

FACT SHEET 4

What has the Special Rate variations provided over the past five years?

Over the past five years Council has been working to improve the management and maintenance of our traditional assets such as roads and footpaths. Since the approval of the special rates variation council has contributed to the improvement of our road and transport network.



The last time we applied for a special rate variation to fund additional asset improvements was in 2012. This increase was approved for a five year period and is referred to as the SRV.

Over the past five years Council has used the SRV to contribute to unsealed road maintenance, high traffic resurfacing, and rejuvenation treatments on roads as well as road construction. A breakdown of the spend over the years is tabled below.

What the SRV provided:

Focus Area	2012/13	2013/14	2014/15	2015/16	2016/17
Unsealed Road Maintenance	\$398,000	\$411,000	\$421,000	\$431,000	\$438,000
High Traffic Resurfacing	\$800,000	\$827,000	\$846,000	\$867,000	\$882,000
Rejuvenation Treatments	\$200,000	\$207,000	\$212,000	\$217,000	\$221,000
Road Construction	\$180,000	\$186,000	\$190,000	\$195,000	\$198,000
	\$1,578,000	\$1,631,000	\$1,669,000	\$1,709,000	\$1,740,000

Over the past five years that Council has had the special rate variation we have been able to achieve some great proactive maintenance and renewals.

Key projects and activities delivered through the special rate variation include:

- Completion of \$4,222,000 on high traffic road resurfacing working including; Randall St, Bago Rd and Cameron St, Wauchope, Pacific Drive, Gordon St, Lake Rd, Koala St, Hastings River Dr, Lord St, Port Macquarie Ocean Drive, Lake Cathie and Beech St, Bonny Hills;
- Completion of \$2,099,000 of high priority unsealed road grading such as additional maintenance grading crews including Ballengarra Bransdon Rd, Telegraph Point and Pappinbarra Rd, Pappinbarra;
- Completion of \$1,057,000 in pavement rejuvenation across the region based on priority rankings;
- Investment in \$949,000 to support design requirements for new road construction.

The program of work aimed to achieve the best economies of scale and was implemented to support the positive impacts made to the condition of the road network from the first two years of SRV funding.

What Transport Assets Do We Manage?

Council maintains a huge array of road transport assets across the Council region, including:

- 875 km of sealed roads;
- 465 km of unsealed roads;
- 122 km of footpaths;
- 211 road bridges and
- 2,536 road culverts.

Last financial year over \$52 million was invested in the maintenance and renewal of our road transport assets. Currently they have a combined value of over \$1 billion.
(\$1,011,607,509 replacement value or 'At Cost' or 'Purchase' value..... as distinct from the depreciated value or 'Current' or 'Written Down' value)

Current Position

In recent years, Council has significantly increased the level of funding dedicated to the maintenance of sealed and unsealed roads, in an attempt to reduce the rate of deterioration of these assets. This funding program has been assisted by the five-year 4.43% Special Rate Variation (SRV) currently in place. The result for residents has been a consistent and marked improvement in the level of service provided by these assets.

In 2015/16, over 750km of rural roads were graded as scheduled and more than \$2m spent on resealing and rejuvenating sealed roads. Furthermore Council is currently on track with its target for all sealed roads in the local government area to be resealed or rehabilitated every 12 - 14 years.

2016/17 represents the fifth year in which Council will receive the original 4.43% SRV funding allocation. Proactive works on both sealed and unsealed roads will continue during this period, as part of Council's strategic approach to managing these assets. A loss of the SRV in 2017/18 onward, however, would halt this progress. A significantly smaller number of rural roads would be graded annually. Resealing and rejuvenation works would be replaced by reactive jet patching works. Council would be forced to revert to a reactive approach to roads maintenance. Sealed roads in the local government area would only be able to be resealed or rehabilitated every 25 years. There would be a significant decrease in the level of service provided to residents by these assets.

