infrastructure management.

This review of the road hierarchy has been undertaken to enable development of service levels that are sustainable within Council's current (and predicted) funding regime. Discussions have been held with Council's Rural and Urban Roads Committee about the concepts behind the need for a sustainable hierarchy.

It should be noted that this report and financial implications only looks at the road pavements. It does not include other transport infrastructure, such as bridges or causeways etc.

(a) Relevance to Integrated Planning and Reporting Framework

Council is required to develop Asset Management Plans that inform Council's 10-year Long Term Financial Plan.

(b) Financial Considerations

The recommended road hierarchy is based on Council's (predicted) 10-year financial resources.

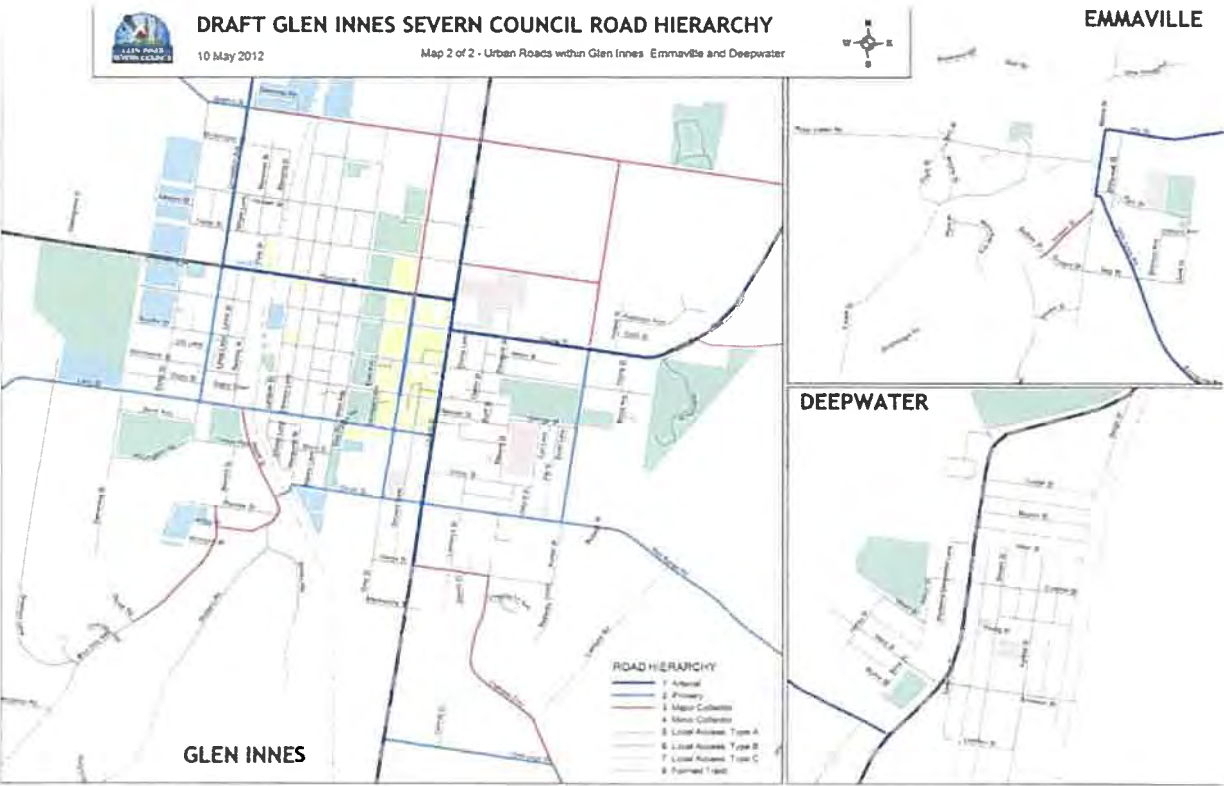
COMMENTARY

The proposed hierarchy identifies eight (8) levels of road that are applicable to both rural and urban roads. The proposed categories colour coordinated with the maps (see over the next page), are: (ADT – Average Daily Traffic, vpd – vehicles per day).

- 1 – Arterial
- 2 - Primary (ADT > 150 vpd, and through-route for intra-LGA traffic)
- 3 - Major Collector (100 < ADT < 150 vpd, and through-route for intra-LGA traffic)
- 4 - Minor Collector (50 < ADT < 100 vpd, and through-route for intra-LGA traffic)
- 5 - Local Access, Type A (ADT > 30 vpd, generally more than six (6) LGA residences)
- 6 - Local Access, Type B (6 > ADT > 30 vpd, approximately two (2) to six (6) LGA residences)
- 7 - Local Access, Type C (ADT < five (5) vpd, approx. One (1) LGA residence)
- 8 – Formed Track (ADT <= five (5))



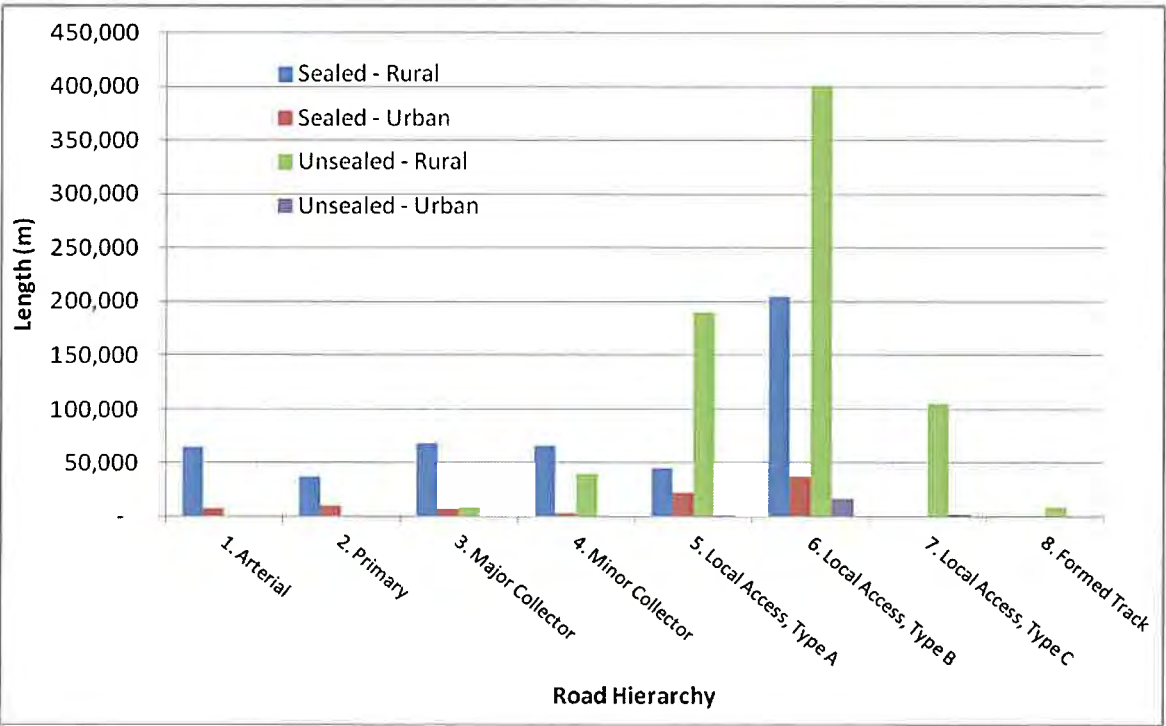
Above: Draft Glen Innes Severn Council Road Hierarchy – Map 1 of 2 – Rural Roads



Above: Map 2 – Urban Roads within Glen Innes, Emmaville and Deepwater.

As can be seen, the hierarchy has been structured to replicate traffic use patterns. The road geometry (width, pavement type, clearances and drainage), capital works and maintenance will be linked to the hierarchy.

The graph below shows the spread of road kilometres in each level:



Implications of the proposed hierarchy:

Type B Rural Local Access Roads that are currently sealed will not be resealed or rehabilitated and over time will become Type B gravel roads.

Once adopted, the road hierarchy and service levels need to be incorporated into the Asset Management Plans, which form part of Council's suite of Integrated Strategic Planning documents.

From a risk management perspective, adopting a hierarchy that is sustainable minimises Council's risk exposure and provides a defensible position.

The proposed hierarchy attempts to maximise the common good in directing the bulk of Council's road expenditure to roads with the most traffic use.

Future reviews of the AMPs will include consideration of various rehabilitation techniques, such as stabilisation, which requires less extraction and transportation of quarry materials.

The 10 year Financial Plan has been amended based on the existing Roads to Recovery Program remaining the same and a new program commencing in 2014/15 with an increase in funding of 25%.

From Annexure K – If Council is successful in securing the (LIRS) subsidised loans and additional grants as predicted in the 10-year Financial Plan, the road network, at the proposed service levels, would be sustainable.

TOTAL FUNDING GAP (historic funding regime) \$322,591;
TOTAL FUNDING GAP – includes LIRS and grant increases – \$80,908.

If additional funding were available, then the levels of service and/or the hierarchy of specific roads can be adjusted.

CONCLUSION

Whilst the proposed road hierarchy and renewal service levels provide for less than optimum asset management outcomes, it is necessary for Council to consider the sustainability of its infrastructure and provide a transport network that delivers for the common good.

RECOMMENDATION

- 1. That Council endorses the proposed road hierarchy attached to the Business Paper as Annexure K for the purpose of public exhibition, in conjunction with the exhibition of the 2012-13 Operational Plan.*
- 2. That Council requests the Director of Infrastructure Services to provide a further report to the June 2012 Council Meeting detailing community responses and any recommended modifications to the hierarchy and renewal service levels and the associated financial implications.*

Moved: Cr Price

Seconded: Cr Schumacher

18.05/12 MOTION

1. That Council endorses the proposed road hierarchy, attached to the Business Paper as Annexure K, for the purpose of public exhibition – in conjunction with the exhibition of the 2012-13 Operational Plan.
2. That Council requests the Director of Infrastructure Services to provide a further report to the June 2012 Council Meeting, detailing community responses and any recommended modifications to the hierarchy and service levels and the associated financial implications.

CARRIED

Annexure K

Glen Innes Severn Council Meeting

17 MAY 2012

All lengths in meters

RURAL SEALED RESURFACING					
		Service level width	reseal service level years	length reseal per annum	m2 reseal per annum
Class 1 - Arterial					
Sum of Segment Length					
Average of existing Trafficable Width					
Class 2 - Primary					
Sum of Segment Length					
Average of existing Trafficable Width		6.2	18	2051	12716
Class 3 - Major Collector					
Sum of Segment Length	8430				
Average of existing Trafficable Width	6.0	6.0	18	3793	22758
Class 4 - Minor Collector					
Sum of Segment Length	39850				
Average of existing Trafficable Width	6.0	4.5	18	3687	16592
Class 5 - Local Access Type 1					
Sum of Segment Length	190455				
Average of existing Trafficable Width	5.3	4.0	18	2513	10052
Class 6 - Local Access Type 2					
Sum of Segment Length	401747				
Average of existing Trafficable Width	4.8	4.0	No renewal as a sealed road		
Class 7 - Local Access Type 3					
Sum of Segment Length	104940				
Average of existing Trafficable Width	4.4				
Class 8 – Formed Track					
Sum of Segment Length	9100				
Average of existing Trafficable Width	3.2				

Total Sum of Segment Length	486433				
Total Average of existing Trafficable Width	5.8				
Total length reseal per annum	23413				
Total m2 reseal per annum	62119				
		TOTAL BUDGET REQUIRED FOR THESE SERVICE LEVELS			\$186,359.8
			CURRENT PERFORMANCE (historic funding regime)		
				Funding gap	\$90,000
					\$96,359
			TARGET -includes lirs & grant increases		
				Funding gap	\$175,000
					\$11,359

RURAL SEALED REHABILITATION					
Class 1 - Arterial					
Sum of Segment Length	64990				
Average of existing Trafficable Width	6.2				
Class 2 - Primary					
Sum of Segment Length	36920				
Average of existing Trafficable Width	6.1	6.2	55	671	4161
Class 3 - Major Collector					
Sum of Segment Length	68275				
Average of existing Trafficable Width	6.3	6.0	80	853	5120
Class 4 - Minor Collector					
Sum of Segment Length	66370				
Average of existing Trafficable Width	5.6	5.5	80	829	4562

Class 5 - Local Access Type 1								
Sum of Segment Length					45235			
Average of existing Trafficable Width					5.6	5.5	100	452
Class 6 - Local Access Type 2								2487
Sum of Segment Length					204643			
Average of existing Trafficable Width					4.8	5.5	No renewal as a sealed road	
Class 7 - Local Access Type 3								
Sum of Segment Length								
Average of existing Trafficable Width								
Class 8 -- Formed Track								
Sum of Segment Length								
Average of existing Trafficable Width								
Total Sum of Segment Length					486433			
Total Average of existing Trafficable Width					5.8			
Total length rehabilitation per annum					4853			
Total m2 rehabilitation per annum					16333			
						TOTAL BUDGET REQUIRED FOR THESE SERVICE LEVELS		\$408,334
						CURRENT PERFORMANCE (historic funding regime)		\$376,000
							Funding gap	\$32,334
						TARGET -includes lirs & grant increases		\$550,000
							Funding gap	-\$141,665

RURAL UNSEALED RESHEETING							
		Service level width	resheet service level	length resheet per annum	m2 resheet per annum		

					TOTAL BUDGET REQUIRED FOR THESE SERVICE LEVELS	\$128,190
					CURRENT PERFORMANCE (historic funding regime)	\$65,000
					Funding gap	\$63,190
					TARGET -includes lirs & grant increases	\$140,000
					Funding gap	-\$11,809

URBAN SEALED RESURFACING				Service level width	reseal service level	length reseal per annum	m2 reseal per annum
Class 1 - Arterial			6930				
Sum of Segment Length			8.8				
Average of existing Trafficable Width							
Class 2 - Primary			9170				
Sum of Segment Length			10.8	10.8	18	509	5495
Average of existing Trafficable Width							
Class 3 - Major Collector			7550				
Sum of Segment Length			7.4	7.4	18	419	3103
Average of existing Trafficable Width							
Class 4 - Minor Collector			3265				
Sum of Segment Length			6.3	6.3	18	181	1146
Average of existing Trafficable Width							
Class 5 - Local Access Type 1			22880				
Sum of Segment Length			11.2	11.2	18	1271	14299
Average of existing Trafficable Width							

Class 6 - Local Access Type 2	37251			18	2069	14589
Sum of Segment Length	7.0	7.0				
Average of existing Trafficable Width						
Class 7 - Local Access Type 3						
Sum of Segment Length						
Average of existing Trafficable Width						
Class 8 - Formed Track						
Sum of Segment Length						
Average of existing Trafficable Width						
Total Sum of Segment Length	87046					
Total Average of existing Trafficable Width	8.5					
Total length reseal per annum	12812					
Total m2 reseal per annum	57743					
			TOTAL BUDGET REQUIRED FOR THESE SERVICE LEVELS			\$115,903
				CURRENT PERFORMANCE (historic funding regime)		
					Funding gap	\$45,000
						\$70,903
				TARGET -includes lirs & grant increases		
					Funding gap	\$87,500
						\$28,403

URBAN SEALED REHABILITATION						
		Service level width	rehabilitation service level	length rehabilitation per annum	m2 rehabilitation per annum	
Class 1 - Arterial						
Sum of Segment Length	6930					
Average of existing Trafficable Width	8.8					

Class 2 - Primary	9170					
Sum of Segment Length	10.8	10.8	55	166	1798	
Average of existing Trafficable Width						
Class 3 - Major Collector	7550					
Sum of Segment Length	7.4	7.4	80	94	698	
Average of existing Trafficable Width						
Class 4 - Minor Collector	3265					
Sum of Segment Length	6.3	6.3	80	40	257	
Average of existing Trafficable Width						
Class 5 - Local Access Type 1	22880					
Sum of Segment Length	11.2	11.2	100	228	2573	
Average of existing Trafficable Width						
Class 6 - Local Access Type 2	37251					
Sum of Segment Length	7.0	7.0	100	372	2626	
Average of existing Trafficable Width						
Class 7 - Local Access Type 3						
Sum of Segment Length						
Average of existing Trafficable Width						
Class 8 - Formed Track						
Sum of Segment Length						
Average of existing Trafficable Width						
Total Sum of Segment Length	87046					
Total Average of existing Trafficable Width	8.5					
Total length rehabilitation per annum	903					
Total m2 rehabilitation per annum	7954					
		TOTAL BUDGET REQUIRED FOR THESE SERVICE LEVELS			\$182,961	

Further that Council, in accordance with the provisions of Sections 496 and 502 of the *Local Government Act 1993*, makes, fixes and levies waste collection service charges for the year ending 30 June 2013 as follows (with the understanding that one (1) Waste Collection Service entitles a property owner to a 240 litre fortnightly recycling service and a 140 litre weekly garbage service per assessment):

- a. Domestic: Occupied - \$275.00 per annum;
 - b. Domestic: Vacant land within scavenging area - \$110.00 per annum;
 - c. Business/Commercial: Occupied - \$275.00 per annum;
 - d. Business/Commercial: Vacant land within scavenging area - \$110.00 per annum;
 - e. Non-rateable: Occupied - \$275.00 per annum;
 - f. Non-rateable: Vacant land - \$110.00 per annum.
8. That Council, in accordance with the provisions of Section 566(3) of the *Local Government Act 1993*, determines that the extra interest charges on overdue rates and charges will be levied at the maximum rate allowable and as advised by the Division of Local Government on a daily simple interest basis for the financial year ending 30 June 2013.
 9. That Council, in accordance with the provisions of Section 405(6) of the *Local Government Act 1993*, places a copy of its adopted Operational Plan on its website within 28 days of it being formally adopted.
 10. That Council adopts the revised Long Term Financial Plan 2012 – 2022, attached as Annexure A to the Business Paper.

CARRIED

9.2 Roads: Road Hierarchy Review

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

This item was dealt with as the first item on the Order of Business.

Moved: Cr Price Seconded: Cr Scherf

6.06/12 MOTION

1. That Council adopts the revised road hierarchy, as advertised, with the exception that Kings Plain Road, Old Ben Lomond Road and Polhill Road hold a temporary Minor Collector road status pending their review.

2. That Council requests the Director of Infrastructure Services to provide for Council's consideration a further report to the October 2012 Council Meeting with the results of the review of Kings Plain Road, Old Ben Lomond Road and Polhill Road.

CARRIED

9.3 Roads: Accelerated Roads Program

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

Moved: Cr Schumacher Seconded: Cr Newman

7.06/12 MOTION

That Council endorses the attached Table 1 (Accelerated Road Program), attached as Annexure C and Table 2 Heavy Patching and Resealing Program, attached as Annexure D to the Business Paper for the 2012/13 Accelerated Roads Program.

CARRIED

9.4 Financial Management: Fees and Charges: Structure of Swim Centre Entry Fees

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Graham Archibald – Recreation & Open Space Coordinator

This item was dealt with directly after the morning tea break.

Moved: Cr Schroder Seconded: Cr Scherf

8.06/12 MOTION

That Council makes, fixes and charges the following fees for the Glen Innes and Emmaville Swim Centres for 2012/13:

Description	Amended Fee
Turnstile Admission	
• Adults	\$3.50
• Seniors and Children (16 and under)	Adult fee Less 10%
• Spectators and Carers	\$2.00
• Children under 4	Free
• School groups – Carnivals	\$2.00 per child or spectator (teachers free)
Season tickets	
• Family – Full season	\$280.00 (no further discounts apply)
• Family – Half season	\$145.00 (no further discounts apply)
Book of 10 entry tickets (one season only)	\$32.00 (Seniors and Children under 16 – less 10%)
Book of 20 entry tickets (one season)	\$60.00 (Seniors and Children under 16 –

9.2 Roads: Road Hierarchy Review

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

ANNEXURE B

PURPOSE

The purpose of this report is for Council to consider public submissions on the draft road hierarchy, and to adopt a road hierarchy and related renewal service levels. (Please see Annexure B attached to the Business Paper).

BACKGROUND

A draft road hierarchy was considered at Council's May Ordinary meeting, where it was resolved:

1. That Council endorses the proposed road hierarchy, attached to the Business Paper as Annexure K, for the purpose of public exhibition – in conjunction with the exhibition of the 2012-13 Operational Plan.
2. That Council requests the Director of Infrastructure Services to provide a further report to the June 2012 Council Meeting, detailing community responses and any recommended modifications to the hierarchy and service levels and the associated financial implications.

Numerous public submissions were received on the proposed road hierarchy as summarised in the attached table:

Road Name	Existing Hierarchy	Proposed Hierarchy	Summary of Submissions
Kings Plain Road	Class 4: Minor Collector (6.46 kilometres)	Class 5: Local Access Type A (1.76 kilometres) and Class 6: Local Access Type B (4.70 kilometres)	One (1) group submission, advising the road is the predominant access to Kings Plains National Park, Kings Plains Castle, Seven Oaks Fossicking Reserve and a moderately large feedlot in addition to local property access. Road also forms part of an alternative route to Inverell.
Old Ben Lomond Road	Class 4: Minor Collector (9.62 kilometres)	Class 5: Local Access Type A (2.76 kilometres) and Class 6: Local Access Type B (6.86 kilometres)	Thirty-eight (38) submissions relating to type and volume of traffic carried as a feeder road from Ben Lomond, Wandsworth, Moredun, Maybole and Llangothlin; narrow width of road for existing traffic; and the use of Old Ben Lomond Road as an alternative route when the New England Highway is closed, particularly in icy weather.
Polhill Road	Class 5: Local Access (12.54 kilometres)	Class 4: Minor Collector (0.7kilometre) and Class 6: Local Access Type B (11.85 kilometres)	One (1) group submission, advising the road carries a considerable volume of truck traffic; is a school bus route; and there is potentially more building on vacant blocks in this area in the future.
Ruwenzorie Road	Class 5: Local	Class 6: Local Access Type B	Three (3) submissions, concerned about maintenance of the road suitable for

Road Name	Existing Hierarchy	Proposed Hierarchy	Summary of Submissions
	Access		travel by livestock and grain trucks, school bus and general public.

(a) Relevance to Integrated Planning and Reporting Framework

Council is required to develop Asset Management Plans that inform Council's 10-year Long Term Financial Plan.

(b) Financial Considerations

The recommended road hierarchy is based on Council's (predicted) 10-year financial resources.

COMMENTARY

Comments on the specific roads which were the subject of submissions are shown below:

Road Name	Comment
Kings Plain Road	New hierarchy is consistent with number of properties served, but recommend additional liaison with Inverell Shire for consistency of road hierarchy, and updating of traffic counts over the next three (3) months.
Old Ben Lomond Road	New hierarchy is consistent with number of properties served and Council traffic counts, but recommend additional liaison with Guyra Shire for consistency of road hierarchy, and updating of traffic counts over the next three (3) months. Many concerns relate to road maintenance, which will continue to be prioritised on a needs basis subject to available resources, similar to all other roads in Councils network.
Polhill Road	New hierarchy is consistent with number of properties served and Council traffic counts, but recommend updating of traffic counts over the next three (3) months to confirm suitable road classification. Potential future growth is addressed through regular reviews of the road hierarchy.
Ruwenzorie Road	Submissions relate to road maintenance and not to hierarchy category. Recommend no change in proposed hierarchy.

One additional change is proposed, to reduce the classification of the unsealed section of Forbes Road south of Deepwater, from Class 6: Local Access Type B to Class 8: Formed Track. This section of road links Forbes Road with Bezzants Road and provides a short-cut via a natural crossing of the Deepwater River, with no causeway or other drainage structures at the crossing. Any use of this section of road is discouraged due to its proximity to, and location upstream of the Deepwater water supply system.

(a) Governance/Policy Implications

Once adopted, the road hierarchy and service levels will be incorporated into the Asset Management Plans (AMPs), which form part of Council's suite of Integrated Strategic Planning documents.

(b) Legal Implications

From a risk management perspective, adopting a hierarchy that is sustainable minimises Council's risk exposure and provides a defensible position.

(c) Social Implications

The proposed hierarchy attempts to maximise the common good in directing the bulk of Council's road expenditure to roads with the most traffic use.

(d) Environmental Implications

Future reviews of the AMPs will include consideration of various rehabilitation techniques, such as stabilisation, which requires less extraction and transportation of quarry materials.

(e) Economic/Asset Management Implications

The review of the Kings Plain Road, Old Ben Lomond Road and Polhill road will consider the financial implications associated with any change in their hierarchy.

CONCLUSION

The revised hierarchy will provide a more sustainable road network into the future. Public consultation has been undertaken on the proposed new hierarchies, and regular reviews are planned to ensure that road hierarchies adapt to changes in road use over time.

RECOMMENDATION

- 1. That Council adopts the revised road hierarchy, as advertised, with the exception that Kings Plain Road, Old Ben Lomond Road and Polhill Road hold a temporary Minor Collector road status pending their review.***
- 2. That Council requests the Director of Infrastructure Services to provide for Council's consideration a further report to the October 2012 Council Meeting with the results of the review of Kings Plain Road, Old Ben Lomond Road and Polhill Road.***

Annexure B

Glen Innes Severn Council Meeting

28 JUNE 2012



For items placed on public exhibition for 28 days as per the Local Government Act (1993).

Comments regarding Operational Plan

Re: Old Ben Lomond Rd downgraded from
Your comment: a "collector" road to "local access"

Please do not downgrade the above road.
It carries a lot of traffic as a feeder
road from Ben Lomond, Glencoe, Wandsworth,
Maudun, Maybole & Llangothlin.
AS WELL AS an alternative route when
the NE highway is closed.

The current road conditions are extremely poor at the moment. This road is desperate for grading & gravel.

Suggestions for improvement:

[REDACTED]

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

OLD Ben Lomond Road

Your comment:

If this road receives less than the current maintenance (which is already inadequate) - Business operations could be challenged. Cars trucks etc already have had several flat tyres.

Of greater concern would the police fire ses etc willingly divert traffic on this road when the NE highway is blocked. Already several Ben Lomond commuters no longer use this road because of its poor condition.

Suggestions for improvement:

Those commuters were "great community police" —.

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

[Redacted]

PLEASE do not downgrade, L11 Rd.
L11 Rd as it is already
in a state of disrepair and is
used by heaps of families from surrounding
areas. The detours are in place on N1 hwy
it's used heavily. Road is also used by heaps
of trucks carrying stock - heavy vehicles
driving need safe conditions too. Road has
a corrugated and pot holed, gravel surface
and road side, please almost all gone.
Please keep up maintenance & responsibility!

Suggestions for improvement:

A grade of road surface would be
massively appreciated and welcomed; a
slash of grass & weeds along side of
road also would be great; perhaps a
bit of gravel, Council? Please?

[Redacted]

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

14/6/12.

[REDACTED]

1)
I would maintain the "The Severn" as it
is a very important connection
road for many localities. It is also
vital for the highway
network. The road for it is
very important. It would be very dangerous
if it were closed, for example.

[REDACTED]

Suggestions for improvement:

[Empty lines for suggestions for improvement]

Please complete further information overleaf.



**GLEN INNES SEVERN COUNCIL
PUBLIC COMMENTS FORM**
For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

We use road as connection to Glen Innes.
Please DO NOT downgrade YOUR responsibility.

Suggestions for improvement:

"This grade road is used by many and not all
of us own 4 wheel drives. State of road surface
needs serious attention. It is very dangerous
even more so with heavy cold weather ahead.

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

Cubi Gabun Children's Mobile Service provides an early childhood program at Ben Lomond for children birth to 5 yrs and their families. Cubi Gabun regularly attends meetings and keep in touch with other agencies and organisations in Glen Innes. We therefore travel along the Old Ben Lomond Rd to access these meetings. We feel that down grading the road will greatly affect this service as well as our families who live in the area. Safety is paramount for the families, children and staff of Cubi Gabun.

Suggestions for improvement:

Regular maintenance and additional guide rails.

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

[REDACTED]

14.6.2012

Do not downgrade Old Ben Lomond Rd
and endanger the multitude of families
that use it regularly. Already the potholes and lack of roadside reflectors
and the minimum general state of the
surface make it a precarious drive at
night. This road is used by many as
one of the main arteries to Ben
Lomond and beyond.

Suggestions for improvement:

A regular slash of weeds & grass
would be wonderful. Please check
guideposts, grade, grade grade!

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Re: OLD BEN LOMOND RD. possibly becoming
Your comment: a "local access road".

I travel this road daily for employment
The amount of traffic (from commuters
to caravans to trucks of all sizes)
stock & freight is considerable.
Per chance the highway is closed
(not unusual) this road carries a
solid stream of traffic particularly
semi-trailers
The road is currently overdue for
graveling & gravel.

Suggestions for improvement:

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

OLD BEN LOMOND RD.

This road needs to be maintained
as a Collector Road, for the residents
& workers from Glenese to Ben Lomond.
Often this road is used when
serious accidents occur on NE HWY
& in winter when NE HWY IS ICY
or Covered in Snow.

The farmers need the road maintained
to Haul Stock Produce & to run
their businesses - Large B double
trucks use this road regularly.

Necess is very important so
Please maintain this road.

Suggestions for improvement:

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Re Old Ben Lomond Road.

Your comment:

Please keep this road as a collector
road. -

Downgrading to "local access" will
not provide the much needed
maintenance.

Surely a traffic ~~re~~ counter should
be considered.

Suggestions for improvement:

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Re Old Ben Lomond Road.

Your comment:

After several flat tyres (!) there is
no doubt this road is overdue
for maintenance.

As a "collector road" it is the
main thoroughfare for many
people living & working in the
district

Suggestions for improvement:

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

Classification of OLD BEN LOMOND ROAD.

Traffic on Old Ben Lomond Rd. includes

- local access (4 residences)

- feeder (collector) Rd - from Ben Lomond

Maybole

Morden.

- alternative route - for

New England Highway (between Mangochin & Glencoe)

This amounts to a huge amount of traffic.

Current road conditions are poor for this

amount of traffic - the road cannot be

allowed to disintegrate any further.

Suggestions for improvement:

Maintain & improve this road - to ensure

traffic flows & road freight are NOT

compromised.

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

Regarding classification of Old Ben Lomond Road as
a local access road.

- Old Ben Lomond Road is a Minor Collector Road
- as it provides a link to the village of Ben Lomond
- it provides a link to people coming from Wandsworth,
Morebun and the Southern End of Mabole Road.
- For people commuting from this area it saves them
15km per journey compared to the alternative routes
- At times when the New England Highway is closed
between Glencoe and Llangothlin, the Old Ben Lomond
Road is used as a bypass and at these times it
sees a massive flow of traffic including B-Double
trucks

Suggestions for improvement:

The Old Ben Lomond Road should be classified
as a minor collector Road and consideration
should be given to being upgraded so
B-Double trucks can safely traverse the hill.

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Re.: Old Ben Lomond Road - possibly becoming a
Your comment: 'local access road'

Old Ben Lomond Road carries a lot of traffic
as a collector road from Ben Lomond, Maybole,
Llangothlin (Ben Lomond Road). On occasion
when The New England Highway is blocked
(accident, road conditions etc) this road is like
'PEAK HOUR'

The current road conditions are ALREADY LESS
THAN ADEQUATE

Grading - Gravel are wgent.

Suggestions for improvement:

Improve Maintenance Plan. For existing
Roads. Don't Downgrade.

Please complete further information overleaf.



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(accident, road conditions etc) this road is like
'PEAK HOUR.'

The current road conditions are ALREADY LESS
THAN ADEQUATE

Grading - Gravel are urgent.

Suggestions for improvement:

Please complete further information overleaf.



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Suggestions for improvement:

Please complete further information overleaf.



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(accident, road conditions etc) this road is like
'PEAK HOUR'

The current road conditions are ALREADY LESS
THAN ADEQUATE

Grading - Gravel are urgent.

Suggestions for improvement:



Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

Re. Old Bend Lomond Rd.
I have travelled on this road it was
a lovely trip only the road was in
need of repair. Would go back if it was
better maintained



Suggestions for improvement:

Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Re. Old Ben Leonard RD

Your comment:

We are a Tourist in a Motorhome & if that
road closed it would be a shame. It is a
disgrace if it wasn't maintained.

Suggestions for improvement:



Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment: Re: The Old Ben Lomond rd
downgrade.

I think that downgrading a well
used road for ~~the~~ no reason at
all, apart from diverting road
maintenance funds from the Glencoe
area is absolutely disgusting.

It does not appear to be a
supported decision ~~subject~~ by anyone I have
spoken with.

I do not support this bullshit
plan to degrade our roads.

Suggestions for improvement:

Improve your road maintenance
plan, and stop procrastinating.



Please complete further information overleaf.



GLEN INNES SEVERN COUNCIL PUBLIC COMMENTS FORM

For items placed on public exhibition for 28 days as per the
Local Government Act (1993).

Comments regarding Operational Plan

Your comment:

We As a tourist enjoyed visiting
the area but the road (Ben Lomond Rd)
was badly in need of repair.
If the road was in better condition
I'm sure a lot more tourist
would enjoy visiting this area
which would be great for the local
area.

Suggestions for improvement:

[REDACTED]

Please complete further information overleaf.

Submission on proposed
Hierarchy Review 2012.

12th June 2012

DIS

PA (OIS) / MID

Attention: Glen Severn Councillors & Staff

In my submission I will attempt to point out what I see as short comings of this proposal. I feel that some of the projected time frames of this proposal are quite ridiculous. For example from half a century to a century for anyone to try and project a proposal for such a long time into the future, I believe would be an impossibility. I would suggest any strategy longer than a decade or two would be impossible to implement successfully. I note with interest your figures of a financial short fall for the maintenance

(2)

of \$176,000 for rural roads is a gap that you suggest could be closed. The two reasons you have given for a possible closure of this gap should be vigorously pursued.

I assume your elected members of this council would be familiar with the political circumstances in your region.

For any local government council to suggest any proposal to down grade the maintenance to the extreme would be a backward step and would not encourage a younger generation of people to choose a career in farming for food production into the future. It is my belief that at times unnecessary maintenance is carried out, and I believe a system to assist with a reduction in maintenance costs, where maintenance could be carried out on a needs basis. I trust this submission will assist your council in formulating a strategy for the maintenance of rural roads in your council area into the foreseeable future.

Yours Sincerely,



[REDACTED]

To Whom it may concern

This letter is in regards to the proposal being made by Severn Council...about not maintaining our road [REDACTED]
Is the one in which I am referring to..

If this road does not get maintained : One —How is the school bus
Suppose to travel on it safely to pick up children ,when the hill
At the Bottom of this road gets very slippery when we have a lot
Of rain on it. And therefore you are putting all the young lives
Of our Children at risk ,, and we as parents find this not
acceptable and are very concerned about this matter.

Two — Another worry that we have is that we send a lot of grain
As well as livestock to and from our property and we need to be
Able as a business for this to happen ..Otherwise we don't make
A income to live off,,,And I am sure our neighbours feel the
Same,,

There is also a bridge on [REDACTED] that will need to be
Maintained [REDACTED]

[REDACTED] they need the road to be safe
To travel on at all times when they travel to and from town,
As well as the Ambulance to reach any of us if they are need to.

So therefore we will be paying Rates and not even receiving
A service for them ..We are still suppose to run a business
On a road that won't be safe for Livestock and Grain Trucks,
To travel as well as the School bus and the general public ,,
So can you EXPLIAN to us where our MONEY is going ?????
And we will assume that if we get punctures in our tyres from the
Rocks and cracked rims from the potholes ...that you as council
Will pay these bills for us due to not MAINTINING our roads.

Regards

[REDACTED]

14 June 2012

[REDACTED]

mid.
015, PA (015)

General Manager
Glen Innes Council

I am writing to you in response to councils proposal to change the maintenance scheldule for [REDACTED]

I strongly voice my objection to this proposal due to the following reasons:

[REDACTED]
[REDACTED] feel that if this road is not maintained to an acceptable standard it will impact greatly on medical assistance reaching us or our ability to access medical services.

We use the road frequently. [REDACTED]

[REDACTED] children from properties on this road use the school bus to travel to and from school. We believe safety would be compromised if the road is not maintained to an acceptable standard.

The road is also used by livestock transport and their ability to have access to properties on this road is essential for economic viability. We believe that the Council's proposed maintenance schedule may have an impact on this essential activity.

Once again we wish to voice our strong objection and concerns over this proposal and ask that council reconsider their proposal and continue the current schedule of maintenance on Ruwenzorie Road.

Regards

[REDACTED]

WELLINGROVE PROGRESS ASSOCIATION

08/06/2012

[REDACTED]

[REDACTED]

[REDACTED]

DIS - Report -
PA (DIS) / mib

Glen Innes Severn Council

Dear Sirs,

On 27/05/2012 the AGM of the Wellingrove Progress Association was conducted. By coincidence this meeting occurred shortly after the release of Councils 2012 Road Hierarchy Review. This document was discussed at length and generally caused outrage, as no one at the time had a clear understanding of what was proposed and some of the outrage was based on rumour, it was proposed that members of the executive arrange a meeting with staff from Council's engineering department and have the proposals clarified.

This occurred on 04/06/2012 and the President and Vice-president met with Mr. Malcolm Donnelly. We left the meeting with a much better understanding of what is proposed and whilst he was able to assure us that what was proposed was not as bad as first reading of the draft indicated, we still as an association have some serious concerns.

Firstly we believe the classification of Kings Plains Rd. as a local access road is patently wrong. This road doesn't just provide access to the properties of the 5 or 6 residents who happen to live in the Glen Innes Severn Council section but is the predominant access to the Kings Plains National Park, Kings Plains Castle, Seven Oaks Fossicking Reserve and a moderately large feedlot which all in their own way generate a reasonable amount of traffic, additionally the feedlot has regular double deck loads of cattle coming and going. It is also an alternative route to Inverell as its western end finishes in the main street. It has never been maintained to the same standard as the Inverell Shire section either in width or quality and the Association believes this road could possibly be close to being classified as a Major Collector Road and is well within the definition of Minor Collector Road. We request the re-classification of this road.

Secondly Polhill Rd, whilst not as busy as Kings Plains Rd. carries a considerable amount of traffic including B-double and double deck semi trailers and it feeds a lot of traffic from Wellingrove and north to the Gwyder Highway. That alone should warrant its classification as a Minor Collector Road. In addition in its current proposed classification that section from Kings Plains Rd to Strathbogie Rd. will be ripped up and returned to a gravel surface. (this section is mostly in very poor condition, largely caused by Councils tip trucks carting dozens and dozens of loads of gravel being used to re-sheet Ruwenzorie and Arnolds Rds. During very wet weather). This would be a serious retrograde step, this section is used by a school bus twice a day, it has one new home already constructed and two more proposed in the near future. In addition there are at least ten blocks with pre existing building entitlements and some of them are sure to be built on in the next few years. Many of them are the only

residential blocks in the village and Council will have problems with complaint surrounding dust issues if this section is returned to dirt. Wellingrove, whilst in the western outskirts of the Shire, is only 15 minutes drive from town and is expanding at a steady rate as your records will show. In our opinion it would be a foolish move to begin downgrading roads anywhere in the Shire but to do so in a growth area is particularly so.

Yours Sincerely

[REDACTED]
[REDACTED]
[REDACTED]

Wellingrove Progress Association

CARRIED

9.15 Corporate Management: Policy Register: Repeal of Policy

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

Moved: Cr Schumacher Seconded: Cr Graham

16.10/12 RESOLUTION

That Council repeals the “27E Engineering Services – Advice to Residents/Ratepayers of Proposed Works Policy”, formerly of the Glen Innes Municipal Council.

CARRIED

9.16 Corporate Management: Policy Register: Repeal of Policy

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

Moved: Cr Schumacher Seconded: Cr Graham

17.10./12 RESOLUTION

That Council repeals the “8E Engineering Services – Roads – Road Widths Policy”, formerly of the Glen Innes Municipal Council.

CARRIED

9.17 Roads: Road Hierarchy Review

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

Moved: Cr Scherf Seconded: Cr Quinn

18.10/12 RESOLUTION

That Council adopts the originally proposed road hierarchy for Kings Plain Road, Old Ben Lomond Road and Polhill Road, being Local Access Type A roads.

CARRIED

9.18 Financial Management: Recreation and Cultural Services: Programs: Sports Council Annual Grants

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Graham Archibald – Recreation & Open Space Coordinator

9.17 Roads: Road Hierarchy Review

REPORT FROM: DIRECTOR OF INFRASTRUCTURE SERVICES
Actioning Officer: Vanessa Menzie – Director of Infrastructure Services

PURPOSE

The purpose of this report is for Council to consider the results of the review of Kings Plain Road, Old Ben Lomond Road and Polhill Road hierarchy classifications.

BACKGROUND

A draft road hierarchy was considered at Council's May Ordinary Meeting, where it was resolved:

- 1. That Council endorses the proposed road hierarchy, attached to the Business Paper as Annexure K, for the purpose of public exhibition – in conjunction with the exhibition of the 2012-13 Operational Plan.*
- 2. That Council requests the Director of Infrastructure Services to provide a further report to the June 2012 Council Meeting, detailing community responses and any recommended modifications to the hierarchy and service levels and the associated financial implications.*

Following public advertising of the draft road hierarchy, numerous submissions were received from the community. These submissions were considered at Council's June Ordinary meeting, where it was resolved:

- 1. That Council adopts the revised road hierarchy, as advertised, with the exception that Kings Plain Road, Old Ben Lomond Road and Polhill Road hold a temporary Minor Collector road status pending their review.*
- 2. That Council requests the Director of Infrastructure Services to provide for Council's consideration a further report to the October 2012 Council Meeting with the results of the review of Kings Plain Road, Old Ben Lomond Road and Polhill Road.*

Traffic counters were subsequently installed on Kings Plain Road, Old Ben Lomond Road and Polhill Road. This report provides Council with the outcome of the counts and recommendations for the finalisation of the roads hierarchy.

(a) Relevance to Integrated Planning and Reporting Framework

Council is required to develop Asset Management Plans (AMPs) that inform Council's 10-year Long Term Financial Plan.

(b) Financial Considerations

The recommended road hierarchy is based on Council's (predicted) 10-year financial resources.

COMMENTARY

The road hierarchy identifies eight (8) levels that are applicable to both rural and urban roads. The hierarchy has been structured to replicate existing traffic use patterns, and is summarised in Table 1 below.

Level	Traffic Warrant
1 - Arterial	Regional Road
2 - Primary	ADT > 150 vpd, and through-route for intra-LGA traffic
3 - Major Collector	100 < ADT ≤ 150 vpd, and through-route for intra-LGA traffic
4 - Minor Collector	50 < ADT ≤ 100 vpd, and through-route for intra-LGA traffic
5 - Local Access, Type A	ADT > 30 vpd, generally more than six (6) LGA residences
6 - Local Access, Type B	6 ≤ ADT ≤ 30 vpd, approximately two (2) to six (6) LGA residences
7 - Local Access, Type C	ADT ≤ 5 vpd, approximately one (1) LGA residence
8 - Formed Track	ADT ≤ 5 vpd

Table 1 – Traffic Warrants for Road Hierarchy

Symbols and abbreviations used within Table 1 are:

- ADT: Average Daily Traffic
- LGA: Local Government Area
- vpd: vehicles per day
- >: greater than
- <: less than
- ≤: less than or equal to

Comments on the specific roads which were the subject of review are shown below:

1. **Kings Plain Road**

The average daily traffic was recorded at 48 vehicles per day (vpd) near Polhill Road.

Kings Plain Road does not provide the shortest or most direct connection between any major population centres. That is, traffic travelling between Glen Innes and Inverell would travel on the Gwydir Highway, and traffic travelling between Emmaville or Deepwater and Inverell would travel via Strathbogrie and Nullamanna roads (Inverell Shire).

Of the traffic count of 48 vpd, up to half of these vehicle movements may be attributed to dwellings and properties located between Wellingrove and the Inverell Shire Boundary. This leaves in the order of 24 vpd which is either travelling to or from properties located across the Inverell Shire LGA, or through traffic which may be travelling the length of Kings Plain Road to or from Inverell.

Inverell Shire Council classifies their section of Kings Plain Road as an Arterial Road. However, this would seem to be more a result of traffic travelling between Inverell and properties within their LGA, including the tourist accommodation at Kings Plains Castle, than on the basis of through traffic.

As the traffic figures do not reach the threshold for a minor collector of 50 vpd, and the dominant use of Kings Plain Road within the Glen Innes Severn LGA is for local

traffic, it is recommended that the originally proposed classification of Local Access Road Type A is appropriate.

2. Old Ben Lomond Road

The average daily traffic recorded near the New England Highway was 43 vehicles per day.

The originally proposed classification of Local Access Road Type A is consistent with the number of properties served and Council traffic counts, and is an equivalent classification to that which Guyra Shire Council have adopted for Old Ben Lomond Road within their administrative area.

3. Polhill Road

The average daily traffic was 52 vehicles per day. However, the traffic counter was located in the short section of Polhill Road between Wellingrove Road and Kings Plains Road, and the count of 52 vpd includes localised village traffic movements. Once these movements are deducted from the count, the majority of traffic movements along Polhill Road appear to be for dwelling and property access, and not for through-traffic.

Wellingrove Loop Road carries a traffic volume of 61 vpd. The higher traffic counts on Wellingrove Loop Road suggest that this road (and Strathbogie Road) form the principal route used between Wellingrove and Glen Innes, and traffic does not tend to use Polhill Road and the Gwydir Highway which is a more indirect route with unsealed sections.

Polhill Road meets the criteria for classification as a Local Access Road Type A, having traffic volumes in excess of 30 vpd and not forming the function as a collector road, and it is recommended that this classification is adopted.

The overall roads hierarchy will be reviewed at a minimum of every five (5) years to ensure consistency with changing traffic patterns. As the above recommendations are linked to traffic volumes and road use, their status may change over time.

(a) Governance/Policy Implications

The road hierarchy and service levels will be incorporated into the Asset Management Plans (AMPs), which form part of Council's suite of Integrated Strategic Planning documents.

(b) Legal Implications

From a risk management perspective, adopting a hierarchy that is sustainable minimises Council's risk exposure and provides a defensible position.

(c) Social Implications

The hierarchy attempts to maximise the common good in directing the bulk of Council's road expenditure to roads with the most traffic use.

(d) Environmental Implications

Future reviews of the AMPs will include consideration of various rehabilitation techniques, such as stabilisation, which requires less extraction and transportation of quarry materials.

(e) Economic/Asset Management Implications

The road hierarchy has been developed in order to balance current levels of road funding with the resources needed to maintain the adopted levels of services for Council's road network on a sustainable basis, given the financial forecasting assumptions adopted in Council's ten (10) year long-term financial plan.

If changes are made to either the traffic warrants or hierarchy assigned to particular road segments, then similar changes may also apply to other roads in Council's network having a similar function and traffic use. Any significant alterations to the lengths of each class of road will require either a change to the adopted levels of service, or a variation in the allocation of funding, to ensure that the road hierarchy remains sustainable over the long term.

CONCLUSION

The road hierarchy will provide a more sustainable road network into the future. Following public consultation on the proposed new road hierarchies, the classifications of Kings Plain Road, Old Ben Lomond Road and Polhill Road were reviewed against the hierarchy criteria, and it is recommended that no change is made to the originally proposed classifications.

RECOMMENDATION

That Council adopts the originally proposed road hierarchy for Kings Plain Road, Old Ben Lomond Road and Polhill Road, being Local Access Type A roads.