District Council of Peterborough

Infrastructure & Asset Management Plan
(2016-2025)

District Council of Peterborough

Infrastructure & Asset Management Plan 2016 to 2025

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1. Executive Summary

This section is intended to give the reader a snap shot of the key items that are covered by this plan.

The plan covers the following categories of assets:

- Transportation Assets
- Buildings & Structures (including Steam town)
- Plant & Equipment
- Other

1.1 Asset Values

The current replacement costs of the entire stock of each classification of asset listed above are as follows:

• Transportation Assets	$ 22.6M
• Buildings & Structures (including Steam town)	$ 25.4M
• Plant & Equipment	$ 4.3M
• Other	$ 2.1M
Total Current Replacement Costs	**$ 54.4M**

1.2 Forecast Capital Expenditure on Infrastructure, Property & Equipment for the next 10 Years

The forecast total cost per asset category for the next 10 years in relation to replacing existing assets is:

• Transportation Assets	$ 3.5M
• Buildings & Structures (including Steam town)	$ 1.9M
• Plant & Equipment	$ 1.7M
• Other	$ 1.3M
• Contingency (Projects yet to be included)	$ 1.8M
10 Year cost of replacing existing	**$10.2M**

There is no forecast cost included in this version for the next 10 years in relation to building new or upgraded assets. Future updates of the Asset Management Plan will include projects to construct new infrastructure such as the proposed CWMS currently being investigated. Such projects will be included when confirmed with accurate costings and associated revenue streams.

10 Year cost on new/upgraded assets	**$ 0**

2. Introduction

2.1 Background

The requirement to have an asset management plan is outlined in the following extract from the Local Government Act 1999

122—Strategic management plans

(1a) A council must, in conjunction with the plans required under subsection (1), develop and adopt—

(a) a long-term financial plan for a period of at least 10 years; and

(b) an infrastructure and asset management plan, relating to the management and development of infrastructure and major assets by the council for a period of at least 10 years,

(and these plans will also be taken to form part of the council's strategic management plans).

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

An asset management plan details information about infrastructure assets including actions required to provide an agreed level of service in the most cost effective manner. The plan defines the services to be provided, how the services are provided and what funds are required to provide the services.

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

- District Council of Peterborough Strategic Plan 2017 - 2021 (currently under review)
- Steam Town Strategy & Business Plan 2014-2018 (soon to be updated)
- Tourism Strategy 2013-2017 (soon to be updated)
- District Council of Peterborough Long Term Financial Plan 2016-2025
- District Council of Peterborough Annual Business Plan & Annual Budget 2016-17

2.2 The Purpose of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by ‘purchase’, by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council’s goal in managing infrastructure assets is to meet the required level of service in the most cost effective manner for present and future consumers.

The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.

2.3 Strategic Goals & Objectives of Council

2.3.1 Economic Sustainability

Developing a sustainable economic base by:

- retaining existing businesses
- attracting new businesses to the area
- facilitating opportunities for people to gain and maintain employment and career options
- developing the tourism potential of the area.

2.3.2 Infrastructure

Council has a direct responsibility for a wide range of community assets and infrastructure including roads and footpaths, drains, waste water, parks and gardens, buildings, and aerodrome.

Council also has a role to represent the community it bringing about the provision of other infrastructure where there is an identified need.

2.3.3 Community well being

Community wellbeing is about the quality of life of the community as a whole and the individuals that live within that community. Community wellbeing encompasses the economic, social, cultural and environmental aspects of community life.

The Council supports the development and continuation of community based clubs and events, recognise and appreciate the value of volunteer contributions and promote and celebrate local success stories.

The strategic focus is on:

- community leadership
- increased recreational facilities to meet community needs
- community support.

2.3.4 The Environment

Protecting and enhancing the natural and built environment is a key responsibility for local government.

The strategic focus is on:

- Protecting the natural environment in partnerships with government, industry, and the community
- Maintaining and developing the heritage, character and local identity of the towns in the area
- Improving the streetscapes

2.3.5 Representative and Accountable Local Government

The District Council of Peterborough embraces the principals articulated in the following extracts taken from the Local Government Act:

- to promote the continuance of a system of local government in South Australia under which elected local government bodies are constituted for the better governance of the State
- to encourage the participation of local communities in the affairs of local government
- to provide a legislative framework for an effective, efficient and accountable system of local government in South Australia; and
- to ensure the accountability of councils to the community.
- to act as a representative, informed and responsible decision-maker in the interests of its community, and to provide open, responsive and accountable government.

2.4 Plan Framework

Key elements of the plan are

- Levels of service
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how the organisation will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Monitoring – how the plan will be monitored to ensure it is meeting the organisation's objectives.
- Asset management improvement plan

2.5 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- Council strategic and operational plans,
- Service requests from the community,
- Network assets information,
- The unit rates for categories of work/materials,
- Current levels of service, expenditures, service deficiencies and service risks,
- Projections of various factors affecting future demand for services and new assets acquired by Council,
- Future capital works programs,
- Financial asset values.

The key information flows *from* this asset management plan are:

- The projected Works Program and trends,
- The resulting budget and long term financial plan expenditure projections,
- Financial sustainability indicators.

These will impact the Long Term Financial Plan, Strategic Longer-Term Plan, Annual Business Plan, Annual Budget and departmental business plans and budgets.

2.6 Importance of accurate asset management data to long term financial sustainability

Financial asset data has two types of use. Firstly it is used to calculate depreciation in the Statement of Comprehensive income (Operating Statement) as well as the fair value of Property, Plant & Equipment in the Statement of Financial Position (Balance Sheet). The second use for financial asset data is to determine how much an asset will cost to replace and which year it is likely to need to be replaced.

In summary the financial statements use the financial data to report current consumption of assets and current values and also use the data from a future perspective when preparing asset management renewal programs.

Depreciation is one of the largest numbers in the operating statement, fair value of Property, Plant & equipment is the largest value in the balance sheet and the capital renewal expenditure (as contained in the asset management capital renewal programs) are the usually the most material cash outflows contained in the Long Term Financial Plan. There is an obvious connection between these items and long term financial sustainability.

If the asset data that underpins the depreciation charge, fair value and the asset renewal expenditure is inaccurate then Council will by default also have an inaccurate assessment of its future likely levels of financial sustainability.

Up to date data is essential as situations change over time, hence the need to update the asset management renewal programs only a timely basis and at least on an annual basis as part of the legislatively required review of the Long Term Financial Plan.

3. Levels of Service

This plan has been prepared on the assumption that current service standards are adequate to meet the expectations of the community. Further to this the LTFP indicates that Council is in a strong financially sustainable position. Accordingly scenario analysis has not been undertaken at this stage to determine the relative increases or decreases in costs associated with providing increased or decreased service ranges and levels.

Future iterations of this plan intend to comprehensively record the range and levels of both operating services as well as asset services. This then provides Council with solid decision making data to analyse the impact of various scenarios on Councils long term financial position where services are increased or decreased should the need arise at a future time.

Service levels will be defined in two terms:

3.1 Community Levels of Service

Relate to the service outcomes that the community wants in terms of safety, quality, quantity, reliability, responsiveness, cost effectiveness and legislative compliance.

Community levels of service measures used in the asset management plan are:

Quality	How good is the service?
Function	Does it meet users' needs?
Safety	Is the service safe?

3.2 Technical Levels of Service

Supporting the community service levels are also technical measures of performance. These technical measures relate to the allocation of resources to service activities that the council undertakes to best achieve the desired community outcomes.

Technical service measures are linked to annual budgets covering:

- Operations – the regular activities to provide services such as opening hours, cleansing frequency, mowing frequency, etc.
- Maintenance – the activities necessary to retain an assets as near as practicable to its original condition (e.g. road patching, unsealed road grading, building and structure repairs),
- Renewal – the activities that return the service capability of an asset up to that which it had originally (e.g. frequency and cost of road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),
- Upgrade – the activities to provide an higher level of service (e.g. widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (e.g. a new library).

4. Future Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, etc.

The view taken in the preparation of this plan as well as the LTFP is that there will be minimal shifts either upwards or downwards in current population levels. Should this change over time then both the AMP & LTFP will need to be updated.

5. Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

Maintenance includes reactive, planned and specific maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Specific maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, etc. This work generally falls below the capital/maintenance threshold but may require a specific budget allocation.

Current maintenance expenditure levels are considered to be adequate to meet required service levels. Future revision of this asset management plan will include linking required maintenance expenditures with required service levels.

Assessment and prioritisation of reactive maintenance is undertaken by operational staff using experience and judgement.

6. Types of Capital Expenditure. Renewal / Replacement vs New / Upgrade

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential.

e.g. Resheeting a road to its previous width & depth.

Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost.

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs.

e.g. Installing a CWMS for the first time

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor or community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary estimate.

It is possible for capital expenditure to be a combination of renewal as well as upgrade.

e.g. the replacement of a road that was initially a 6 metre wide sheeted surface with an 8 metre width sheeted surface can be considered part replacement and part upgrade.

The important point to understand is that if Council is not able to replace its existing assets in a timely manner then new assets should not be built unless essential. By building new assets Council is effectively building new liabilities as the assets usually don't generate revenue (e.g. roads) cannot be sold and will need to be maintained and eventually replaced

7. Transportation Assets

7.1 Description

Transportation assets include sealed roads, unsealed roads, footpaths, kerb & guttering and drainage assets. These assets have a total current replacement cost of $22.6M.

7.2 Road Hierarchy – Sheeted Road Prioritisation Process

The existing hierarchy of roads has been significantly revised to ensure that Council is spending its funds on the roads which need them the most. Initial estimates also indicated that the size of the overall road network that was required to be sheeted was greater than the financial resources and man power available to sheet it. Prior to this plan being developed lower volumes of rubble than those proposed in this plan was applied to more roads in an attempt to get across the whole network; this led to roads being of a poor standard with abnormally short useful lives.

Staff have assessed the sheeted road network based on their knowledge of the road network and the elected members have reviewed and confirmed the results of the staff assessment and reclassification of roads to road classes.

Roads have been allocated a priority rating based on a specific prioritisation process outlined in the following sections. The category in the roads hierarchy that a section of road is assigned is determined by its road priority index score. Refer section 7.2.6 and Appendix B & C for more detail. The number of kilometres in for Class 1 & Class 2 sheeted road has been set at levels that allow Council to maintain the road network in a timely and financially sustainable manner.

The four fields described in sections 8.2.1 to 8.2.4 are priority fields that individually assign a priority score 0 = low priority and 5 = high priority. The four scores have been combined to provide a Priority Index for each road segment using appropriate weighting for each field. This priority index is used in the modelling to sort roads for treatment in priority order. This is particularly useful where budgets are limited and the model can assign funds to high priority segments. The four priority factors are presented below:

7.2.1 Function Priority

This differentiates roads by a generalised function from a track to a rural arterial. This function ensures that high use roads are scored higher than low use roads.

Consideration also needs to be given to distinguish between township and rural roads within the council for the purpose of differentiating roads by importance. This is considered critical to assist in allocating the limited funds for road surface management and is also important to review roads for changing surface type (ie either upgrading or downgrading).

Score	Function Priority
1	Access Track
2	Local access
3	Minor collector
4	Major Collector Road
5	Distributor Road (Sub Arterial)
-	Arterial Road (Department of Planning, Transport and Infrastructure)

7.2.2 Social Priority

This enables the social importance of the road to be scored. This ensures roads that have significant community importance are given higher priority than roads leading to a single dwelling.

Score	Social Priority	Rural
0	No social importance	no dwelling
1	Low social Importance	less than 2 homes per 10km road
2	Medium social importance	2-5 dwellings per 10km road
3	High social importance	Greater than 5 dwellings per 10km of road
4	Very high social importance	Link road between settlements
5	Critical social importance	link road between key towns

7.2.3 Freight Priority

This enables the industry use to be assessed and its associated freight use in the transport of goods.

Score	Freight Priority	Rural
0	No social importance	no dwelling
1	Low social Importance	less than 2 homes per 10km road
2	Medium social importance	2-5 dwellings per 10km road
3	High social importance	Greater than 5 dwellings per 10km of road
4	Very high social importance	Link road between settlements
5	Critical social importance	link road between key towns

7.2.4 Tourist Priority

This enables the tourist use to be assessed which can be particularly important in councils that rely on the tourism industry.

Score	Function Priority
0	No tourist importance
1	Routes to isolated tourist attractions
2	Routes to beaches//national parks
3	Secondary tourist attractions
4	Significant tourist attractions
5	Route of state significance.

7.2.5 Priority Index

In order to develop a single score of priority index a weighted average can be applied to each priority factor to provide a score out of 5.

Score Weighting	*Max Score*
Function Score x 2	10
+ Social Score	5
+ Freight Score	5
+ Tourism Score	5
Total	50

Result out of 50 divided by 10 = Priority Index (Score of between 0 to 5)

7.2.6 Determination of Road Categories

After the assessments were confirmed Council then determined that the following priority ranges should be used to determine which roads were to be classified from Category 1 to Category 4.

Category	Priority Score Range
1	2.6 to 3.0
2	1.8 to 2.9
3	0.6 to 1.7
4	0.1 to 0.6
5	0

7.3 Service Standards – Construction / Resheeting / Resealing Roads con't

Council have agreed to use the following specifications when constructing or resheeting unsealed roads. These are known as service levels. The higher the Class of road then the higher the service level applied.

Service levels are an important mechanism available to Council to influence its long term financial sustainability. There is a connection with capital outlays, as the higher the service level then the greater the cost per kilometre to resheet or construct a road. Accordingly by amending the specifications or the number of kilometres of road a particular category of road Council has the ability to increase or decrease future capital expenditure levels upwards or downwards.

Service levels also impact on depreciation calculations. In general the lower the category rating then the longer is the total useful life of the section of road and accordingly the lower the depreciation charge. Further to this the lower the category the lower is the cost of construction and again the lower the depreciation charge as there is less cost to allocate over the life of the asset.

7.3 Service Standards – Construction / Resheeting / Resealing Roads con't

The following service levels / construction levels have been set by Council and underpin this plan as well as the capital renewal calculations funded in the Long Term Financial Plan.

7.3.1 Sealed Roads – Refer Appendix A

The service standards for sealed roads vary according to each sealed road. A detailed assessment of road condition as well as the work required to reinstate each sealed road to its original condition was prepared by Daryl Matters from Road Technical Services. The recommended work and timelines have been used to prepare a ten year reseal program that is included in this asset management plan at Appendix A.

An annual allocation of $100k per annum has been included in the long term financial plan. As with the unsealed road network, resealing priorities will be reviewed and confirmed on an annual basis as part of the Annual Business Plan development process.

7.3.2 Sheeted Roads – Refer Appendix B

Class 1 Roads – Primary Sheeted Roads

Sheeted Width: 8m

Sheeted Depth: 150mm

Intervention Point: 75mm

Class 2 Roads – Secondary Sheeted Roads

Sheeted Width: 6m

Sheeted Depth: 100mm

Intervention Point: 50mm

7.3.3 Unsheeted Roads – Refer Appendix C

Class 3 Roads – Property Access Sheeted / Partly Sheeted Roads

Sheeted Width: 6m

Sheeted Depth: Various, 70mm

Intervention Point: Not intended to be resheeting – patching to be undertaken on an as needs basis. These roads will return to being unsheeted roads over time.

Class 4 – Unsheeted Roads

No planned maintenance program for this class of road

Class 5 - Tracks

No planned maintenance program for this class of road

7.4 Forecast Renewal Expenditure / Condition Ratings – Sheeted Roads

Council staff have recently undertaken an assessment of Councils unsealed road network to determine how much remaining useful life exists for each segment of road.

The assessment tests covered the following areas and were used to estimate the remaining useful life of each section of road:

Depth of Sheeting

Extent of Subgrade Breakthrough

Cross fall (Shape)

Drainage

Rideability

Level of patch resheeting evident

The results of this work have been used to identify which roads will need replacing over the next ten years and in which year. As would be expected this created higher amounts being required in some years and lower amounts in others. In order to be able to manage the capital works program a ten year average spend was calculated to be $240k per annum. This amount has been included in the long term financial plan.

It should be noted that the specific unsheeted roads to be resheeted will be identified on an annual basis as part of the Annual Business Plan development process. This will ensure that if road conditions and priorities change over time then the Asset Management plan is flexible enough to accommodate such changes.

7.5 Forecast Expenditure on Constructing New Roads or Upgrading existing Roads

There are no plans to upgrade any sealed or unsealed roads for the next 10 years in this version of the Asset Management Plan

7.6 Other transport assets

Other transport assets include Footpaths, Kerb & Guttering and Drainage.

Based on asset data in relation to these assets, the Long Term Financial Plan funds the annual allocations of $58k per annum. The need for and specific assignment of this allocation to jobs will be reviewed on an annual basis as part of the Annual Business Plan Development process.

8 Buildings & Structures (including Steam town)

8.1 Asset Class Description & Value

Buildings include Council owned buildings such as the town hall, the round house, indoor sporting complex and the diesel shed. Structures include items such as viewing shelters, scoreboard, seating, fencing and sheds. This class of asset has a current replacement cost of $25.4M

8.2 Forecast Capital Expenditure on Buildings & Structures for the next 10 years

A revaluation was undertaken during the 2015-16 year which will be used as a starting point for staff to develop an asset renewal work program that reflects the priorities based on need and remaining useful life. Additional work will be undertaken to disaggregate the revaluation data further thus identifying specifically what is required to be replaced which will then be consolidated into a 10 year work program. Maintenance (non capital expenditure) will also be identified during this process with programs being documented and costings built into the annual operating budget as required.

Based on asset data in relation to these assets, the Long Term Financial Plan funds the annual allocations of $213k per annum. The need for and specific assignment of this allocation to jobs will be reviewed on an annual basis as part of the Annual Business Plan Development process. In future year's reference will be made to the 10 year work program that is being developed as referred to earlier.

9 Plant & Equipment

9.1 Asset Class Description & Value

Plant & Equipment are a significant class of asset and include large pieces of equipment such as graders and tractors as well as the small fleet of Council cars and utilities. The current replacement cost of this class of assets as recorded in the financial statements is $4.3M.

9.2 Forecast Capital Expenditure on Plant & Equipment for the next 10 years

The Long Term Financial includes an annual allocation of $190k with the specific items of plant & equipment to be purchased being determined based on needs as part of the Annual Business Plan Development process

10. Other Assets & Contingency Fund

The Long Term Financial Plan funds an annual allocation of $134k per annum in anticipation of the need to replace other assets not included in asset categories already covered in this plan as well as a contingency fund of $200k per annum available to fund new projects as required and where consistent with Councils overall strategic direction.

The exact amount of these allocations and which projects these allocations will be spent on will be determined as part of the Annual Business Plan development process each year.

11. Projects & services not currently included

There are a number of potential projects that Council may or may not undertake in the near future. The plans have been prepared based on the current situation as accurate costings have not been available on the list of projects that follow. It is clear however that Council has significant capacity to take on additional projects.

Of particular note is the potential construction of a Community Waste Water Management System. Management are in the process of trying to obtain sufficient grant revenue to make the planned project feasible. Should this occur then the Asset Management plan as well as the Long Term Financial Plan will be updated as part of the approval process required to proceed with the project.

Appendix A – 10 Year Reseal Program

Road name	Section	Length (m)	Renewal Cost $	Assessment Comment
Cotton Road Peterborough	393 to 490m north Main road	97	6,807	Severe fatigue and env cracking, pumping
Cotton Road Peterborough	350 to 393m north of Main road	43	21,511	Severe fatigue and env cracking, pumping
Railway Street Peterborough	Bridges street to 22m north	22	2,875	Severe fatigue and env cracking, pumping
Second Street E Yongala	Main street to 125m east	125	8,330	Severe fatigue and environmental cracking
Cotton Road Peterborough	490 to 1455m north Main road	965	67,724	Severe environmental cracking and pumping
	2016-17	**1,252**	**107,247**	
Hurlstone St Peterborough	Main street to railway line	54	8,494	Severe fatigue and environmental cracking
High Street Peterborough	Kitchener street to Bridges street	119	14,451	Cracking, binder. Not sealed to water table
High Street Peterborough	Main road to Kitchener street	108	34,428	Very rough, flushed
Main Street E Yongala	Second street to Third street	132	11,772	Polished aggregate, environmental cracking
Hill Street Peterborough	Grove street to Hurlstone st	95	10,226	Environmental, fatigue cracking
Bourke Steet Peterborough	Callary street to Silver street	154	15,545	Polished aggregate, environmental cracking
Wright Street Peterborough	King street to George street	154	8,301	Very rough, dead binder, environmental cracking
	2017-18	**816**	**103,217**	
McLeods Road Peterborough	Nth end Cemetery to Terowie rd	971	53,599	Hungry, dead binder, stripping
Victoria Street Peterborough	Chinner street to Government road	126	12,348	Rough, dead binder, environmental cracking
Hill Street Peterborough	Cyanide street to George street	132	7,503	Rough, dead binder, environmental cracking
Railway Tce Peterborough	Cyanide street to George street	212	14,128	Dead binder, severe environmental cracking
Hill Street Peterborough	Callary street to Silver street	162	9,526	Dead binder, environmental cracking
Main Street W Yongala	Sth end seal to divided road	110	7,762	Dead binder, environmental cracking
	2018-19	**1,713**	**104,865**	

Road name	Section	Length (m)	Renewal Cost $	Assessment Comment
Brown Street Peterborough	Edith street to High street	136	7,507	Dead binder, environmental cracking, rough
Victoria Street Peterborough	Jervois street to Railway street	143	13,173	Dead binder, environmental cracking, rough
Hill Street E Peterborough	Silver street to Collins street	162	9,526	Dead binder, environmental cracking, rough
Main Street E Yongala	Third street to divided road	203	10,345	Dead binder, environmental cracking, reseal to save
Rotary Park Peterborough	East to West	91	7,116	Cracking, dead binder.
Threadgold St Peterborough	Cyanide street to George street	103	5,117	Dead binder, environmental cracking
Victoria Street Peterborough	Edith street to High street	142	7,446	Reseal to save
Victoria Street Peterborough	Badger street to Edith street	142	7,708	Reseal to save
Diagonal Road Peterborough	King st to Queen st corner cut-off	53	2,438	Hungry, dead binder, stripping. Fix potholes eastern end
Hawthorne St Peterborough	Railway terrace to Queen street	355	19,923	Reseal to save
Hill Street Peterborough	George street to Princess street	162	9,054	Environmental cracking, poor binder
	2019-20	**1,692**	**99,353**	
Railway Tce Peterborough	227m w Hurlstone to Cyanide st	393	33,354	Environmental and fatigue cracking, dead binder
Moscow Street Peterborough	Little street to Pine street	187	15,484	Environmental and fatigue cracking, poor binder, very rough
Cotton Road Peterborough	Main road to 350m north	350	25,680	Environmental and fatigue cracking, dead binder
Government Rd Peterborough	Bridge street to Victoria street	110	11,840	Cracking, rutting
Wright Street Peterborough	Buckingham st to King street	277	15,166	
	2020-21	**1,317**	**101,523**	
Moscow Street Peterborough	Pine street to Grove street	142	97,980	Very rough. Remove seal, fix tree roots, reshape and seal
	2021-2022	**142**	**97,980**	
Moscow Street Peterborough	Grove street to Hurlstone street	76	52,440	Very rough. Remove seal, fix tree roots, reshape and seal
George Street Peterborough	Wright street to Threadgold street	106	49,370	Very rough. Remove seal, fix tree roots, reshape and seal
	2022-2023	**182**	**101,810**	

Bowls Access Peterborough	Kitchener street to bowls car park	113	4,319	Polished stone, dead binder
Main Street W Yongala	Third street to Second street	132	12,159	Polished stone, dead binder
Main Street W Yongala	Start divided road to Third street	190	12,192	Dead binder,
Moscow Street Peterborough	Cyanide street to George street	204	13,513	Cracking
Badger Street Peterborough	Victoria street to end	136	7,730	Binder, drainage
Edith Street Peterborough	Brown street to end	118	6,823	Reseal to save
South Terrace Peterborough	Lloyd street to Little street	118	10,337	Cracking, binder
Jervois Street Peterborough	Victoria street to Bridges street	107	11,834	Cracking
Wright Street Peterborough	George street to Clair street	300	15,525	Cracking, binder
Bourke Street Peterborough	Hurlstone st to Ellen street	118	8,011	Cracking, binder
	2023-24	**1,536**	**102,443**	
Little Street Peterborough	Railway tce to Bourke street	112	8,346	Cracking, binder
Badger Street Peterborough	Main road to Kitchener street	105	7,013	Cracking, binder
Victoria Street Peterborough	Government road to end	557	35,985	Cracking, binder
King Street Peterborough	Railway terrace to Queen street	135	7,391	Serious cracking, binder
Torr Street Peterborough	Kitchener street to Bridgess street	124	7,875	Binder, polished stone
Cyanide Street Peterborough	Hill street to Threadgold st	214	14,294	Fix edges
	2024-25	**1,247**	**80,905**	

Appendix B – Hierarchy of Roads - Sheeted

Previous Class	Road Name	New Class	Useful Life	kms resheeted p.a.	Cost per annum	km	Renewal Cost $	Priority Index
Class 1 Sheeted Roads (Priority Rating 2.6 to 3.0)								
1B	Dawson Road	1				23.6	425,811	3
1B	Dawson Road	1				5.8	104,724	3
2A	Earle Road	1				10.2	183,806	3
1B	Melrose Street	1				0.6	10,743	3
1B	Chomel Street	1				0.5	8,865	2.8
1A	Belalie Road	1				9.3	167,343	2.6
1A	Booborowie Road	1				11.1	200,614	2.6
2A	Olive Grove Road	1				1.5	27,063	2.6
1A	Yatina Road	1				7.9	142,604	2.6
			20	**3.52**	**63,579**	**70.4**	**1,271,574**	
Class 2 Sheeted Roads (Priority Rating 1.8 to 2.9)								
1B	Black Rock Road	2				10.1	170,193	2.4
1B	Black Rock Road Truck Route	2				0.7	11,682	2.4
2A	Dawson Gorge Road	2				14.5	244,824	2.4
1B	Erskine Road	2				11.6	195,263	2.4
1B	Old Orroroo Road	2				2.9	48,947	2.4
1B	Tarcowie Road	2				5.3	88,855	2.4
2B	Black Rock Road	2				8.6	144,848	2.2
2A	Hurlstone Street	2				1.1	18,931	2.2
1B	Eager Road	2				0.5	8,609	2
1B	Gumbowie Reservoir Road	2				4.9	82,767	2
1B	Malycha Road	2				6.8	114,907	2
2A	Odea Road	2				7.4	124,460	2
2B	Paradise Road	2				5.8	97,408	2

Previous Class	Road Name	New Class	Useful Life (years)	kms resheeted p.a.	Cost per annum	km	Renewal Cost $	Priority Index
Class 2 Sheeted Roads (Priority Rating 1.8 to 2.9) con't								
1B	Parnaroo Road	2				4.4	73,411	2
2A	Parnaroo Road	2				16.1	271,388	2
1B	Philps Road	2				6.3	105,391	2
2B	West Terrace Pb	2				1.3	22,667	2
2A	Bullyaninnie Road	2				10.5	177,290	1.8
1B	Canowie Belt Rd	2				5.8	97,127	1.8
2A	Cavenagh Road	2				12.7	214,328	1.8
2A	Crocker Road	2				23.8	400,898	1.8
2A	Lang Road	2				5.3	89,645	1.8
2A	Nackara Road	2				2.2	37,509	1.8
2A	Orroroo/Paratoo Road	2				53.4	899,717	1.8
2B	Price Road	2				0.5	7,962	1.8
2A	Rucioch Road	2				5.6	94,782	1.8
2B	Staircase Road	2				4.0	66,781	1.8
1B	Yongala Vale Rd	2				13.9	234,229	1.8
1B	Erskine Road	2				12.5	210,413	1.8
			25	**10.35**	**174,209**	**258.7**	**4,355,232**	

Appendix C – Hierarchy of Roads - Unsheeted

Previous Class	Road Name	New Class	Priority Index
Class 3 Roads (Priority Rating 0.6 to 1.7) – Property Access			
3	Bradtke Road	3	1.6
2A	Bunerong Road	3	1.6
2A	Fuller Road	3	1.6
5	High Street	3	1.6
2A	Hodby Road	3	1.6
2B	Parnaroo Road	3	1.6
2A	Paterson Road	3	1.6
2A	Shields Road	3	1.6
2B	Steer Road	3	1.6
2B	Ucolta Road	3	1.6
2B	Bennett Road	3	1.4
2B	Cradock Road	3	1.4
2A	Government Road	3	1.4
2B	Government Road	3	1.4
3	Klingner Road	3	1.4
2A	Mccoys Well Road	3	1.4
2A	Mcleod Road	3	1.4
2B	Mercer Road	3	1.4
2A	Merngenia Road	3	1.4
2A	Morgan East Road	3	1.4
2A	Old Whydown Road	3	1.4
2A	Park Street	3	1.4
2A	Philps Road	3	1.4
2A	Pitcairn Road	3	1.4
2B	Rosa Terrace	3	1.4
3	Schoolhouse Road	3	1.4
1B	Sheridan Road	3	1.4
2A	Simon Road	3	1.4
2A	Smith Road	3	1.4
2A	Sparks Road	3	1.4
2A	Stock Route Road	3	1.4
2B	Symes Road	3	1.4
2A	Thornton Road	3	1.4
2B	Wickiridge Road	3	1.4
2B	Woodcutters Road	3	1.4
2A	Woods Rd	3	1.4
3	Arscott Road	3	1.2
5	Barry Road	3	1.2
2B	Belgala Vale Road	3	1.2
3	Brannigan Road	3	1.2
3	Burford Road	3	1.2
3	Downing Road	3	1.2

Previous Class	Road Name	New Class	Priority Index
Class 3 Roads (Priority Rating 0.6 to 1.7) – Property Access			
5	Drew Road	3	1.2
3	Dunn Road	3	1.2
2A	Eckert Road	3	1.2
3	Eckert Road	3	1.2
2B	Evans Street	3	1.2
3	Fairview Road	3	1.2
2B	Ferguson Road	3	1.2
2B	Ford Road	3	1.2
5	Ford Road	3	1.2
3	Fox Street	3	1.2
2A	Garden Road	3	1.2
3	Gebhardt Road	3	1.2
2A	Gumbowie Reservoir Road	3	1.2
2B	Harding Street	3	1.2
2B	Hope Gully Road	3	1.2
2B	Martin Road	3	1.2
3	Mccormick Road	3	1.2
2B	Mckeough Road	3	1.2
2B	Mercer Road	3	1.2
3	Morgan Road	3	1.2
3	Noblet Road	3	1.2
2A	Old Orroroo Road	3	1.2
2B	Peak Road	3	1.2
2A	Pine Creek Road	3	1.2
3	Pine Creek Road	3	1.2
2B	Pine Drive Road	3	1.2
2B	Pohlner Road	3	1.2
2B	Railway Terrace	3	1.2
2B	Rasmus Road	3	1.2
3	Ringwood Road	3	1.2
3	Ringwood Road	3	1.2
2B	Rowe Street	3	1.2
3	Ucolta Road	3	1.2
2B	Whitebanks Road	3	1.2
3	Whites Well Road	3	1.2
2B	Williams Road	3	1.2
2B	Williams Road	3	1.2
2B	Williams Road	3	1.2
2B	Yalpara Road	3	1.2
3	Young Road	3	1.2
3	Birmingham Road	3	1
2B	Chapman Road	3	1
3	Clarken Road	3	1

Previous Class	Road Name	New Class	Priority Index
Class 3 Roads (Priority Rating 0.6 to 1.7) – Property Access			
3	Crowley Road	3	1
3	Cummings Road	3	1
2B	Cunningham Road	3	1
2A	Gumbowie Road	3	1
3	Hillgrange Road	3	1
3	Hope Gully Road	3	1
3	Keatley Road	3	1
2A	Lancelot Road	3	1
2B	Lancelot Road	3	1
2B	Lawson Road	3	1
3	Lillywhite Road	3	1
3	Madex Road	3	1
2B	Markey Road	3	1
3	Merngenia Road	3	1
3	Minvalara Road	3	1
3	Old Whydown Road	3	1
3	Parnaroo Road	3	1
3	Paterson Road	3	1
2B	Quinns Road	3	1
5	Sawers Road	3	1
2b	South West Terrace	3	1
3	The Depot Road	3	1
3	Walkhungry Road	3	1
3	Duckford Road	3	0.8
3	Sandland Road	3	0.8
3	Sawers Road	3	0.8
3	Woodcutters Road	3	0.8
3	Alchin Road	3	0.6
3	Ballantyne Road	3	0.6
3	Brown Street West Pb	3	0.6
3	Bundara Road	3	0.6
3	Casey Road	3	0.6
2B	Cornish Street	3	0.6
	Corocker Road	3	0.6
3	Crocker Road	3	0.6
3	Crowhurst Road	3	0.6
3	Cunningham Road	3	0.6
3	Davina Road	3	0.6
3	Deep Creek Road	3	0.6
3	Deviation Road	3	0.6
3	Dodman Road	3	0.6
2A	Duggan Road	3	0.6
3	Franklyn Valley Road	3	0.6

Previous Class	Road Name	New Class	Priority Index
Class 3 Roads (Priority Rating 0.6 to 1.7) – Property Access			
3	Gillies Road	3	0.6
3	Graefe Rd	3	0.6
2B	James Street	3	0.6
3	Just Road	3	0.6
5	Kennedy Road	3	0.6
3	Klingner Road	3	0.6
2A	Lang Road	3	0.6
2B	Lang Road	3	0.6
3	Mahoney Road	3	0.6
3	Malycha Road	3	0.6
3	Mccormick Road	3	0.6
3	Mccouve Road	3	0.6
3	Mckenzie Road	3	0.6
3	Milkikan Road	3	0.6
3	Morgan East Road	3	0.6
4	North Terrace	3	0.6
3	Old Whydown Road	3	0.6
3	Omar Road	3	0.6
3	O'toole Road	3	0.6
3	Paradise Road	3	0.6
3	Pohlner Road	3	0.6
3	Polomka Road	3	0.6
3	Ralla Singh Road	3	0.6
2B	Scholze Road	3	0.6
3	Shattock Road	3	0.6
3	The Depot Road	3	0.6
3	Tuilkilkey Road	3	0.6
3	Waite Road	3	0.6
3	Walkhungry Road	3	0.6
3	Watkins Road	3	0.6
3	Webb Road	3	0.6
4	Webb Road	3	0.6
3	Whitebanks Road	3	0.6
3	Whites Well Road	3	0.6
3	Whittle Road	3	0.6
3	Williams Road	3	0.6
3	Young Road	3	0.6

Previous Class	Road Name	New Class	Priority Index
Class 4 Roads (Priority Rating 0.1 to 0.5) – Unsheeted			
5	Copper Mine Road	4	0.4
5	Mccoys Well Road	4	0.4
5	Spring Road	4	0.4
5	Parkvilla Road	4	0.4
5	Gibb Road	4	0.4
5	Harris Road	4	0.4
5	Lambing Camp Well Road	4	0.4
5	Mount Grainger Road	4	0.4
5	Noble Road	4	0.4
5	Parkvilla Road	4	0.4
4	Paynter Road	4	0.4
5	Pfeiffer Road	4	0.4
5	Pink Road	4	0.4
5	Pinley Dam Road	4	0.4
5	Polomka Road	4	0.4
5	Porcupine Well Road	4	0.4
5	Putt Well Road	4	0.4
5	Ralla Singh Road	4	0.4
5	Ralla Singh Road	4	0.4
5	Taplin Road	4	0.4
5	Thoman Road	4	0.4
5	Tiver Road	4	0.4
5	Tobiasen Road	4	0.4
5	Townsend Road	4	0.4
5	Tuilkilkey Road	4	0.4
5	Wilsons Road	4	0.4
5	Winter Road	4	0.4
2B	North East Terrace	4	0.4
2B	Scholze Road	4	0.4
2B	Zenker Road	4	0.4
3	Copley Road	4	0.4
3	Giddings Road	4	0.4
3	Lancelot Road	4	0.4
3	Mercer Road	4	0.4
4	Atherton Road	4	0.4
4	Clay Road	4	0.4
4	Cunningham Road	4	0.4
4	Keatley Road	4	0.4
4	Mcnamara Road	4	0.4
4	Polomka Road	4	0.4
5	Andrews Road	4	0.4
5	Ballantyne Road	4	0.4
5	Barry Road	4	0.4

Previous Class	Road Name	New Class	Priority Index
Class 4 Roads (Priority Rating 0.1 to 0.5) – Unsheeted			
5	Betty Road	4	0.4
5	Bowman Avenue	4	0.4
5	Carroll Street	4	0.4
5	Chiphut Road	4	0.4
5	Cockburn Street	4	0.4
5	Cowman Road	4	0.4
5	Currants Road	4	0.4
5	Curtis Road	4	0.4
5	Dalton Road	4	0.4
5	Dann Road	4	0.4
5	Dawlish Road	4	0.4
5	Dermody Road	4	0.4
5	Dodman Road	4	0.4
5	Donnellan Road	4	0.4
5	Dowden Road	4	0.4
5	Dowdy Road	4	0.4
5	Dusthole Road	4	0.4
5	East Arthur Bore Road	4	0.4
5	Eddy Road	4	0.4
4	Edson Road	4	0.4
5	Ehrke Road	4	0.4
5	Faulkner Road	4	0.4
5	Feehan Road	4	0.4
5	Finlay Road	4	0.4
5	Fleming Road	4	0.4
5	Gloucester Place	4	0.4
5	Grant Road	4	0.4
5	Green Road	4	0.4
5	Green Road	4	0.4
5	Green Road	4	0.4
5	Green Field Road	4	0.4
5	Hass Road	4	0.4
5	Hockey Road	4	0.4
5	Holmes Road	4	0.4
5	Hopegully Road	4	0.4
5	Hucks Road	4	0.4
5	Huddleston Road	4	0.4
5	Ind Road	4	0.4
5	Jones Road	4	0.4
5	Keatley Road	4	0.4
5	Liddy Road	4	0.4
5	Lout Road	4	0.4
5	Luck Road	4	0.4

Previous Class	Road Name	New Class	Priority Index
Class 4 Roads (Priority Rating 0.1 to 0.5) – Unsheeted			
5	Mafeking Road	4	0.4
5	Markey Road	4	0.4
5	Martin Road	4	0.4
5	Mccouve Road	4	0.4
5	Mckeough Road	4	0.4
5	Mcmahon Road	4	0.4
5	Mcpherson Road	4	0.4
5	Meyers Road	4	0.4
5	Morowie Road	4	0.4
5	Morse Road Th	4	0.4
5	Mount Cone Road	4	0.4
5	Moyses Road	4	0.4
5	North Terrace Oo	4	0.4
5	Norton Road	4	0.4
5	O'reilly Road	4	0.4
5	O'toole Road	4	0.4
5	Old Yard Road	4	0.4
4	Paynter Road	4	0.4
5	Perkins Street La	4	0.4
5	Pfeiffer Road	4	0.4
5	Polomka Road	4	0.4
5	Quinns Road	4	0.4
5	Quinns Bore Road	4	0.4
5	Quintrell Road	4	0.4
5	Ralla Singh Road	4	0.4
5	Rees Road	4	0.4
5	Renton Road	4	0.4
5	Retallack Road	4	0.4
5	Sawley Street	4	0.4
5	Schebella Road	4	0.4
5	Schebella Road	4	0.4
5	Schulze Road	4	0.4
5	Seventh Street Da	4	0.4
5	Snoad Road	4	0.4
5	Sobzac Road	4	0.4
5	Spears Well Road	4	0.4
5	Spears Well Road	4	0.4
5	Steggles Road	4	0.4
5	Stone Road	4	0.4
5	Stott Road	4	0.4
5	Taplin Road	4	0.4
5	Taylor Road	4	0.4
5	Tobiasen Road	4	0.4

Previous Class	Road Name	New Class	Priority Index
Class 4 Roads (Priority Rating 0.1 to 0.5) – Unsheeted			
5	Tobiasen Road	4	0.4
5	Udnawadloo Road	4	0.4
5	Ward Road	4	0.4
5	Warner Road	4	0.4
5	Wells Road	4	0.4
5	Willmott Road	4	0.4
Class 5 Roads (Priority Rating 0) - Tracks			
5	Rosa Terrace	5	0
2B	Nantabibbie Road	5	0
3	Appleby Road	5	0
3	Milkikan Road	5	0
4	Mckeough Road	5	0
5	Abbott Road	5	0
5	Alchin Road	5	0
5	Alex Bore Road	5	0
5	Alf Road	5	0
5	Anderson Road	5	0
5	Antuar Road	5	0
5	Appleby Road	5	0
5	Ayliffe Road	5	0
5	Bailey Road	5	0
5	Bain Road	5	0
5	Baird Road	5	0
5	Barclay Road	5	0
5	Barry Road	5	0
5	Barnard Street Th	5	0
5	Battersby Road	5	0
5	Belgala Vale Road	5	0
5	Berryman Road	5	0
5	Beth Road	5	0
5	Bills Road	5	0
5	Birmingham Road	5	0
5	Bishop Street La	5	0
5	Blind Road	5	0
5	Boehm Road La	5	0
5	Boondocks Road	5	0
5	Borowicki Street	5	0
5	Bosley Road	5	0
5	Boscence Road	5	0
5	Bowen Road	5	0
5	Brady Road	5	0
5	Breeding Street Da	5	0
5	Briggs Road	5	0

Previous Class	Road Name	New Class	Priority Index
Class 5 Roads (Priority Rating 0) - Tracks			
5	Bula Road	5	0
5	Bundeena Road	5	0
5	Burden Street Da	5	0
5	Burt Road	5	0
5	Burton Street La	5	0
5	Buttamuck Hill Road	5	0
5	Buttamuck Trig Road	5	0
5	Buzza Road	5	0
5	Byrne Road	5	0
5	Cahill Road	5	0
5	Carmody Road	5	0
5	Carpenter Road	5	0
5	Cave Road	5	0
5	Cemetery Road Th	5	0
5	Chadwick Road	5	0
5	Chartres Street	5	0
5	Cherry Road	5	0
5	Churchland Road	5	0
5	Choat Street La	5	0
5	Clancy Road	5	0
5	Clapp Road	5	0
5	Clune Road	5	0
5	Crabb Road	5	0
5	Crack Road	5	0
5	Cram Road	5	0
5	Cock Road	5	0
5	Cohen Street Da	5	0
5	Coles Road	5	0
5	Cook Road	5	0
5	Copp Road	5	0
5	Copper Mine Road	5	0
5	Coward Road	5	0
5	Cox Road	5	0
5	Cramp Road	5	0
5	Crawford Road	5	0
5	Creek Road	5	0
5	Cross Street	5	0
5	Culverston Road	5	0
5	Curry Road	5	0
5	Darley Street Th	5	0
5	Davies Road	5	0
5	Day Road	5	0
5	Deakin Road	5	0

Previous Class	Road Name	New Class	Priority Index
Class 5 Roads (Priority Rating 0) - Tracks			
5	Deb Road	5	0
5	Deed Road	5	0
5	Deep Well Road	5	0
5	Dennis Road	5	0
5	Ding Road	5	0
5	Dixon Road	5	0
5	Dollard Road	5	0
5	Donnellan Road	5	0
5	Donnellan Road	5	0
5	Doughboy Road	5	0
5	Dowdy Road	5	0
5	Drew Road	5	0
5	Drew Road	5	0
5	Drew Road	5	0
5	East Arthur Bore Road	5	0
5	East Terrace Th	5	0
5	Eddy Road	5	0
5	Edmonds Road	5	0
5	Ehrke Road	5	0
5	Eigth Street Da	5	0
5	Eldoratrilla Road	5	0
5	English Street Th	5	0
5	Evans Street Oo	5	0
5	Farrell Road	5	0
5	Faulkner Road	5	0
5	Feehan Road	5	0
5	Ferguson Road	5	0
5	Fewster Road	5	0
5	Field Road	5	0
5	Finlay Road	5	0
5	First Street Da	5	0
5	Fitzpatric Road	5	0
5	Flaherty Road	5	0
5	Fogarty Street Th	5	0
5	Foote Street	5	0
5	Fourth Street Da	5	0
5	Frost Road	5	0
5	Garner Road	5	0
5	Gay Road	5	0
5	Gerke Road	5	0
5	Gert Road	5	0
5	Giddings Road	5	0
5	Gill Road	5	0

Previous Class	Road Name	New Class	Priority Index
Class 5 Roads (Priority Rating 0) - Tracks			
5	Glenn Road	5	0
5	Government Road	5	0
5	Grant Road	5	0
5	Green Road	5	0
5	Green Road	5	0
5	Green Road	5	0
5	Green Field Road	5	0
5	Green Field Road	5	0
5	Grubb Road	5	0
5	Gruhl	5	0
5	Hall Road	5	0
5	Hams Road	5	0
5	Harding Street	5	0
5	Harris Road	5	0
5	Hass Road	5	0
5	Hatwell Road	5	0
5	Hayman Road	5	0
5	Hedley Street Th	5	0
5	Hefferan Road	5	0
5	Heithersay Street La	5	0
5	Hennessy Road	5	0
5	Hern Road	5	0
5	High Hill Road	5	0
5	High Street Na	5	0
5	Hore Road	5	0
5	Hogg Road	5	0
5	Hoffman Street La	5	0
5	Hosie Road	5	0
5	Hucks Road	5	0
5	Huddleston Road	5	0
5	Hunt Street Th	5	0
5	Inglis Road	5	0
5	James Street Oo	5	0
5	Jeffcott Road	5	0
5	Job Road	5	0
5	Jones Road	5	0
5	Johnston Road	5	0
5	Jubilee Road	5	0
5	Just Road	5	0
5	Keatley Road	5	0
5	Keays Road	5	0
5	Kelly Road	5	0
5	Kennedy Road	5	0

Previous Class	Road Name	New Class	Priority Index
Class 5 Roads (Priority Rating 0) - Tracks			
5	Kensley Road	5	0
5	Klei Road	5	0
5	Lambert Road	5	0
5	Lambing Camp Well Road	5	0
5	Landing Ground Road	5	0
5	Lawn Road	5	0
5	Lawrie Road	5	0
5	Lenartowicz Street	5	0
5	Ley Road	5	0
5	Liddy Road	5	0
5	Lillywhite Road	5	0
5	Litster Road	5	0
5	Lock Road	5	0
5	Lockyer Street	5	0
5	Longford Road	5	0
5	Lookout Dam Road	5	0
5	Lucas Road	5	0
5	Macky Dams Road	5	0
5	Mallee Dam Road	5	0
5	Markey Road	5	0
5	Maxwell Road	5	0
5	Mcauley Road	5	0
5	Mcbride Road	5	0
5	Mccouve Road	5	0
5	Mccouve Road	5	0
5	Mcgrath Road	5	0
5	Mcmahon Road	5	0
5	Mcmurtrie Road	5	0
5	Mcneil Road	5	0
5	Methuen Road	5	0
5	Miller Road	5	0
5	Milne Road	5	0
5	Milkia Road	5	0
5	Milkikan Road	5	0
5	Milkikan Road	5	0
5	Morowie Road	5	0
5	Morton Street Th	5	0
5	Mount Cone Road	5	0
5	Moy Road	5	0
5	Moyses Road	5	0
5	Mutton Road	5	0
5	Need Street Da	5	0
5	Noble Road	5	0

Previous Class	Road Name	New Class	Priority Index
Class 5 Roads (Priority Rating 0) - Tracks			
5	Nourse Street Th	5	0
5	Noonan Road	5	0
5	North East Terrace	5	0
5	North Terrace Da	5	0
5	North Whydown Road	5	0
5	Norton Road	5	0
5	Nottle Stree Da	5	0
5	O'brien Road	5	0
5	O'connell Road	5	0
5	O'doughnerty Road	5	0
5	O'reilly Road	5	0
5	Old Boolrenunga Road	5	0
5	Old Yard Road	5	0
5	Old Yard Road	5	0
5	Owens Road	5	0
5	Park Street	5	0
5	Paratoo Siding Road	5	0
5	Parkindula Road	5	0
5	Parkvilla Road	5	0
5	Parr Road	5	0
5	Pendle Road	5	0
5	Perkins Street La	5	0
5	Pfeiffer Road	5	0
5	Pine Drive Road	5	0
5	Pink Road	5	0
5	Pinley Dam Road	5	0
5	Polomka Road	5	0
5	Power Road	5	0
5	Porcupine Well Road	5	0
5	Porter Street Da	5	0
5	Potter Road	5	0
5	Pugsley Road	5	0
5	Pye Road	5	0
5	Quarry Road	5	0
5	Quintrell Road	5	0
5	Railway Terrace	5	0
5	Ralla Singh Road	5	0
5	Ralla Singh Road	5	0
5	Ralla Singh Road	5	0
5	Ralla Singh Road	5	0
5	Ralla Singh Road	5	0
5	Rawlins Street Da	5	0
5	Raymond Road Th	5	0

Previous Class	Road Name	New Class	Priority Index
Class 5 Roads (Priority Rating 0) - Tracks			
5	Renton Road	5	0
5	Reservoir Road	5	0
5	Richards Road	5	0
5	Ringwood Road	5	0
5	Rowe Street	5	0
5	Ryan Road	5	0
5	Sandland Road	5	0
5	Scharkies Road	5	0
5	Schebella Road	5	0
5	Schebella Road	5	0
5	Schulze Road	5	0
5	Scotts Road	5	0
5	Second Street Da	5	0
5	Sellars Road	5	0
5	Seventh Street Da	5	0
5	Seventh Street Da	5	0
5	Shanks Road	5	0
5	Sheehan Road	5	0
5	Shinnick Road	5	0
5	Sixth Street Da	5	0
5	Slaughter Yard Road	5	0
5	Sleep Road	5	0
5	Spring Road	5	0
5	Smart Road	5	0
5	South Terrace Th	5	0
5	South West Terrace	5	0
5	Spavin Street	5	0
5	Spears Well Road	5	0
5	Stigwood St Da	5	0
5	Stott Road	5	0
5	Stuart Street Da	5	0
5	Sullivan Street La	5	0
5	Symes Road	5	0
5	Tait Street La	5	0
5	Talbot Street Da	5	0
5	Taplin Road	5	0
5	Ted Road	5	0
5	Third Street Da	5	0
5	Thoman Road	5	0
5	Thompson Road	5	0
5	Thyer Road	5	0
5	Tiver Road	5	0
5	Tobiasen Road	5	0

Previous Class	Road Name	New Class	Priority Index
Class 5 Roads (Priority Rating 0) - Tracks			
5	Tobiasen Road	5	0
5	Tobiasen Road	5	0
5	Tobiasen Road	5	0
5	Townsend Road	5	0
5	Townsend Road	5	0
5	Trig Reserve Road	5	0
5	Trudgen Street Da	5	0
5	Tuilkilkey Road	5	0
5	Turner Road	5	0
5	Udnawadloo Road	5	0
5	Two Sisters Road	5	0
5	Victory Street	5	0
5	Virgin Road	5	0
5	Waite Road	5	0
5	Waroonee Ranges Road	5	0
5	Webb Road	5	0
5	Wehr Road	5	0
5	Wells Road	5	0
5	West Terrace Oo	5	0
5	West Terrace Th	5	0
5	Whiteford Street Th	5	0
5	Whyngoon Road	5	0
5	Wilbur Road	5	0
5	Wills Street La	5	0
5	William Dam Road	5	0
5	Williams Road	5	0
5	Wilsons Road	5	0
5	Winchester Road	5	0
5	Yates Street La	5	0
5	Young Road	5	0
5	Zenker Road	5	0
5	Drew Road	5	0