



**KEMPSEY**  
Shire Council



# 10 Year Works Program **2017-2027**

[www.kempsey.nsw.gov.au](http://www.kempsey.nsw.gov.au)

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### What infrastructure assets does Council maintain?

Community infrastructure assets include roads (both sealed and unsealed), bridges (both concrete and timber), rural culverts, footpaths, kerb and gutter, guardrails, signs, street furniture, bus shelters, car parking facilities, stormwater drainage (including pits, pipes, head walls and open drains), flood mitigating structures, buildings, parks (sports fields, playgrounds and cemeteries), airport and waste management facilities.

Modelling shows that approximately \$14.5 million is required per annum for community infrastructure renewal. This will allow us to replace assets at the same rate they are being used or consumed.

Further information on Council's management of Community Infrastructure can be found at <http://www.kempsey.nsw.gov.au/corporate/policies/procedure-3-04-03-asset-management-plan-general-2013.html>

The road network is the largest asset group maintained by Council in terms of size and value and is also one of the most frequently used and vital asset groups to the community and business operators.

### How does Council prioritise Assets?

Council uses the same system of assessing its asset management priorities as it uses to assess its service provision, ensuring that the decisions of where resources are allocated are done in an equitable and efficient way.

Within the asset classes there are a number of factors taken into account in relation to the assessment protocols. These will vary for asset classes and within each asset class there will be a discussion of how the various aspects of the asset will relate to the overall methodology.

The system is based on assessment of the following factors:

|                         |                                                                                                                                                                                                                                                                                                                                  |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Risk</b>             | The level of change in Council's risk profile generated by the action. There is a recognition that Council cannot fund all of the work that would be required at any one time and therefore the limited resources must be used or applied in a way that most effectively manages the inherent risks that this situation creates. |
| <b>Nuisance</b>         | The level of change in the nuisance impact to the community of using the asset/service.                                                                                                                                                                                                                                          |
| <b>Serviceability</b>   | The change in the level of service provided to the community by the asset/service.                                                                                                                                                                                                                                               |
| <b>Level of benefit</b> | The frequency with which the asset or service is used and the level of use overall.                                                                                                                                                                                                                                              |

A current example of this would be the bridges included on school bus routes. These bridges are considered a higher priority than others as any failure or limit on the bridge would result in disruption to the school bus route. The alternative route may introduce significant additional time and backtracking.

### How does Council assess the asset condition?

In most cases some form of condition assessment is undertaken or updated periodically. For small asset classes such as bus stop shelters, this process is done manually. For large classes like roads, footpaths and kerb and gutter, automated survey vehicles equipped with sensors, data loggers and high definition video cameras is used to collect information about these assets and their condition.



**Lord Street, East Kempsey –  
Footpath Renewal**

Council uses “Lifecycle Management Plans” (LMP) to manage and operate assets at agreed levels of service whilst optimising life cycle costs.

Each asset has a LMP that includes the following information:

- Levels of Service – Customer Charter
- Infrastructure Risk Management Plans
- Routine Operations and Maintenance Plans
- Renewal/Replacement Plans
- Creation/Acquisition/Upgrade Plans
- Disposal Plans
- Service consequence and risks

### Why have a ten year works program?

Out of the lifecycle management plan for each asset a proposed works program has been developed to identify the specific locations or assets nominated to be renewed or refurbished over the next ten years. This program is centred around Council’s Long Term Financial Plan (LTFP) that gives the budget amounts expected to be available in future years based on numerous assumptions of what will happen in regard to income and operating costs over the same period.

Having a listing will give the community an opportunity to know if works are listed within the foreseeable future. It should be noted that the plan is revised each year to take into account more detailed investigations of projects prior to commencement and that changes may be made. In general, works listed for the following year are set and already under investigation for works to proceed. Works listed in the first three years of the program are relatively firm; however, some priorities may alter from year to year depending upon the individual circumstances. Works listed out beyond Three years have initially been identified to go into the program; however, changes may occur as the program is formally revised in line with updated condition data every three years. In some asset classes such as roads the listings have been aggregated in to groups of years to simplify tracking.

Works that are not on the program may be warranted in terms of the asset conditions; however, the priority may not be as high as other items. Works on lower traffic local roads are being considered where there is an unreasonable maintenance impact or where the community risk is escalating.



*River Street, West Kempsey.*

*When undertaking works on the roadway, other asset groups such as the kerb and guttering as well as the footpaths are fixed at the same time. This gives economies of scale to reduce overall costs and allows the job to look finished.*

### Sealed Roads

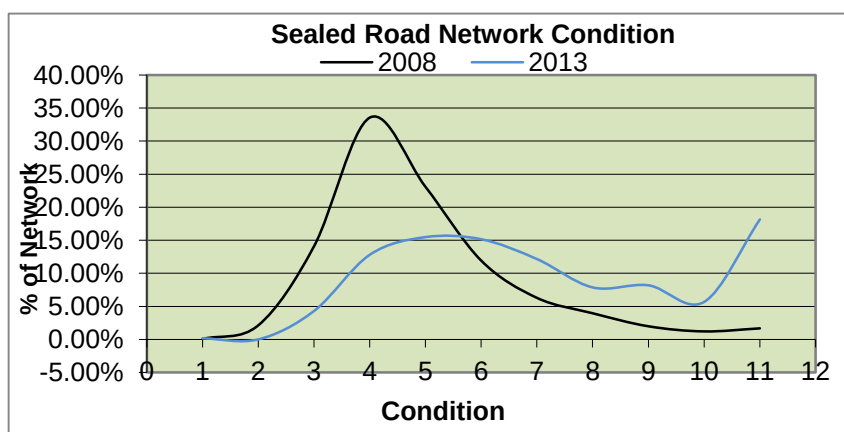
Council is responsible for managing the Shire's network of 617km sealed and 578km unsealed roads including regional roads and the former Pacific Highway Corridor.

Both sealed and unsealed road types are built upon layers formed of compacted gravel known as the road base. The road base provides strength to compensate for the underlying soil weakness. Sealed roads also have a sealed surface that is constructed of bitumen and aggregate, asphalt or concrete. The seal can add strength to the road formation however it's primary role is to reduce the ingress of water from the surface into the base. If water is allowed to saturate the road base, potholes will form during rainfall, leading to deformation and deterioration of the road.



*Recycling of existing gravel pavement via in-situ stabilisation with the addition of lime and/or cement. The old gravel and additional materials are mixed by a pulveriser and then re-compacted to reform the roadway*

Road traffic and environmental factors cause roads to deteriorate over time creating the need for maintenance. Between 2008 & 2013, several main stream flooding events and extended periods of above average rainfall have contributed to a deterioration of the road network. The graph below shows this deterioration based on the condition assessment data from 2008 & 2013 for sealed roads. The graph shows that many roads that were in good to fair condition have deteriorated with a large increase in the roads that are considered "failed". A condition assessment is due to be undertaken in 2017 and this will provide better information upon which to observe the decline in condition of the network over time. In theory, if the road network condition is not significantly changed between condition audits then Council would be providing sufficient resources to maintain the current condition of the assets.



*This figure shows that the condition of the sealed road network deteriorated significantly in the 5 years to 2013. In 2008, 84.89% of the road network was rated as fair or better condition but in 2013 that percentage had dropped to 47.93%*

The sealed roads program on the following page has been grouped for presentation purposes. The program for this year is at the top and is highlighted in brighter green. The immediate future program for the next two years follows in a lighter shade of green. The short term priorities over the next three to five years follow in a lighter shade of green again. The medium term priorities over five to ten years complete the program. This listing is reviewed each year as part of confirming the program for the following year and after each condition inspection.

The following lists the prioritised works program for sealed roads over the next 10 years:

| Sealed Road Section                                                              | Estimated Cost | Year              |
|----------------------------------------------------------------------------------|----------------|-------------------|
| AIRPORT RD (SHERWOOD RD - AIRPORT ENTRY LEFT - 1.295km)                          | \$500,000      | 2017/18           |
| PLUMMERS LN (PACIFIC HWY - EAST OF MENARCOBRINI - 1km)                           | \$1,000,000    | 2017/18           |
| SHERWOOD RD (RONELLA DR - HILLVIEW DR - 0.436km)                                 | \$200,000      | 2017/18           |
| SHERWOOD RD (BRIDGE EASTERN APPROACH - GOWINGS HILL RD - 0.289km)                | \$250,000      | 2017/18           |
| SOUTH WEST ROCKS RD (POLA CREEK RD - RED HILL LN - 1.032km)                      | \$250,000      | 2017/18           |
| STUARTS POINT RD (BROWNS RD - BARBERS LN - 2.9km)                                | \$1,000,000    | 2017/18           |
| TOZER ST (KEMP ST - NORTH ST - 2.7km)                                            | \$1,600,000    | 2017/18           |
| ARAKOON RD (BULLOCKS QUARRY RD - PHILLIP DR - 1.725km)                           | \$700,000      | 2018/19 - 2019/20 |
| ARMIDALE RD (HILLVIEW DR - LINK RD - 3km)                                        | \$1,000,000    | 2018/19 - 2019/20 |
| ARMIDALE RD (CORANGULA RD - 3KM WEST OF TEMAGOG RD - 6km)                        | \$2,840,000    | 2018/19 - 2019/20 |
| ARMIDALE RD (EAST ST BELLBROOK - CEMETERY RD - 0.85km)                           | \$455,000      | 2018/19 - 2019/20 |
| BELMORE RIVER LEFT BANK RD (Chainage (3027) - 406 Belmore River L/b Rd - 1.04km) | \$300,000      | 2018/19 - 2019/20 |
| BELMORE ST CRESCENT HEAD (PACIFIC ST - ALLMAN PL - 0.208km)                      | \$115,000      | 2018/19 - 2019/20 |
| BETTS ST (BISSETT ST - GILL ST - 0.381km)                                        | \$210,000      | 2018/19 - 2019/20 |
| CLYDE ST (SAVAGES LN - STUART ST - 0.28km)                                       | \$420,000      | 2018/19 - 2019/20 |
| CRESCENT HEAD RD (BRUCES LN - TEAGUE DR - 2.35km)                                | \$600,000      | 2018/19 - 2019/20 |
| FORTH ST (GLADSTONE ST - YAELOWOOD ST - 0.28km)                                  | \$135,000      | 2018/19 - 2019/20 |
| GOWINGS HILL RD (GIBLIN PL - MOLLIES WAY - 0.712km)                              | \$375,000      | 2018/19 - 2019/20 |
| INNES ST (HERBORNEAVE - GILL ST - 0.293km)                                       | \$155,000      | 2018/19 - 2019/20 |
| MARINE PDE (NINETEENTH AVE - KIMPTON ST - 1km)                                   | \$470,000      | 2018/19 - 2019/20 |
| MIDDLETON ST (VERNON ST - QUEEN ST - 0.46km)                                     | \$255,000      | 2018/19 - 2019/20 |
| NORTH ST KEMPSEY (BELMORE ST - MITCHELL AVE - 0.23km)                            | \$170,000      | 2018/19 - 2019/20 |
| PLUMMERS LN (SUEZ RD - SOUTH WEST ROCKS RD - 1.131km)                            | \$354,000      | 2018/19 - 2019/20 |
| SOUTH WEST ROCKS RD (Chainage (15891) - Chainage (16891) - 1 km)                 | \$315,000      | 2018/19 - 2019/20 |
| SPOONERS AVE (RIVER ST - ALVERTON ST - 0.22 km)                                  | \$115,000      | 2018/19 - 2019/20 |
| SPOONERS AVE (QUEEN ST GREENHILLS - ALVERTON ST - 0.119 km)                      | \$62,498       | 2018/19 - 2019/20 |
| STUART ST (LANES LN - FORTH ST - 0.147 km)                                       | \$130,000      | 2018/19 - 2019/20 |
| VERGE LN (VERGE ST - ELRINGTONS LN - 0.677 km)                                   | \$328,000      | 2018/19 - 2019/20 |
| YARRABANDINI (GREAT NORTH RD - END - 0.66 km)                                    | \$70,658       | 2019/20 - 2020/21 |
| ARMIDALE RD (NORTH ST - SPOONERS AVE - 1.271 km)                                 | \$580,000      | 2020/21 – 2022/23 |
| ARMIDALE RD (TURNERS FLAT RD - BRIDGE EASTERN APPROACH - 3.95 km)                | \$1,300,000    | 2020/21 – 2022/23 |
| ARMIDALE RD (CHAINAGE 26847 - MUNGAY CREEK RD - 1.77 km)                         | \$960,000      | 2020/21 – 2022/23 |
| ARMIDALE RD (KESBYS RD - HICKEYS CREEK RD - 1.8 km)                              | \$860,000      | 2020/21 – 2022/23 |

| Sealed Road Section                                                                       | Estimated Cost | Year              |
|-------------------------------------------------------------------------------------------|----------------|-------------------|
| BELGRAVE STREET (SMITH ST - GLADSTONE ST - 0.84 km)                                       | \$440,000      | 2020/21 – 2022/23 |
| ARTHUR ST (BRUCE FIELD ST - MITCHELL ST - 0.395 km)                                       | \$240,000      | 2020/21 – 2022/23 |
| BELMORE RIVER LEFT BANK RD (406 Belmore River L/b Rd - 492 Belmore River L/b Rd - 0.9 km) | \$300,000      | 2020/21 – 2022/23 |
| BLOOMFIELD ST (VERNON ST - NAIOOKA ST - 1.255 km)                                         | \$710,000      | 2020/21 – 2022/23 |
| BUCHANAN DR (GREGORY ST - END - 0.431 km)                                                 | \$269,595      | 2020/21 – 2022/23 |
| CARRI ST KEMPSEY (GOONBI ST - LACHLAN ST - 0.13 km)                                       | \$76,714       | 2020/21 – 2022/23 |
| DULCONGHI ST (COMARA TCE - SKYLINE CRES - 0.09 km)                                        | \$56,296       | 2020/21 – 2022/23 |
| EDGAR ST (WILLIAM ST - CHRISTMAS ST - 0.248 km)                                           | \$1,000,000    | 2020/21 – 2022/23 |
| FOURTH AVE (OCEAN AVE - WALTER CONN RD - 0.333 km)                                        | \$175,000      | 2020/21 – 2022/23 |
| FRASER LN (CARRI ST - BLOOMFIELD ST - 0.113 km)                                           | \$39,753       | 2020/21 – 2022/23 |
| GOWINGS HILL RD (MARYS BAY RD - GIBLIN PL - 1.268 km)                                     | \$635,000      | 2020/21 – 2022/23 |
| GREVILLEA AVE (NINTH AVE - ELEVENTH AVE - 0.087 km)                                       | \$54,419       | 2020/21 – 2022/23 |
| HAROLD WALKER AVE (ELBOW ST - MARSH ST - 0.246 km)                                        | \$145,166      | 2020/21 – 2022/23 |
| HAVEN CR (HILLVIEW DR - HILLVIEW DR - 0.501 km)                                           | \$313,381      | 2020/21 – 2022/23 |
| HILLVIEW DR (SHERWOOD RD - HAVEN CRES - 0.088 km)                                         | \$51,929       | 2020/21 – 2022/23 |
| LANES LN (CLYDE ST - END - 0.076 km)                                                      | \$44,848       | 2020/21 – 2022/23 |
| LITTLE RUDDER ST (LORD ST - END - 0.118 km)                                               | \$203,810      | 2020/21 – 2022/23 |
| MACQUARIE ST (NICHOLSON ST - BLOOMFIELD ST - 0.233 km)                                    | \$137,494      | 2020/21 – 2022/23 |
| MEMORIAL AVE SWR (MCINTYRE ST - LANDSBOROUGH ST - 0.13 km)                                | \$82,000       | 2020/21 – 2022/23 |
| MILTON BARNETT ST (KEITH MOSES CRES - GORDON NIXON AVE - 0.053 km)                        | \$31,276       | 2020/21 – 2022/23 |
| PRINCE ST (BLOOMFIELD ST - END - 0.105 km)                                                | \$61,961       | 2020/21 – 2022/23 |
| QUEEN ST KEMPSEY (FERN LN - FOREST LN - 0.123 km)                                         | \$72,583       | 2020/21 – 2022/23 |
| RAILWAY ST (MIDDLETON ST - END - 0.17 km)                                                 | \$100,318      | 2020/21 – 2022/23 |
| RAILWAY ST (BLOOMFIELD ST - DRUITT ST - 0.115 km)                                         | \$67,862       | 2020/21 – 2022/23 |
| RANKINE ST (GOWING ST - STEWART ST - 0.11 km)                                             | \$64,911       | 2020/21 – 2022/23 |
| RUDDER ST KEMPSEY (BISSETT ST - SULLIVAN ST - 0.377 km)                                   | \$222,000      | 2020/21 – 2022/23 |
| SHERWOOD RD (ARMIDALE RD - RONELLA DR - 0.551 km)                                         | \$237,608      | 2020/21 – 2022/23 |
| SOUTH WEST ROCKS RD (0.5KM SOUTH OF HAT HEAD ROAD - MAIN ST JERSEYVILLE - 8.5 km)         | \$4,500,000    | 2020/21 – 2022/23 |
| SPOONERS AVE (ALVERTON ST - Crown Rd Right At 977mtrs - 1 km)                             | \$510,667      | 2020/21 – 2022/23 |
| STUARTS POINT RD (MIGHELL RD - BROWNS RD - 0.743 km)                                      | \$379,425      | 2020/21 – 2022/23 |
| WIDE ST (RIVER ST - KEMP ST - 0.86 km)                                                    | \$455,000      | 2020/21 – 2022/23 |
| WILLIAM ST KEMPSEY (SULLIVAN ST - STANLEY DYSON PL - 0.056 km)                            | \$35,029       | 2020/21 – 2022/23 |
| YARRAVEL ST (MACQUARIE ST - LACHLAN ST - 0.27)                                            | \$159,328      | 2020/21 – 2022/23 |
| ALDAVILLA RD (SHERWOOD RD - BELGRAVE FALLS RD - 2.28 km)                                  | \$2,025,000    | 2023/24 -2027/28  |
| ARAKOON RD (SOUTH WEST ROCKS RD - CHAINAGE 1000 - 1 km)                                   | \$610,000      | 2023/24 -2027/28  |
| BELGRAVE ST (GLADSTONE ST - KEMP ST - 0.13 km)                                            | \$200,000      | 2023/24 -2027/28  |

| Sealed Road Section                                                            | Estimated Cost | Year             |
|--------------------------------------------------------------------------------|----------------|------------------|
| ELBOW ST (KEMP ST - TOZER ST - 0.285 km)                                       | \$210,000      | 2023/24 -2027/28 |
| ARTHUR ST (COLONIAL CRES - BRUCE FIELD ST - 0.181 km)                          | \$127,000      | 2023/24 -2027/28 |
| ARTHUR ST (MITCHELL ST - ATHOL ELLIOT PL - 0.083 km)                           | \$50,000       | 2023/24 -2027/28 |
| AUSTRAL EDEN INNER RD (AUSTRAL EDEN LINK RD - AUSTRAL EDEN OUTER RD - 3.04 km) | \$2,264,778    | 2023/24 -2027/28 |
| BARBERS LN (STUARTS POINT RD - ROGERS LN - 0.304 km)                           | \$226,000      | 2023/24 -2027/28 |
| BELMORE ST SMITHTOWN (PARK ST - END - 0.133 km)                                | \$105,000      | 2023/24 -2027/28 |
| BERANGHI ST (PACIFIC ST - MAIN ST - 0.204)                                     | \$161,000      | 2023/24 -2027/28 |
| BROUGHTON ST (TOZER ST - SEA ST - 0.312 km)                                    | \$246,000      | 2023/24 -2027/28 |
| CARDWELL ST (END - MARTIN ST - 0.108 km)                                       | \$85,000       | 2023/24 -2027/28 |
| COCHRANE ST (LEITH ST - NORTH ST - 0.327 km)                                   | \$260,000      | 2023/24 -2027/28 |
| CRESCENT HEAD RD (YABSLEYS LN - BRUCES LN - 0.445 km)                          | \$286,000      | 2023/24 -2027/28 |
| CRESCENT HEAD RD (BERANGHI RD - 1105 Crescent Head Rd - 0.976 km)              | \$593,000      | 2023/24 -2027/28 |
| CRESCENT HEAD RD (WILLOW ST - EAST ST - 0.193 km)                              | \$135,000      | 2023/24 -2027/28 |
| DANGAR ST (RIVER ST - TOZER ST - 0.23 km)                                      | \$182,000      | 2023/24 -2027/28 |
| DANGAR ST (DUDLEY ST - KEMP ST END - 0.34 km 3)                                | \$260,000      | 2023/24 -2027/28 |
| EAST ST KEMPSEY (BORAL LN - ANGUS MCNEIL CRES - 0.09 km)                       | \$71,000       | 2023/24 -2027/28 |
| EDEN ST (VERGE ST - KEMP ST - 1.043 km)                                        | \$780,000      | 2023/24 -2027/28 |
| FORTH ST (YAELOWOOD ST - HOLMAN ST - 0.04 km)                                  | \$28,000       | 2023/24 -2027/28 |
| FRANK COOPER ST (BRUCE FIELD ST - EVERGLADES PL - 0.088 km)                    | \$62,000       | 2023/24 -2027/28 |
| FRASER LN (NICHOLSON ST - CARRI ST - 0.111 km)                                 | \$78,000       | 2023/24 -2027/28 |
| GLADSTONE ST KEMPSEY (SECOND LN - KEMP ST - 0.899 km)                          | \$710,000      | 2023/24 -2027/28 |
| GOONBI ST (NICHOLSON ST - CARRI ST - 0.111 km)                                 | \$78,000       | 2023/24 -2027/28 |
| GORDON REES ST (LACHLAN ST - NAIOOKA ST - 0.086 km)                            | \$60,000       | 2023/24 -2027/28 |
| GOWINGS HILL RD (MOLLIES WAY - OAKLAND RD - 3.127 km)                          | \$2,085,000    | 2023/24 -2027/28 |
| HIGH ST CRESCENT HEAD (BAKER DR - MAIN ST - 0.213 km)                          | \$150,000      | 2023/24 -2027/28 |
| HILLVIEW DR (HAVEN CRES - PARK RD - 0.196 km)                                  | \$137,000      | 2023/24 -2027/28 |
| HODGSON ST (EAST ST - HILL ST - 0.11 km)                                       | \$77,000       | 2023/24 -2027/28 |
| INNES ST (BISSETT ST - HERBORNEAVE - 0.154 km)                                 | \$121,000      | 2023/24 -2027/28 |
| JOHN ST KEMPSEY (BELGRAVE ST - EDEN ST - 0.211 km)                             | \$150,000      | 2023/24 -2027/28 |
| LACHLAN ST (ANGUS MCNEIL CRES - CRESCENT HEAD RD - 0.231 km)                   | \$172,000      | 2023/24 -2027/28 |
| MAIN ST CRESCENT HEAD (HILL ST - BERANGHI ST - 0.384 km)                       | \$270,000      | 2023/24 -2027/28 |
| MCINTYRE ST (GREGORY ST - SHORT ST END - 0.797 km)                             | \$630,000      | 2023/24 -2027/28 |
| MEEHAN CL (GREGORY ST - END - 0.057 km)                                        | \$42,000       | 2023/24 -2027/28 |
| MEMORIAL AVE SWR (PARAGON AVE - LIVINGSTONE ST - 0.103 km)                     | \$86,000       | 2023/24 -2027/28 |
| MITCHELL ST (SIMPSON ST - MCINTYRE ST - 0.933 km)                              | \$740,000      | 2023/24 -2027/28 |
| NEW ENTRANCE RD (QUARRY ST - END - 2.93 km)                                    | \$2,400,000    | 2023/24 -2027/28 |
| NORTH ST KEMPSEY (FOREST AVE - BELMORE ST - 0.21 km)                           | \$165,000      | 2023/24 -2027/28 |

| Sealed Road Section                                                   | Estimated Cost | Year             |
|-----------------------------------------------------------------------|----------------|------------------|
| NORTH ST KEMPSEY (MITCHELL AVE - NORTH ST - 0.576 km)                 | \$455,000      | 2023/24 -2027/28 |
| OCEAN DR (LIVINGSTONE ST - SOUTH END - 0.157 km)                      | \$110,000      | 2023/24 -2027/28 |
| OLD STATION RD (BELLE RIO CLS - INCHES RD - 0.243 km)                 | \$190,000      | 2023/24 -2027/28 |
| PARK AVE (RIVER ST - END - 0.224 km)                                  | \$157,000      | 2023/24 -2027/28 |
| PHILLIP DR (MCINTYRE ST ROUNDABOUT - SHORT ST END - 3.014 km)         | \$1,855,000    | 2023/24 -2027/28 |
| POLWOOD ST (SEA ST - BESTIC ST - 0.184 km)                            | \$130,000      | 2023/24 -2027/28 |
| RANKINE ST (EAST ST - MAY ST - 0.375 km)                              | \$300,000      | 2023/24 -2027/28 |
| SHERWOOD RD (HILLVIEW DR - THE PONDS WAY - 1.663 km)                  | \$1,100,000    | 2023/24 -2027/28 |
| SHORT ST SWR (GOTHIC ST - END - 0.1 km)                               | \$70,000       | 2023/24 -2027/28 |
| SMITHTOWN RD (CHURCH LN - SOUTH WEST ROCKS RD - 0.942 km)             | \$580,000      | 2023/24 -2027/28 |
| SOUTH WEST ROCKS RD (NORTH ST - 1620 South West Rocks Rd - 2.2 km)    | \$1,450,000    | 2023/24 -2027/28 |
| SOUTH WEST ROCKS RD (BACK CREEK RD - Chainage (21912) - 1 km)         | \$645,000      | 2023/24 -2027/28 |
| SOUTH WEST ROCKS RD (Chainage (26888) - Chainage (29888) - 2 km)      | \$1,400,000    | 2023/24 -2027/28 |
| SPOONERS AVE (Crown Rd Right At 977mtrs - CHAIN O PONDS RD - 2.76 km) | \$2,100,000    | 2023/24 -2027/28 |
| STUARTS POINT RD (LUKES LANE - COCHRANE ST - 3.2 km)                  | \$2,500,000    | 2023/24 -2027/28 |
| TABRETT ST (TOZER ST - SEA ST - 0.998 km)                             | \$730,000      | 2023/24 -2027/28 |
| THIRD AVE (SIXTH AVE - END - 0.178 km)                                | \$138,000      | 2023/24 -2027/28 |
| VERNON ST (BLOOMFIELD - TAYLOR ST - 0.118 km)                         | \$88,000       | 2023/24 -2027/28 |
| VINCENT ST KEMPSEY (BELGRAVE ST - VERGE LN - 0.046 km)                | \$36,000       | 2023/24 -2027/28 |
| WHARF ST KEMPSEY (RUDDER ST - END - 0.076 km)                         | \$60,000       | 2023/24 -2027/28 |
| YORK LN (BELGRAVE ST - FORTH ST - 0.187 km)                           | \$150,000      | 2023/24 -2027/28 |



***Plummers Lane (east of Rainbow Beach Road)***

When undertaking work we will also ensure that the width of the road is consistent with what is required. On the Lower Macleay floodplain we regularly widen the road shoulders. The extra width gives a sealed shoulder to support the road and keeps vehicles away from the edge. This is particularly important during floods where the ground on either side of the road can be wet and soft for long periods of time. The wider road is also safer.

### Unsealed Roads

The unsealed roads program aims to replenish the gravel surface on Council's network of 578km of unsealed roads at regular intervals. Gravel is lost over time through erosion and dust. Without sufficient gravel on the road, the effectiveness of maintenance grading is reduced as we are reluctant to disturb the natural clay material below the roads. This would lead to a worse result in terms of the rate of deterioration in road conditions following maintenance grading. Priority is given to the main feeder roads as these tend to have higher traffic loadings hence deteriorate faster and have higher vehicle speeds. They also tend to be on school, bus routes. Priority is also given to ensuring all roads are reasonably trafficable during wet weather.

The following lists the prioritised unsealed road works for the next 10 years:

| Unsealed Road Section                                               | Estimated Cost (2016/17) | Year    |
|---------------------------------------------------------------------|--------------------------|---------|
| Beranghi Road (Wortley Drive - Mid Length - 6.101km)                | \$100,000                | 2017/18 |
| Collombatti Road (Swan Lane - Chain O Ponds Road - 7.57km)          | \$352,000                | 2017/18 |
| Jacks Crossing (Armidale Road - Chain O Ponds Road - 6.331km)       | \$180,000                | 2017/18 |
| Rainbow Reach Road (Suez Road - End - 2.8km)                        | \$120,000                | 2017/18 |
| Willi Willi Road (Temagog Road - Moparrabah Road - 6.1km)           | \$335,000                | 2017/18 |
| Armidale Road (end of bitumen - top of Pee Dee Hill - 4km)          | \$220,000                | 2017/18 |
| Suez Road (Rainbow Reach - end bitumen)                             | \$30,000                 | 2017/18 |
| Point Plomer Road (Back Beach Road - end - 6km)                     | \$400,000                | 2018/19 |
| Collombatti Road (Johnstons Access - Ptolemys Access - 3.2km)       | \$160,000                | 2018/19 |
| Hickeys Creek Road (Billybyang Creek Road - Dykes Access - 1km)     | \$190,000                | 2018/19 |
| Warbro Brook Road (Fifes Creek Road - Carrai Road - 5.3km)          | \$212,000                | 2018/19 |
| Menarcobrinni Road (Plummers - end - 2.47km)                        | \$98,800                 | 2018/19 |
| Mooneba Road (Armidale Road - Ducats Lane - 7.572km)                | \$150,000                | 2018/19 |
| Mungay Creek Road (Dennis Road - Mines Road - 1.861km)              | \$25,000                 | 2018/19 |
| Nelsons Wharf Road (Old Aerodrome Road - end - 1.3km)               | \$62,000                 | 2018/19 |
| Willi Willi Road (Moparrabah Road - Toorumbree Road - 2.9km)        | \$160,000                | 2018/19 |
| Kawana Lane (Pacific Highway - end - 1.3km)                         | \$60,000                 | 2018/19 |
| Warbro Brook Road (Brassils Creek Road - Lemon Tree Gully)          | \$100,000                | 2018/19 |
| Nulla Nulla Creek Road (end of bitumen - Nurse Kilpatrick Bridge)   | \$180,000                | 2018/19 |
| Aldavilla Road (Belgrave Falls Road - Old Aerodrome Road - 0.386km) | \$125,000                | 2019/20 |
| Goulds Lane (Old Mill Lane - end - 1.357km)                         | \$60,000                 | 2019/20 |
| Maria River Road (Crescent Head Road - Shire Boundary - 12km)       | \$600,000                | 2019/20 |
| Barbers Lane (Rogers Lane - end - 1.775km)                          | \$88,750                 | 2020/21 |
| Collombatti Road (Chain O Ponds Road - Wybalena Avenue - 0.9km)     | \$40,000                 | 2020/21 |
| Hickeys Creek Road (Dykes Access - end - 8.9km)                     | \$500,000                | 2020/21 |
| First Lane (Glastone Street Kempsey - Smith St - 1.1km)             | \$55,000                 | 2020/21 |
| Nook Creek Road (Armidale Road - end - 1.5km)                       | \$60,000                 | 2020/21 |
| Nulla Nulla Creek Road (Mitchells Access - Ryans Access - 8.374km)  | \$400,000                | 2020/21 |
| Rogers Lane (Barbers Lane - end - 2.284km)                          | \$91,360                 | 2020/21 |

| Unsealed Road Section                                                          | Estimated Cost<br>(2016/17) | Year    |
|--------------------------------------------------------------------------------|-----------------------------|---------|
| Old Station Road (Verges Creek Road - Friths Lane - 4.35km)                    | \$250,000                   | 2020/21 |
| Bottletree Lane (Pipers Creek Road - end - 0.7km)                              | \$35,000                    | 2020/21 |
| Back Beach Road Crescent Head (Point Plomer Road - end - 0.5km)                | \$25,000                    | 2021/22 |
| Back Creek Road Kinchela (Full Length - - 1km)                                 | \$160,000                   | 2021/22 |
| Beranghi Road (remainder - - 6.101km)                                          | \$150,000                   | 2021/22 |
| Billybyang Creek Road (Hickeys Creek Road - Sundowner Road - 1.7km)            | \$85,000                    | 2021/22 |
| Dondingalong Road (Wirrang Drive - Adelaide Brook Road - 0.617km)              | \$30,850                    | 2021/22 |
| Winstead Road (Kundabung Road - end - 2.6km)                                   | \$75,000                    | 2021/22 |
| Balls Road (Toose Road - Fifes Creek Road - 0.9km)                             | \$45,000                    | 2021/22 |
| Mines Road (Armidale Road - Mungay Creek Road - 8.534km)                       | \$400,000                   | 2021/22 |
| Moparrabah Road (Coggies Access - Willi Willi Road - 4.75km)                   | \$190,000                   | 2021/22 |
| Yabsleys Lane (Blewitts Lane - end - 0.4km)                                    | \$25,000                    | 2021/22 |
| Wharf Road (Pacific Highway - end - 0.962km)                                   | \$20,000                    | 2021/22 |
| Back Creek Branch Road (Back Creek Road - end - 0.4km)                         | \$20,000                    | 2021/22 |
| Saleyards Road (North St - end - 5.69km)                                       | \$284,500                   | 2022/23 |
| Mungay Creek Road (Mines Road - end - 5.2km)                                   | \$208,000                   | 2022/23 |
| Belgrave Falls Road (Aldavilla Road - Wards Road - 1.1km)                      | \$55,000                    | 2022/23 |
| Smiths Creek Road (Crowther Drive - Crowther Drive - 2.6km)                    | \$130,000                   | 2022/23 |
| Turners Flat Road (Maineys Road - Lovelocks Creek Road - 2.9km)                | \$145,000                   | 2022/23 |
| Brassils Creek Road (Warbro Brook Road - end - 5.2km)                          | \$260,000                   | 2022/23 |
| Point Plomer Road (Back Beach Road - end - 6km)                                | \$315,000                   | 2023/24 |
| Collombatti Road (Cedar Crossing - Johnstons Access - 1.6km)                   | \$92,000                    | 2023/24 |
| Kinchela Creek Left Bank Road (Bridge - end - 2.583km)                         | \$103,320                   | 2023/24 |
| Turners Flat Road (Lovelocks Creek Road - Willi Willi Road - 2.4km)            | \$84,000                    | 2023/24 |
| Maineys Road (Turners Flat Road - end - 1.5km)                                 | \$75,000                    | 2023/24 |
| Kinchela Creek Right Bank Road (Kinchela Creek Left Bank Road - end - 2.452km) | \$98,080                    | 2023/24 |
| Dungay Creek Road (Gills Gully - Eight Mile Creek Road - 3.6km)                | \$245,000                   | 2023/24 |
| Seven Hills Road (Tamban Road - end - 5.753km)                                 | \$287,650                   | 2024/25 |
| Kemps Access (Quarry Road - end - 4km)                                         | \$200,000                   | 2024/25 |
| Seale Road (Full Length - - 7.7km)                                             | \$385,000                   | 2024/25 |
| Ballengara Road (Pipers Creek Road - end - 2.7km)                              | \$135,000                   | 2024/25 |
| Corangula Road (Full Length - - 2.3km)                                         | \$94,000                    | 2025/26 |
| Dondingalong Road (Adelaide Brook Road - Battles Outlet Road - 0.4km)          | \$16,000                    | 2025/26 |
| Chain-O-Ponds Road (Jacks Crossing - Collombatti Road - 4.854km)               | \$242,700                   | 2025/26 |
| Dungay Creek Road (Clarkes Road - end - 7.9km)                                 | \$115,000                   | 2025/26 |
| Ranch Road (Crescent Head Road - end - 1.738km)                                | \$90,000                    | 2025/26 |
| Five Day Creek Road (Armidale Road - Dews Access - 8.8km)                      | \$352,000                   | 2025/26 |

| Unsealed Road Section                                         | Estimated Cost (2016/17) | Year    |
|---------------------------------------------------------------|--------------------------|---------|
| Davy Lane (Battles Outlet Road - end - 0.4km)                 | \$20,000                 | 2025/26 |
| East Street Gladstone (Macleay Street - end - 0.3km)          | \$12,000                 | 2025/26 |
| Maria River Road (Crescent Head Road - Shire Boundary - 12km) | \$600,000                | 2026/27 |
| Willi Willi Road (Turners Flat Road - Temagog Road - 10.2km)  | \$550,000                | 2026/27 |
| Collombatti Road (Swan Lane – Chain-O-Ponds Road - 7.57km)    | \$400,000                | 2027/28 |
| Mungay Creek Road (Dennis Road - Mines Road - 1.861km)        | \$93,050                 | 2027/28 |
| Willi Willi Road (Temagog Road - Moparrabah Road - 6.1km)     | \$335,000                | 2027/28 |
| Armidale Road (top of Pee Dee Hill - Comara 4km)              | \$220,000                | 2027/28 |



*Rainbow Beach Road resheeting*

### Kerb and Gutter

Council manages almost 157 kilometres of kerbs and guttering.

The kerb and guttering within the Kempsey Shire Council catchment mainly consists of concrete, with some paving. Approximately 30% of the kerb guttering is listed in poor condition with Council's defects register identifying over 6km of completely failed kerb and gutter (or around 4.5%).

Where the kerb and gutter has failed completely, there is a much greater potential for water to damage the road pavement. It is also likely to affect property access and increase the risk of injury to the community. Using the prioritisation matrix in the asset management plan, replacing failed kerb and gutter provides a better outcome than most other actions. Whilst defects in kerb and guttering are being fixed over time as the condition of the adjoining road is rectified. There are numerous smaller sections of failed kerb and gutter that required replacement outside of the normal road program.

The table following lists the prioritised works program for kerbs and guttering over the next 10 years:

| Kerb and Gutter – Street | Estimated Length (m) of failed Kerb & Gutter | Year    |
|--------------------------|----------------------------------------------|---------|
| Akubra Place             | 13                                           | 2023/24 |
| Albert Street            | 169.5                                        | 2020/21 |
| Angus Mcneil Crescent    | 34                                           | 2022/23 |
| Becke Street             | 47                                           | 2022/23 |
| Belgrave Street          | 9                                            | 2023/24 |
| Belmore Street Smithtown | 20                                           | 2019/20 |
| Betts Street             | 62.3                                         | 2020/21 |
| Bloomfield Street        | 183                                          | 2018/19 |
| Broughton Street         | 85.35                                        | 2024/25 |
| Bruce Field Street       | 12                                           | 2023/24 |
| Cameron Street           | 15                                           | 2017/18 |
| Carrai Street Kempsey    | 28.2                                         | 2018/19 |
| Chifley Place            | 10                                           | 2017/18 |
| Dangar Street            | 104                                          | 2019/20 |
| Dorshae Close            | 4                                            | 2019/20 |
| Douglas Fentiman Street  | 40                                           | 2017/18 |
| Druitt Street            | 13                                           | 2019/20 |
| Dudley Street            | 16                                           | 2019/20 |
| Edgar Street             | 64.4                                         | 2019/20 |
| Eric Kennedy Street      | 45.5                                         | 2017/18 |
| Ferry Street             | 3.3                                          | 2022/23 |
| Forth Street             | 20                                           | 2023/24 |
| Frank Archibald Street   | 64.2                                         | 2017/18 |
| Frank Cooper Street      | 33                                           | 2022/23 |
| George Hardiman Avenue   | 77.9                                         | 2018/19 |
| Gladstone St Kempsey     | 16.5                                         | 2025/26 |
| Goonbi Street            | 32.6                                         | 2018/19 |
| Gordon Nixon Avenue      | 115.9                                        | 2019/20 |

| Kerb and Gutter – Street   | Estimated Length (m) of failed Kerb & Gutter | Year    |
|----------------------------|----------------------------------------------|---------|
| Government Road            | 6                                            | 2022/23 |
| Great North Road           | 157                                          | 2019/20 |
| Greenfields Avenue         | 67.2                                         | 2017/18 |
| Harold Coutman Street      | 44.3                                         | 2017/18 |
| Harry Boyes Avenue         | 91.1                                         | 2018/19 |
| Hennessy Street            | 79                                           | 2021/22 |
| Hill Street Crescent Head  | 10                                           | 2021/22 |
| Hillview Dr                | 132                                          | 2021/22 |
| Hopetoun Street            | 3.5                                          | 2023/24 |
| Innes Street               | 3                                            | 2017/18 |
| Jack Bond Crescent         | 78                                           | 2026/27 |
| Jack Williams Crescent     | 28                                           | 2022/23 |
| James Carney Crescent      | 43                                           | 2017/18 |
| Jersey Street              | 22                                           | 2023/24 |
| Keith Dunn Street          | 10                                           | 2017/18 |
| Keith Moses Crescent       | 64                                           | 2019/20 |
| Lachlan Street             | 17                                           | 2022/23 |
| Leith Street               | 223                                          | 2020/21 |
| Lindsay Place              | 12.5                                         | 2022/23 |
| Little Rudder Street       | 5                                            | 2023/24 |
| Lord Street                | 162                                          | 2026/27 |
| Macleay Street Fredo       | 15                                           | 2026/27 |
| Macleay Street Kempsey     | 56.4                                         | 2021/22 |
| Macquarie Street           | 57                                           | 2018/19 |
| Main Street Smithtown      | 29.5                                         | 2019/20 |
| Marine Parade              | 51.4                                         | 2020/21 |
| Marsh Street               | 22                                           | 2017/18 |
| Mcintyre Street            | 75                                           | 2022/23 |
| Memorial Avenue Kempsey    | 24                                           | 2017/18 |
| Middleton Street           | 119.9                                        | 2023/24 |
| Milton Barnett Street      | 18                                           | 2022/23 |
| Mitchell Avenue            | 15                                           | 2017/18 |
| Nance Road                 | 44.9                                         | 2020/21 |
| New Street                 | 38                                           | 2025/26 |
| Nicholson Street           | 51                                           | 2018/19 |
| Panorama Avenue            | 177                                          | 2017/18 |
| Park Road                  | 10                                           | 2018/19 |
| Polwood Street             | 92                                           | 2021/22 |
| Prince Street              | 28                                           | 2019/20 |
| Queen Street South Kempsey | 57                                           | 2019/20 |

| Kerb and Gutter – Street | Estimated Length (m) of failed Kerb & Gutter | Year    |
|--------------------------|----------------------------------------------|---------|
| Robert Eggins Street     | 45.5                                         | 2017/18 |
| Ronald Robinson Place    | 10.6                                         | 2020/21 |
| Roscoe Turner Avenue     | 6                                            | 2024/25 |
| Rudder Street Kempsey    | 4                                            | 2023/24 |
| Sea Street               | 17                                           | 2024/25 |
| Seventeenth Avenue       | 5                                            | 2020/21 |
| Short Street Kempsey     | 121.1                                        | 2018/19 |
| Smith Street             | 28                                           | 2025/26 |
| Tabrett Street           | 91                                           | 2021/22 |
| Taylor Street            | 56                                           | 2017/18 |
| Thirteenth Avenue        | 21                                           | 2020/21 |
| Walter Conn Road         | 4                                            | 2026/27 |
| Warne Drive              | 266.9                                        | 2020/21 |
| Warwick Avenue           | 42                                           | 2018/19 |
| Yabsleys Lane            | 148                                          | 2019/20 |
| Yarravel Street          | 132                                          | 2018/19 |



***River Street, West Kempsey – rehabilitation from North Street to Jack Williams Crescent***

Working on the roadway means that we come into contact with utility provider assets. In the image Above Essential Energy can be seen holding the telegraph pole in place whilst Council staff carefully work around the pole. We make every effort to protect the telecommunications, electrical, water, sewer and stormwater infrastructure during roadworks.

### Footpaths

Council manages almost 62 kilometres of footpaths and cycleways. The majority of the footpaths are located in Kempsey, although footpaths have been established at South West Rocks, Crescent Head, Stuart Point, Frederickton, Bellbrook, Smithtown and Gladstone. Most of the footpaths are constructed as concrete, with some being asphalt, paving or gravel.

Around 73% of footpaths are identified as being in satisfactory or better condition. These footpaths require little maintenance. This leaves 27% of the network in poor or failed condition with slipperiness, uneven joints and cracking/spalling identified as the most common defects. Footpaths in poor condition attract a greatly increased maintenance effort to reduce the risk of injury.

During 2016 Council reviewed the Pedestrian Access & Mobility Plan (PAMP). This has introduced a new level for the prioritisations of renewals. Non-conforming infrastructure, in particular pram ramps were identified as a major barrier for those who are less mobile in the community. This infrastructure needs to be replaced over time with priority on the highest use routes. Additional Infrastructure to assist with crossing busy roads was a priority and there is a renewed focus on completing missing sections of the footpath network. The annual program has been reviewed to allow approximately equal funding for PAMP implementation and footpath renewals.

From 2018/2019, the renewal program will be area based. It will work outwards from key nodes identified in the pamp replacing sections of poor or failed path. By 2018/2019 we will have already replaced the worst sections of footpath however there are a significant number of smaller defects which don't affect the whole section, so replacing sections at a time will be beneficial.

**In order to address the current asset condition, the following lists the prioritised works program for footpaths over the next 10 years:**

| Location                                                       | Cost        | Year    |
|----------------------------------------------------------------|-------------|---------|
| Eden Street (Austral Street to Sydney Street)                  | \$7,600.00  | 2017/18 |
| Forth Street (Yaelwood Street to Holman Street)                | \$6,400.00  | 2017/18 |
| Forth Street (Holman Street to Regent Street)                  | \$15,200.00 | 2017/18 |
| Smith Street (south of Geoffrey Debenham Street)               | \$6,000.00  | 2017/18 |
| Smith Street (adjacent to City Centre Motel)                   | \$8,000.00  | 2017/18 |
| Smith Street (adjacent to Reece Plumbing )                     | \$4,800.00  | 2017/18 |
| Marsh Street (adjacent to Presbytery)                          | \$9,000.00  | 2017/18 |
| Harold Walker Avenue/Elbow Street (adjacent to Service NSW)    | \$12,000.00 | 2017/18 |
| Lord Street Steps (Little Rudder Street to Lord Street)        | \$30,000.00 | 2017/18 |
| Sea Street (Elbow Street adjacent to Courthouse)               | \$15,000.00 | 2017/18 |
| Elbow Street (in front of Centrelink and Macleay Argus)        | \$15,000.00 | 2017/18 |
| East Kempsey (selective sections - School to Bridge)           | \$60,000.00 | 2018/19 |
| Gladstone (selective sections - whole town)                    | \$20,000.00 | 2018/19 |
| Smithtown (selective sections - whole town)                    | \$20,000.00 | 2018/19 |
| Hat Head (selective sections - whole town)                     | \$20,000.00 | 2019/20 |
| South Kempsey (schools to Railway Bridge & Macleay Valley Way) | \$80,000.00 | 2019/20 |
| Crescent Head (school to town and Reserve)                     | \$50,000.00 | 2020/21 |
| Central Kempsey                                                | \$50,000.00 | 2020/21 |

| Location                                              | Cost         | Year    |
|-------------------------------------------------------|--------------|---------|
| South West Rocks (Gordon Young Drive to New Entrance) | \$40,000.00  | 2021/22 |
| South West Rocks (central town area to Rocks Fair)    | \$60,000.00  | 2021/22 |
| West Kempsey (CBD to Kemp Street fields)              | \$60,000.00  | 2022/23 |
| South West Rocks (central town area to Rocks Fair)    | \$40,000.00  | 2022/23 |
| West Kempsey (Hospital)                               | \$40,000.00  | 2023/24 |
| South West Rocks (Arakoon to sportsfields)            | \$60,000.00  | 2023/24 |
| West Kempsey                                          | \$30,000.00  | 2024/25 |
| East Kempsey                                          | \$70,000.00  | 2024/25 |
| Stuarts Point                                         | \$100,000.00 | 2025/26 |
| Crescent Head                                         | \$40,000.00  | 2026/27 |
| South West Rocks (central town area to Rocks Fair)    | \$60,000.00  | 2026/27 |



***Macleay Valley Way Frederickton***

Implementation of the Kempsey Corridor Masterplan has resulted in several of the worst condition sections of footpath being replaced entirely. This makes our community safer and it also looks much neater for visitors getting their first impression of our area.

### Bridges

Council manages 39 concrete bridges and 104 timber bridges as part of the road transport infrastructure network. Timber bridges constitute 73% of the total bridge assets with 28% being identified in poor condition.

Bridges either provide a single access route or an alternative route to a destination. Where alternative routes are available there is a cost resulting from the greater amount of travel required.

Often bridges provide for direct and quick access. They are essential for economic activity. It is therefore necessary to manage bridge assets to ensure that they are maintained in a safe condition with cost efficient use of resources. If bridges were closed there would be a cost and inconvenience caused to the community needing to use the alternative route.

The timber bridge program includes, in general, replacement of 2–4 timber bridges per year and refurbishment of a similar number to extend their effective lives. It is projected that over the next 25 years all timber bridges will be replaced with concrete/composite structures or reinforced concrete box culverts. There are presently no load limits on any of Council's road bridge structures.

The selection of a refurbishment treatment is based upon a comprehensive condition and load capacity assessment. Often several of the bridge components such as piles, capwales, headstocks and/or girders are replaced in addition to a new deck. This can be a cost effective means to defer replacement so that higher priority bridges can be replaced.



*Killick Creek footbridge – Crescent Head*

**The following lists the prioritised works program for bridge replacements over the next 10 years:**

| Location                                      | Cost      | Year |
|-----------------------------------------------|-----------|------|
| Back Creek Footbridge                         | \$425,000 | 2017 |
| Schmidts Access Road – Schmidt's Bridge       | \$350,000 | 2017 |
| Nulla Creek Road - Bunghole                   | \$295,000 | 2017 |
| Mooneba Road – Barking Dog Bridge             | \$200,000 | 2018 |
| Toms Gully Road – Kyle's Bridge               | \$150,000 | 2018 |
| Barbers Lane – King Creek                     | \$135,000 | 2018 |
| Boyters Lane – Boyters                        | \$200,000 | 2018 |
| Dowlings Falls Road – Mainey's Bridge         | \$200,000 | 2018 |
| Warbro Brook Road – Butler's Bridge           | \$140,000 | 2018 |
| Belmore River Right Bank Road – Scott's Drain | \$140,000 | 2019 |
| Turners Flat Road – Anderberg                 | \$550,000 | 2019 |
| Nulla Creek Road – Rose's Bridge              | \$350,000 | 2019 |
| Secombs Lane – Powicks Access                 | \$100,000 | 2020 |
| Tamban Road – No. 1                           | \$160,000 | 2020 |
| Toose Road – McKenzies                        | \$165,000 | 2020 |

| Location                                    | Cost      | Year |
|---------------------------------------------|-----------|------|
| Chain O Ponds Road                          | \$250,000 | 2020 |
| Old Station Road – Frogmore                 | \$120,000 | 2020 |
| Smiths Creek Bridge – Nursery Gully         | \$120,000 | 2020 |
| Verges Creek Road                           | \$120,000 | 2021 |
| Willi Willi Road – Oaky Creek               | \$160,000 | 2021 |
| Billybyang Creek Road – Kyle’s Bridge       | \$140,000 | 2021 |
| Billybyang Creek Road – Wicks               | \$120,000 | 2021 |
| Hickeys Creek Road – Holberton              | \$120,000 | 2021 |
| Warbro Brook Road – Harry’s Gully           | \$140,000 | 2021 |
| Billybyang Creek Road – Griffith’s Bridge   | \$120,000 | 2021 |
| Warbro Brook Road – McIver                  | \$300,000 | 2022 |
| Brassils Creek Road – Warbro Brook          | \$140,000 | 2022 |
| Collombatti Road – Brenton’s Dam Bridge     | \$160,000 | 2022 |
| Smiths Creek Bridge – Duck Creek            | \$140,000 | 2022 |
| Billybyang Creek Road – Sundowner           | \$140,000 | 2022 |
| Hickeys Creek Road – Billybyang Creek       | \$300,000 | 2023 |
| Kinchela Creek Left Bank Road – Lee’s Drain | \$250,000 | 2023 |
| Mines Road – Deep Creek                     | \$200,000 | 2023 |
| Mines Road – Bococka                        | \$200,000 | 2023 |
| Sundowner Road – Petersen’s Bridge          | \$120,000 | 2023 |
| Five Day Creek Road – No. 1                 | \$100,000 | 2024 |
| Five Day Creek Road – No .2                 | \$100,000 | 2024 |
| Five Day Creek Road – No. 3                 | \$200,000 | 2024 |
| Nulla Creek Road – O’Neill’s                | \$600,000 | 2024 |
| Toms Gully Road – Toms Gully                | \$150,000 | 2025 |

### Stormwater renewals

The stormwater network comprises of 98km of pipes, 764 headwall, 3,657 pits and 184 rural culverts.

A stormwater levy of \$25 per eligible property has been introduced from 2017/18 to fund a higher level of service. This is in addition to funding from general rates and must be used to improve drainage. The levy is expected to generate \$200,000. Around 25% of this has been allocated to maintenance activities which have not been done before. The following works program has been fully funded from the levy.

| Storm Water Levy Funded Works Program                                        | Cost      | Year    |
|------------------------------------------------------------------------------|-----------|---------|
| GPT Upgrades SWR & CH (14of)                                                 | \$105,000 | 2017/18 |
| Install Locakble grates to prevent disposal of waste into stormwater         | \$25,000  | 2017/18 |
|                                                                              | \$15,000  | 2018/19 |
| Frederickton Trunk Drainage                                                  | \$150,000 | 2018/19 |
|                                                                              | \$150,000 | 2019/20 |
| John Street Smithtown - New pits, pipe & outlet/flap to drain sag oint 30m   | \$8,000   | 2018/19 |
| Hodgson Street, Crescent Head – Augmentation of existing system              | \$35,000  | 2020/21 |
| Korogora St to Hodgson St, Crescent Head (A8)                                | \$80,000  | 2020/21 |
| West Kempsey Trunk Drainage (Pipe open drains) Sea Street & Tozer/Marsh/Wide | \$100,000 | 2021/22 |
| Yaelwood Street, Kempsey - Pipe to willow drain - 100m                       | \$15,000  | 2021/22 |
| GPT Upgrades                                                                 | \$50,000  | 2021/22 |
|                                                                              | \$130,000 | 2022/23 |
| Korogora St Crescent Head Augmentation between pits (A5, A6, A7)             | \$120,000 | 2023/24 |
| Gilbert Corey - Government Road South West Rocks (SC8 - 450 & 600 55m)       | \$165,000 | 2024/25 |
| Arthur Street South West Rocks (SC39 825 300m)                               | \$300,000 | 2025/27 |

**In order to address the current asset condition, the following lists the prioritised works program for stormwater renewal over the next 5 years:**

| Location                                                                         | Cost     | Year    |
|----------------------------------------------------------------------------------|----------|---------|
| Michael to Fairway Place SWR - replace disjointed pipe & reinstate Augmentation) | \$25,000 | 2017/18 |
| Middleton Street SK - Remove & replace failed pipe 25m                           | \$8,000  | 2017/18 |
| 225 River Street Greenhill - Replace failed pipe 60m                             | \$9,000  | 2017/18 |
| Athol Elliot Place SWR - remove & replace interlot drainage - 120m               | \$12,000 | 2018/19 |
| Athol Elliot Place SWR - remove & replace 900mm pipe - 77m (links to Arthur St   | \$40,000 | 2018-19 |
| West Kempsey Interallotment Drainage                                             | \$50,000 | 2019/20 |
|                                                                                  | \$50,000 | 2020/21 |
|                                                                                  | \$50,000 | 2021/22 |



*Lukes Lane culvert – installation of headwalls and aprons*

### Public Toilets

Council manages 23 public toilets. These are toilets that are constantly open to the public or generally open only during daylight hours for public use. Facilities that form part of a sporting complex or that are not normally open to the public during the day are not included in this program.

The community satisfaction survey undertaken in February 2016 identified the condition of public toilets in the Shire as a priority for our community. It was evident that greater levels of community satisfaction could be achieved through and increase in investment in the condition of our public toilets. An example of this is the work done during 2015 to refurbish the existing toilet within Riverside Park.



The following lists the prioritised works program for public toilet replacements/refurbishment over the next four years. Toilets within the coastal reserves have not been included unless funding has already been secured as a review of the management of Council caravan park management is in progress and a further program of works will be developed once this review is completed.

| Location                                     | Cost      | Year    |
|----------------------------------------------|-----------|---------|
| Clyde Street Mall, Kempsey – refurbishment   | \$300,000 | 2017/18 |
| South Kempsey Refurbishment                  | \$150,000 | 2017/18 |
| Riverside Park, Gladstone – refurbishment    | \$200,000 | 2018/19 |
| Smithtown Park Toilet (adjacent to Nestle)   | \$100,000 | 2018/19 |
| Belgrave Street Park – refurbishment         | \$100,000 | 2019/20 |
| Gregory Street Carpark – replacement         | \$300,000 | 2020/21 |
| Rudder Park, East Kempsey – replacement      | \$200,000 | 2019/29 |
| Yakka Watson Park, Smithtown – refurbishment | \$100,000 | 2021/22 |



*Crescent Head Foreshore amenities during replacement*

### Open Spaces & Facilities

Council manages 333 hectares of open spaces (including cemeteries, airport and saleyards) 14 sports fields, 26 playgrounds and 32 other buildings. These are facilities that are highly valued by the community and currently well serviced.

The community satisfaction survey undertaken in February 2017 identified open spaces and facilities as an area of significance to the community. There is significant opportunity to improve community satisfaction through the refurbishment of recreational assets and facilities. An example of this is the work done during 2015 and 2016 to refurbish the playground within Riverside Park and Horseshoe Bay. In particular, there are excellent opportunities for Council to be supported by the community to deliver benefits at a reduced cost. There is also an opportunity to undertake a program for asset renewal replacement under the Work For The Dole Scheme, which will require council to fund materials and some supervision costs.

Whilst some works have been funded in the immediate future, there are a number of strategic projects occurring at present that will provide information upon which to review the current works program, with a view to increasing the level of asset renewals in this area. These projects include the Macleay Valley Sporting Infrastructure Strategy, the Crescent Head Area Masterplan, Stuarts Point Community Plan and Back Creek Concept Landscaping Plan.

The following lists the prioritised works program for replacements/refurbishments that have already been funded. Asset replacements/refurbishments within the coastal reserves are being planned and will be included in this program once a program of works has been set.

| Location                                                                     | Cost       | Year    |
|------------------------------------------------------------------------------|------------|---------|
| Crescent Head CBD Reinvigoration                                             | \$700,000  | 2018/19 |
| Formalise Back Creek recreation area at South West Rocks (subject to grants) | \$750,000* | 2017/18 |
| Crescent Head Foreshore Reinvigoration (subject to grants)                   | \$750,000* | 2019/20 |
| Stuarts Point Foreshore Reinvigoration (subject to grants)                   | \$750,000* | 2010/21 |
| Hat Head Foreshore Reinvigoration (subject to grants)                        | \$750,000* | 2021/22 |
| *Subject to confirmation of loan program and successful grant applications   |            |         |



*South Kempsey Park - refurbishment*

### Sporting Infrastructure Renewals

The draft sporting strategy is pending adoption by Council following the feedback received through the consultation period. In the delivery program Council has committed to some specific projects which are already funded and has made an allowance of \$1.5M in general to support the initial stages of implementing the strategy.

Planning will be progressed into upgrading the central Kempsey sporting precinct and providing a new facility to meet current and future demands at South West Rocks.

**In order to address the current asset condition, the following lists the prioritised works program for sporting infrastructure renewal over the next 10 years:**

| Location                                                   | Cost        | Year           |
|------------------------------------------------------------|-------------|----------------|
| Flood Lighting Renewals                                    | \$50,000    | Annual Program |
| Field Drainage Renewals                                    | \$50,000    | Annual Program |
| Phillip Drive Sporting Complex expansion, South West Rocks | \$400,000   | 2017/18        |
| Implementation of Sporting Strategy                        | \$1,500,000 | 2017-2021      |



*Stuarts Point Oval*



*Kempsey Netball Courts*