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OBERON COUNCIL

LATE REPORTS

Oberon Council Ordinary Meeting
Tuesday 15 August 2017

Commencing at 5.30pm
at the Council Chambers

13.12 COUNCIL PRIORITY ROAD MATRIX – BITUMEN SEALING PROGRAM..... 3

13.12 COUNCIL PRIORITY ROAD MATRIX – BITUMEN SEALING PROGRAM

File No: Roads/Maintenance/Roads General

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Summary

At the request of Council a Priority Road Matrix has been established previously outlining the Roads which Council sees as an important part of Prioritising and allocating future Capital Funding for the construction and bitumen sealing of Unsealed Roads.

Recommendation:

That Council select and endorse one (1) of the five option tables attached as the future Council commitment to extending bitumen seal on current local unsealed roads.

Comment:

Council has resolved to endorse the listed priority Roads as part of Councils Long-Term commitment to sealing between One kilometre (1km) to Two Kilometres (2km) of Unsealed Roads each Financial Year. In addition, Council resolved to place these Roads into a structured matrix showing the projected costs to construct and seal over a Ten (10) year period.

Based on the Original list of Nine (9) Roads, they have been prioritised based on Five (5) different criteria as detailed below:

Option1 – Logging Route Priority. All Roads that are Logging Roads are rated higher than Non-Logging Roads.

Option 2 – Number of Properties. This list is based on the Number of Property along the Road from highest to the lowest.

Option 3 – Engineering Preferred Option. This is based on Length of Road (e.g. shorter length of Road provides better value for money), Logging Route, Through Road, Number of Properties, some distribution of work & Bus Route.

Option 4 – Cost. This list is based mainly on Construction Cost. Accordingly, the shorter lengths of Road will rate higher than longer lengths of Road. The approximate cost to construct and seal with improved alignment & drainage / tree clearing etc. is \$300,000 / km.

Option 5 – Benefit Cost Analysis (BCA) – This is based on calculating the construction cost and dividing by the Number of Properties. This will provide the best economic benefit for the highest number of properties. Accordingly, the lower the figure will rate higher on the list.

From the option analysis provided and Councils commitment to extending between 1km to 2km per financial year, it is suggested that Option 3 be considered as the favourable option of distributing funding across the Local government Area. On this perspective ratepayers will receive upgrades to there respective roads based on the number of projected traffic movements proportionate to the number of existing properties on each road and potential for further growth from land development.

It may also be a consideration of Council that each road in order of its priority in Option 3 be fully bitumen sealed prior to moving onto the next priority road within the matrix. Therefore by dividing the length of remaining road in accordance of 1km intervals per annum, will project the number of indicative years estimated to complete the listed roads.

Priority Works Program – Option 1 Logging Priority													
Road Name	length (m)	width (m)	area (m ²)	Through Road		Number of Properties	Logging Route		Bus Route		Dev. Potential		Est AADT
				Yes	No		Yes	No	Yes	No	Yes	No	
Gingkin Rd	3800	5	19000	Yes		35	Yes		Yes		Yes		<100
Chatham Valley Rd	4250	5	21250	Yes		16	Yes			No	Yes		<50
Mozart Rd	8000	5	40000	Yes		16	Yes			No	Yes		<50
Faugha Ballaugha Rd	5300	5	26500	Yes		8	Yes			No	Yes		<50
Gingkin Valley Rd	7900	5	39500	Yes		6	Yes			No	Yes		<50
Tilsbury Lane	3800	5	19000		No	7		No		No	Yes		<50
Bosworth Falls Rd	5700	5	28500	Yes		23		No		No	Yes		<75
Springmount Rd	3700	5	18500	Yes		12		No		No	Yes		<50
Emden Vale Rd	6400	5	32000		No	14		No	Yes		Yes		<50

Priority Works Program – Option 2 Number of Properties													
Road Name	length (m)	width (m)	area (m ²)	Through Road		Number of Properties	Logging Route		Bus Route		Dev. Potential		Est AADT
				Yes	No		Yes	No	Yes	No	Yes	No	
Gingkin Rd	3800	5	19000	Yes		35	Yes		Yes		Yes		<100
Bosworth Falls Rd	5700	5	28500	Yes		23		No		No	Yes		<75
Chatham Valley Rd	4250	5	21250	Yes		16	Yes			No	Yes		<50
Mozart Rd	8000	5	40000	Yes		16	Yes			No	Yes		<50
Emden Vale Rd	6400	5	32000		No	14		No	Yes		Yes		<50
Springmount Rd	3700	5	18500	Yes		12		No		No	Yes		<50
Faugha Ballaugha Rd	5300	5	26500	Yes		8	Yes			No	Yes		<50
Tilsbury Lane	3800	5	19000		No	7		No		No	Yes		<50
Gingkin Valley Rd	7900	5	39500	Yes		6	Yes			No	Yes		<50

Priority Works Program – Option 3 Engineering Preferred Option													
Road Name	length (m)	width (m)	area (m²)	Through Road		Number of Properties	Logging Route		Bus Route		Dev. Potential		Est AADT
				Yes	No		Yes	No	Yes	No	Yes	No	
Gingkin Rd	3800	5	19000	Yes		35	Yes		Yes		Yes		<100
Chatham Valley Rd	4250	5	21250	Yes		16	Yes			No	Yes		<50
Bosworth Falls Rd	5700	5	28500	Yes		23		No		No	Yes		<75
Faugha Ballaugha Rd	5300	5	26500	Yes		8	Yes			No	Yes		<50
Springmount Rd	3700	5	18500	Yes		12		No		No	Yes		<50
Mozart Rd	8000	5	40000	Yes		16	Yes			No	Yes		<50
Gingkin Valley Rd	7900	5	39500	Yes		6	Yes			No	Yes		<50
Emden Vale Rd	6400	5	32000		No	14		No	Yes		Yes		<50
Tilsbury Lane	3800	5	19000		No	7		No		No	Yes		<50

Priority Works Program – Option 4 Cost													
Road Name	length (m)	width (m)	area (m ²)	Through Road		Number of Properties	Logging Route		Bus Route		Dev. Potential		Est AADT
				Yes	No		Yes	No	Yes	No	Yes	No	
Springmount Rd	3700	5	18500	Yes		12		No		No	Yes		<50
Gingkin Rd	3800	5	19000	Yes		35	Yes		Yes		Yes		<100
Tilsbury Lane	3800	5	19000		No	7		No		No	Yes		<50
Chatham Valley Rd	4250	5	21250	Yes		16	Yes			No	Yes		<50
Faugha Ballaugh Rd	5300	5	26500	Yes		8	Yes			No	Yes		<50
Bosworth Falls Rd	5700	5	28500	Yes		23		No		No	Yes		<75
Emden Vale Rd	6400	5	32000		No	14		No	Yes		Yes		<50
Gingkin Valley Rd	7900	5	39500	Yes		6	Yes			No	Yes		<50
Mozart Rd	8000	5	40000	Yes		16	Yes			No	Yes		<50

Priority Works Program – Option 5 (BCA = Cost/Number of Properties)														
Road Name	length (m)	width (m)	area (m ²)	Through Road		Number of Properties	Ratio Cost/ Properties (BCA)	Logging Route		Bus Route		Dev. Potential		Est AADT
				Yes	No			Yes	No	Yes	No	Yes	No	
Gingkin Rd	3800	5	19000	Yes		35	33	Yes		Yes		Yes		<100
Bosworth Falls Rd	5700	5	28500	Yes		23	74		No		No	Yes		<75
Chatham Valley Rd	4250	5	21250	Yes		16	80	Yes			No	Yes		<50
Springmount Rd	3700	5	18500	Yes		12	93		No		No	Yes		<50
Emden Vale Rd	6400	5	32000		No	14	137		No	Yes		Yes		<50
Mozart Rd	8000	5	40000	Yes		16	150	Yes			No	Yes		<50
Tilsbury Lane	3800	5	19000		No	7	163		No		No	Yes		<50
Faugha Ballaugha Rd	5300	5	26500	Yes		8	199	Yes			No	Yes		<50
Gingkin Valley Rd	7900	5	39500	Yes		6	395	Yes			No	Yes		<50