



**ATTACHMENT DOCUMENT
FOR
ORDINARY COUNCIL MEETING**

Tuesday 19th February, 2019

Greg Ingham
GENERAL MANAGER

AGENDA

- Draft Business Case Ridge Road Walgett Revision 1
- Draft Final Feasibility Study Report for Ridge Road Walgett Revision 1
- December 2018 Quarterly Budget Review Statement



BUSINESS CASE FOR SEALING THE BACK ROAD BETWEEN LIGHTNING RIDGE AND COLLARENEBRI

PREPARED FOR WALGETT SHIRE COUNCIL

By PEECE Pty Ltd

January 2019

Draft Report Revision 1

PROJECT DETAILS

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PEECE Project Manager: Peter Rufford
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Abstract

The report is the Business Case for upgrading the gravel back road between Lightning Ridge and Collarenebri. This report has been prepared for Walgett Shire Council to use with funding applications to the State and Commonwealth Governments to upgrade the road to a sealed standard.

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1. SUMMARY

The back road between Lightning Ridge and Collarenebri Road is important for the transport of agricultural products and services between the two communities that it links. It is unsealed and impassable in wet weather and unsafe in dry weather. The road needs to be upgraded to a sealed standard throughout its length to ensure the reliability of this important freight and community link.

PEECE Pty Ltd was asked by Walgett Shire Council to undertake a feasibility assessment on upgrading and sealing the road and to prepare a business case for the preferred option.

The feasibility study identified two alternative route options with the preference being to seal the existing Burranbaa Road to Angledool Road and from there to Collarenebri via Angledool Road and Ridge Road. This option captured the farm traffic north and east of Burranbaa Road wanting to access the Castlereagh Highway through Lightning Ridge and minimised the risk associated with the proximity with the Big Warrambool flood footprint. It also removed the uncertainty regarding property acquisition and the need to secure a grant for the full construction of the new link that was inherent in the other option.

The preferred option had a benefit cost ratio (BCR) of 0.96 at a real discount rate of 7% per annum.

In addition to the economic benefit, the non-economic benefits are substantial and add significantly to the merits of the project. The project has the overwhelming support of the town people of both Lightning Ridge and Collarenebri, as well as the farmers along the route. The combined economic and non-economic benefits justify the road investment.

The study shows that the project can be funded from existing Commonwealth, State and Council road programs.

Council will need to approach the Roads and Maritime Services to reclassify the Angledool Road and Burranbaa Road to a Regional Road and declassify the existing Ridge Road north of the Crossroads to a Local Road.

2. REGIONAL CONTEXT FOR THE PROJECT

2.1 Walgett Shire

Walgett Shire is in north-western NSW. Important service centres include Walgett which is the administrative centre of the shire and the main local supply base. An overview of the shire is given in Appendix A.

The shire's economy is based on agricultural activity and on tourism. Appendix B summarises the agricultural economic activity for east of Lightning Ridge whilst Appendix C summaries the growing tourist activity at Lightning Ridge.

2.2 Existing Road Network

The main access road to Lightning Ridge, the Castlereagh Highway (SH 18) runs north from Walgett to Hebel in Queensland. This road is sealed throughout its entire length.

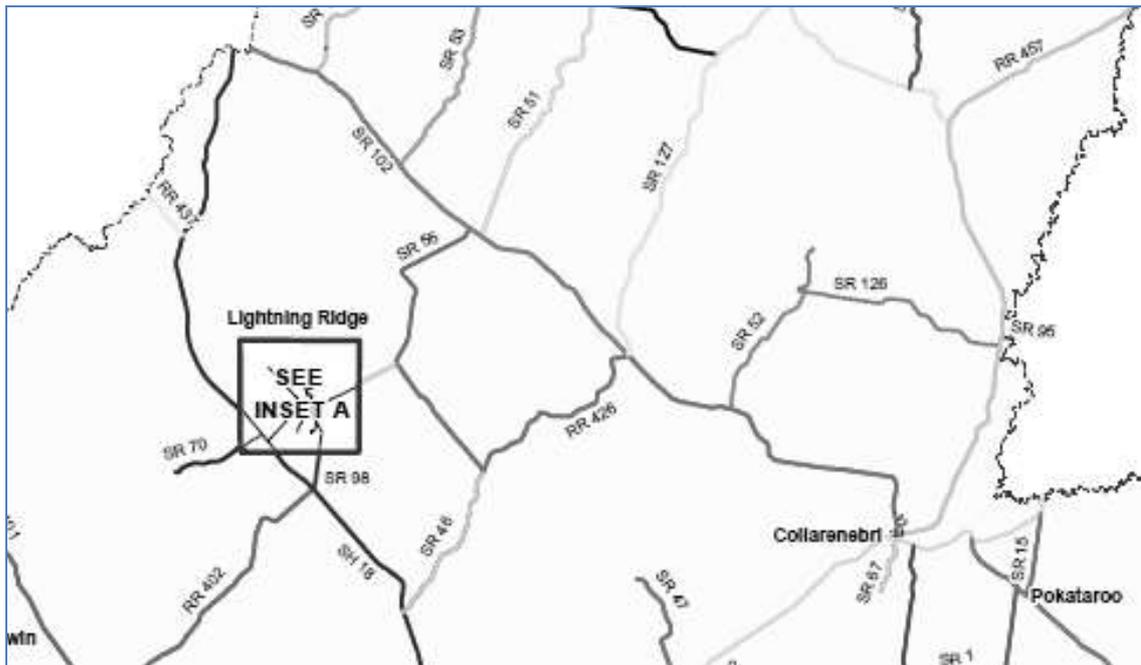
The local road network between Lightning Ridge and Collarenebri is shown in Figure 1 and includes:

- Burranbaa Road (SR 55) runs east-west from Lightning Ridge to Angledool Road. This road is unsealed throughout its length.
- Angledool Road (SR 102) runs south-east from Hebel in Queensland via Angledool to the Crossroads where it finishes at the intersection with Ridge Road. This road is essentially unsealed throughout its length.
- Ridge Road (RR 426) which runs from the Castlereagh Highway through Lightning Ridge and then south and east to the Crossroads and south-east to Collarenebri. Shermans Way is a local name for the section extending east from Lightning Ridge to past the bore baths. The section through Lightning Ridge and Shermans Way are the only sections that are sealed, apart from the approach to Collarenebri.

The state road network provides a sealed road between Lightning Ridge and Collarenebri via the Castlereagh and Gwydir Highways. This route is 41km longer than the back road between the two towns using the local road network.

The local unsealed roads in the region become impassable after rain and are frequently closed by Council when wet to protect the road surface. Road closures and their duration are unpredictable with the duration depending on rainfall and ambient temperatures, among other factors. If the region experiences a wet winter, as occurred in 2016, extended road closures occur as it takes longer for the road pavement to dry out. Some drivers attempt to use the road when it is wet which can cause considerable damage to the road pavement as well as to vehicles. It is not practical to transport grain, livestock or supplies during these periods.

Figure 1: Existing road network



Transport operators reported that considerable damage can be caused to their vehicles when travelling over sections where the surface is badly eroded and potholed. Also, when the road is very dusty it is much more difficult to avoid major potholes and washouts which can cause considerable impact damage to suspension and tyres. The dust can obscure visibility by drivers of the road condition and the travel performance of the trailers behind prime movers on articulated vehicles.

High roughness reduces travel speed significantly, which raises transport costs and causes driver fatigue. When road sections are very dusty, the safety hazard rises for oncoming and following traffic.

3. COMMUNITY SURVEY

A community survey was undertaken by Council on the Lightning Ridge and Collarenebri communities to gauge the extent of community support for sealing the gravel back road between the two towns. Their comments are summarised in Table 3.1.

Table 3.1: Summary of comments by Lightning Ridge and Collarenebri communities

Category	Employer Organisation/ company/ Location	Comment
Health service	Collarenebri Health Service	Regularly travelled to Lightning Ridge but their car vehicle policy requires them to travel on the sealed road. Sealing the back road will allow them more time in Lightning Ridge and avoid having to stay overnight for extended training sessions and meetings.
	Western NSW Health	Saw benefits for social, CWA meetings and the delivery of a range of health services to rural people.
	Health worker at the Collarenebri hospital	Resident of Lightning Ridge said she would benefit from reduced wear and tear of her vehicle.
	NSW Outback Division of General Practice	Clinicians travel from Lightning Ridge to Collarenebri providing dietetics, mental health nursing and maternal, child and infant services. A sealed road would reduce their running costs and allow them to offer more services. It would improve the accessibility to their services for both patients and clinicians.
Social service	Job Active service provider in Lightning Ridge	Uses the road to travel to Collarenebri when the weather is dry. When wet, has to travel the extra 80 kms each trip.
	Mission Australia	Would be able to offer her services more frequently with a sealed road.
	Western Aboriginal Home Care in Lightning Ridge	Travels the road twice a week. Families will be able to visit the residents in Aged Care in Collarenebri Hospital more often. People in the Ridge make trips to Moree for a range of different reasons and this road will help them.
Community service	Walgett Council	A resident of Lightning Ridge said a sealed road would assist him service the two towns and improve access to Moree, an important regional centre.
		Another employee said sealing the road would enable her to service the Collarenebri Youth Centre more than once a fortnight.
	Teacher at Lightning Ridge	A resident of Collarenebri and would benefit from reduced travel time, damage to her car and improved road safety.
	Postal service to Lightning Ridge and Collarenebri	A sealed road would reduce the wear and tear on his vehicle and enable him to service the farming community in wet weather.
Individuals	Wife	Husband travels the road twice a week and sealing the road would reduce the wear and tear on their car and the likelihood of an accident.
	House painter from Lightning Ridge	Sealing the road would reduce the cost of him getting out to properties and bring more people from the east to his town and help farmers get into and out of the town in wet weather.
	Owner of an art gallery in Lightning Ridge	Sealed road would help her business by improving access to the Ridge for tourists and for the farming community wanting to shop in wet weather.
	Aboriginal artist at	Sealed road would reduce travel time to Collarenebri by half

Category	Employer Organisation/ company/ Location	Comment
	Lightning Ridge	an hour and reduce the wear and tear on his vehicle.
	Hairdresser at Lightning Ridge	Range of services from hairdressing to gardening that could come to Collarenebri, if the road was sealed.
	Mechanical repairer in Collarenebri	Concerned that the sealed road might encourage tourists to travel direct to Lightning Ridge without breaking their trip in Collarenebri. He was of the view that it would make little or no difference and could even be negative.
Farming community	Myall	Sealed road would reduce the maintenance costs of their vehicles and improve their access to grain silos. They also said that their son's girlfriend travelled 70km each day on the road, which is at times in a dreadful state.
	Somerset	Sealed road would improve their access for the sale of their produce. They said it would make it easier to attend local events and shop in town.
	Tipperary	Saw benefit in sealing the road as they would be able to transport stock and produce in wet weather. They saw benefits to tourism in both towns.

Whilst many tourists will only travel on sealed roads, local businesses, tradesmen and residents travel regularly between the two towns on this road and would materially benefit from a shorter and safer trip.

State government medical agencies and Walgett Council are also heavily invested in the delivery of medical and community services in both Lightning Ridge and Collarenebri and use the road regularly. They would benefit from the improved access that sealing the road would provide.

The survey also captured the views of several farmers about the benefits of improved access to the sale of their produce. This is reflected in the economic analysis undertaken for the feasibility study.

4. SCOPING THE PROJECT

4.1 Two Options Considered

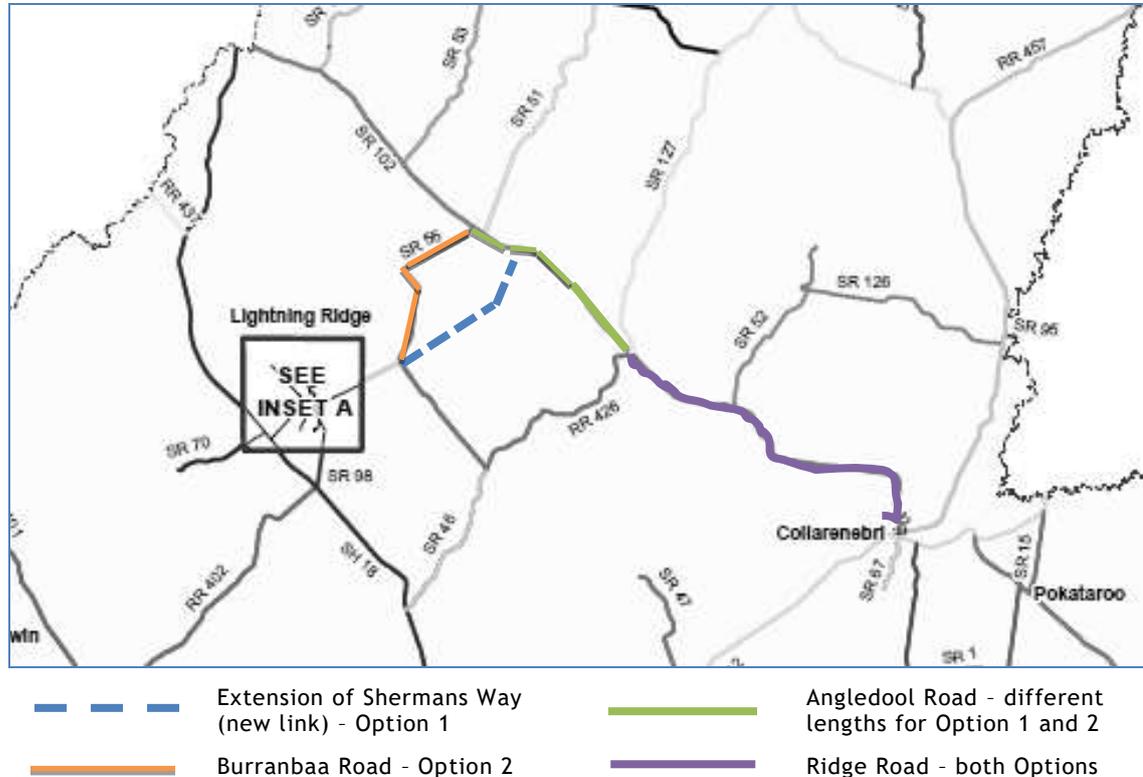
Two route options were assessed in the feasibility study¹, after two other options had been discarded. Upgrading the existing Ridge Road was discarded as the alignment was unsuitable for a sealed road. The original proposed Council route for the extension of Shermans Way to connect with Angledool Road to the south of Tipperary and Ringwood was also discarded as it would not attract sufficient traffic from the northern farms to be viable and would pose a significant risk to Council in constructing a new crossing of the Big Warrambool.

The two options are described as follows and shown in Figure 2.

- Option 1: Extend Shermans Way with a new link to Angledool Road. Follow Angledool Road (SR 102) to the Crossroads and then Ridge Road (RR 426) to Collarenebri.
- Option 2: Follow the existing Burranbaa Road (SR 55) from Shermans Way to Angledool Road. Follow Angledool Road (SR 102) and then Ridge Road (RR 426) to Collarenebri.

Option 1 involves 16.55km of new construction and 48.15km of upgrading on the existing alignment giving a total length of 64.70km, whilst Options 2 involves upgrading 69.50km of existing road.

Figure 2: Alternative routes between Lightning Ridge and Collarenebri



¹ Feasibility Study of the Ridge Road prepared by PEECE Pty Ltd for Walgett Council, January 2019

4.2 Economic Assessment

The feasibility study included a forecast of future traffic for the road, which is attached as Appendix D and an assessment of its engineering feasibility, attached as Appendix E.

An economic assessment of both options showed that Option 1 had a benefit cost ratio (BCR) of 1.02 whilst Option 2 was marginally lower at 0.96, both at a real discount rate of 7% per annum.

4.3 Risk Assessment

The risk assessment identified a number of risks for both options. However, whilst Option 1 had a marginally higher benefit cost ratio, Option 2 is preferred as it represents a lower risk to Council in terms of:

- Construction across difficult flood-prone terrain
- Issues relating to the acquisition of a road reserve for the new link
- The need to secure a large grant to complete the new link in a single year.
Council will not be able to start the new link in Option 1 until it has funding

Option 1 also requires the ongoing maintenance of the existing Burranbaa Road in addition to the new link, which adds to the cost of this option and involves an ongoing maintenance liability to Council.

The remaining two risks relevant to Option 2 are outlined in Table 4.1 and they can be reduced to a Medium Residual Rating, if treated appropriately. Overall, this option does not have any risks that cannot be managed effectively by Council.

Table 4.1: Risk assessment

Risk Cause / Trigger	Potential Consequence	Risk Treatment	Residual Rating
Cannot complete the project within the available budget	Sections of road remaining unsealed after the grant has been spent Need to request additional funding.	Ensure that design and estimate is adequate for the project Monitor expenditure on a regular basis	M
Lack of water during construction	Poor road compaction and premature pavement deformation	Establish water detention during wet weather between now and construction	M

4.4 The Project

This Business Case is based on Option 2 as the preferred route. The engineering assessment indicated that for the proposed geometric and pavement design, a unit cost of \$230,000 per km plus the cost of intersections and a causeway on Angledool Road at the Big Warrambool, was appropriate for sealing the road. The capital cost of the Project is estimated at \$16.13 million.

The regional and transport economic benefits of the Project are given in Section 5 whilst details of the economic analysis is given in Appendix F.

Potential State and Commonwealth Government funding sources for road projects in rural areas are identified in Appendix G and the proposed funding mix for the Project is presented in Section 6.

5. PROJECT BENEFITS

The Project brings two categories of benefits, namely:

- Regional benefits including farm productivity, road safety, improved access into lightning Ridge and Collarenebri, and tourism and regional development
- Transport economic benefits

Both are discussed in this chapter together with a benefits realisation table.

5.1 Regional Benefits

Farming Community

There are benefits to farmers from sealing the road, including:

- More options for transporting farm products to markets during the year or to specific centres during harvest or turnoff times. A sealed road to Collarenebri will make Merrywinebone more accessible during harvest periods for grain deliveries. The project will also strengthen links to the highway network for access to important market centres including Narrabri, Moree and Tamworth.
- Reduced delays and costs associated with transporting farm inputs due to improved accessibility following wet weather.
- Improved access during wet weather for farmers to conduct business in Lightning Ridge and Collarenebri and other business centres.
- Savings in travel time and reduced vehicle operating costs including vehicle repair costs. The average travel speed can be expected to increase to 95km/h for cars from the existing 75km/h.
- Reduced incidents of road crashes.

In areas serviced by relatively long sections of unsealed road, farmers experience problems accessing trucks for contract cartage. If these sections were sealed, more trucks would become available, putting downward pressure on freight rates.

Farm logistics are more problematic than for properties served by fully sealed roads. Farmers can be 'landlocked' for days. Scheduling deliveries of grain and livestock cannot be contracted easily. Although the wider region is well serviced by abattoirs, in Dubbo and further to the east in NSW, some of the benefits are lost for local landholders because strict delivery times cannot be guaranteed.

The changing marketing of agricultural produce has resulted in the need to access markets, when required, regardless of weather conditions. For livestock contracted for sale by delivery to abattoirs and feedlots, there can be significant financial penalties if the stock does not arrive on the required date and within a contracted live weight range. Similarly, there are time constraints for delivering grain directly from harvest and from on-farm storage.

Road safety was highlighted as a major issue for the farming community. The route is particularly rough even when dry, requiring drivers to drive with care at all times. Poor

visibility leads to a higher probability of vehicle crashes, particularly vehicle-into-rear-of-truck accidents. Dust also reduces the line of sight and passing opportunities for other vehicles. This risk increases during the harvest season.

The more people that come to Lightning Ridge the greater is the opportunity for developing tourist related activities on farms. This offers farmers the chance to diversify their incomes and supplement their cash flow during poor seasons. Examples to date include farm stays at Carinya and the development of a museum at Bando.

Lightning Ridge Community

Lightning Ridge, with its population of 2,280 (2016 census), is the regional centre for this part of the shire. Whilst access to Lightning Ridge from the south and north is well served by the Castlereagh Highway, there is no sealed access from the east, creating a major issue for those who rely on road access to essential services, such as health care and education.

Sealing the back road between Collarenebri and Lightning Ridge will reduce the sealed distance between the towns by 41km. The community survey indicated that improved access would facilitate the delivery of medical and community services in both Lightning Ridge and Collarenebri. The road is used regularly by government agencies as well as local and business interests who are inconvenienced and put at risk by the current level of service.

The tourist numbers are trending upwards and a sealed road represents an opportunity for increased tourist activity. 40% of the tourists currently come from NSW and most are from the east coast. They will be travelling north-west and will directly benefit from a shorter sealed road between Collarenebri and Lightning Ridge.

The Great Artesian Drive creates a major desire line between Moree and Lightning Ridge and this creates an opportunity for Lightning Ridge to leverage off the success of the Moree baths. This demand will only increase as increased number of grey nomads take to the roads in north-west NSW.

The community survey reflects a strong connection between Lightning Ridge and Collarenebri. These are derived from the need to deliver services and trade in both towns. State government medical agencies and Walgett Council emerged as major beneficiaries of improved access for the delivery of medical and community services in both Lightning Ridge and Collarenebri. They use the road regularly and are at risk as well as inconvenienced by the current level of service.

Collarenebri Community

The benefits of the proposal to the Lightning Ridge community are clear as the town is such an iconic tourist attraction. However, the benefits to Collarenebri are also significant and commensurate with the size of the town (population of 650 in the 2016 census). Collarenebri was one of four towns acknowledged as adversely affected by the Commonwealth water buy-back scheme and the town needs economic activity to maintain its sustainability.

Collarenebri has a number of positive features that need to be explored. They hinge around the town being the gateway to the Walgett region that needs to be marketed

to the tourist industry and particularly grey nomads. It has a sealed road south to Narrabri, east to Moree and west to Walgett and Bourke. The Gundablouie Road to the north-east connects to Mungindi is being progressively upgraded to a sealed standard.

The road to Lightning Ridge and Hebel (in Queensland) is the weak link as it is almost completely unsealed. The sealing of this road will establish Collarenebri as a gateway for grey nomads which in turn will encourage them to stay a night or buy provisions in the town.

Plans are afoot to sink a bore that will improve the water supply to the town and establish a bore bath to supplement the existing network of bore baths at Moree, Lightning Ridge, Walgett, Burren Junction and Pilliga. This will provide the grey nomads another reason to stop at Collarenebri.

Whilst undoubtedly investment in local businesses such as the abattoir (now in receivership) would help the local economy, sealing the back road to Lightning Ridge is a practical and logical step in the right direction for the town.

5.2 Transport Economic Benefits

Introduction

A cost benefit analysis was conducted on the Project as part of the feasibility study. The road sections requiring upgrading are formed gravel that become impassable after rain and hazardous in dry periods, if they are not graded properly. For extended periods during the year, the unsealed sections become very rough and dusty which increases the vehicle user costs. Travelling on these road sections is slow and hazardous, for most of the year, also due to the rough and dusty surface.

Cost Benefit Analysis

The results of the cost benefit analysis are summarised in Tables 5.1. Further detail is provided in Appendix F. The analysis was also performed for a discount rate of 10%, but is not reported as it is not appropriate to the business case.

The evaluation shows that the Benefit Cost Ratio (BCR) for the Project was estimated at 0.96, which shows the economic costs of construction is marginally less than the economic benefits when a real discount rate of 7% per annum is applied.

Table 5.1: Results of Cost Benefit Analysis

Discount rate	7% p.a.	4% p.a.
PV Cost \$'m	\$13.75	\$14.45
PV Benefit \$'m	\$13.18	\$21.49
NPV \$'m	-\$0.57	\$7.04
BCR	0.96	1.49
NPVI	-0.04	0.47

5.3 Benefits Realisation

The benefits from the project are outlined in Table 5.2. This table aligns the benefits with the long-term objectives and provides targets for Council to monitor over the five years following the completion of the project.

Table 5.2: Benefits Realisation

PROJECT OBJECTIVE	EXPECTED PROJECT BENEFITS	LONG-TERM OBJECTIVES	TARGETS
Primary Objectives			
Provide savings in travel time and vehicle operating costs between Lightning Ridge and Collarenebri	Improved flood immunity Smoother and safer road surface Increased tourist visits Improved strategic connection in remote NSW	Support economic growth and productivity Improve livability	Increase average travel speed to 95 km/h within 12 months of completion
Improve road safety	Reduced number of crashes causing personal and property damage Improved surface and surface delineation	Improve safety and security	Reduce the number of crashes to less than 2 per annum
Support families and communities in remote areas	Increased number of days that remote communities can access their local town for medical services, shopping and social interaction	Support regional development Reduce social disadvantage Improve livability	Reduce the number of road closures to less than an average of 3 per annum
Promote regional development in rural communities	Commercial opportunities from increased tourist activity Increased number of local and tourist visits to Lightning Ridge	Improve livability	Increase tourist traffic volumes by 40% over 5 years
Secondary Objectives			
Improve environmental outcomes	Improved air and water quality Reduced consumption of gravel resources	Improve livability	Reduce the consumption of gravel in the region by 10% over 5 years

6. PROJECT FUNDING

Upgrading the entire length of the Lightning Ridge to Collarenebri Road to a sealed standard would cost an estimated \$16.13 million for the Project. It is proposed that the program be funded by the three levels of government as shown in Table 6.1.

Table 6.1: Proposed Funding Sources

Source	Funding ('000)			
	Commonwealth	State	Council	Total
Lightning Ridge to Collarenebri Road	\$4,840	\$9,680	\$1,610	\$16,130
Per cent of total	30%	60%	10%	

\$4.84 million (30%) of the project could be funded from the Commonwealth Heavy Vehicle Safety and Productivity Program, with \$9.68 million (60%) funded by the State Government through the Fixing Country Roads and REPAIR Programs.

Council would match the REPAIR program allocation dollar for dollar and allocate sufficient funds from its own resources to fund \$1.61 million (10%).

APPENDIX A – WALGETT SHIRE

Walgett Shire is located in north-west NSW. Important service centres include Walgett which is the administrative centre of the shire and the main local supply base. In the wider region, Moree and Narrabri to the east and Dubbo to the south are important regional service centres. The shire is approximately 2.2 million ha in area, and abuts the Queensland border to the north.

Agriculture is the largest industry. ABS statistics show that in 2011 the industry employed approximately 29% of the total workforce of 2,317 employed persons. Later statistics show that in 2014, there were 680 businesses in the shire of which 302 businesses were in the agricultural sector.

During average to good rainfall years, cropping is the dominant sub-sector in terms of annual tonnage produced and production value for the local economy. The ABS 2010-11 Agricultural Census showed that 26% of the total shire area or 580,521 ha was cultivated for cropping, which produced 1.05 million tonnes (mt) of saleable product, comprising 0.806 mt of cereal grains, 0.107 mt of seed cotton, and 0.130 mt of non-cereal crop product. The total value of crop production was \$309.7 million.

Sheep and cattle grazing is conducted much more extensively, covering about 1.3 million ha or 56% of the total land area. Nevertheless, in the 2010-11 agricultural census period, livestock stocking rates were low. The cattle herd was 84,278 head (or 1 head to 15ha) and the sheep flock, 518,874 head (1 head per 1.9ha). The total value of livestock production in 2010-11 was \$47.6 million. Since then, livestock numbers may have increased due to improving prices, although 2013 and 2015 were very dry years.

Rainfall is a key driver of agricultural production in the shire as most cultivation is for dryland cropping, accounting for more than 90% of total crop production. In the sub region under study, in the north eastern part of the Shire, only dryland cropping occurs on a sustainable basis.

Annual rainfall figures are shown in Table A.1 for monitoring stations located at Walgett Airport and the Lightning Ridge Visitor Centre (VIC) from 2006 to 2017. However, Lightning Ridge has a marginally more variable rainfall with a wider gap between minimum and maximum annual rainfall and a higher standard deviation.

Because of variable climate conditions, agricultural productivity changes substantially from year to year. During years when production is relatively high, farmers can even-out losses from poor years. Consequently, there is a strategic economic benefit of providing road infrastructure fit for purpose for the haulage of farm product and supplies during higher than average peak years. Also, in drought years, the loss of grain production can be largely offset by back haulage of feed grain and fodder for stock. In areas, which are serviced more uniformly by irrigation, such factors may be less critical for sustaining long term viability of farming areas.

Table A.1: Annual rainfall – Walgett Airport and Lightning Ridge VIC

Year	mm	Variation (mm)	Year	mm	Variation (mm)
Walgett Airport			Lightning Ridge Information Centre		
2006	243.0	-212.4	2006	283.4	-172.0
2007	561.8	106.4	2007	503.3	47.9
2008	436.6	-18.8	2008	464.9	9.5
2009	569.8	114.4	2009	514.8	59.4
2010	815.2	359.8	2010	847.0	391.6
2011	382.2	-73.2	2011	452.9	-2.5
2012	508.0	52.6	2012	646.6	191.2
2013	248.4	-207.0	2013	186.6	-268.8
2014	437.5	-17.9	2014	246.8	-208.6
2015	340.8	-114.6	2015	358.8	-96.6
2016	607.8	152.4	2016	668.6	213.2
2017	314.0	-141.4	2017	322.5	-132.9
Average	455.4		Average	458.0	
Minimum	243.0		Minimum	186.6	
Maximum	815.2		Maximum	847.0	
SD	167.1		SD	193.9	

Source: Commonwealth of Australia, Bureau of Meteorology, 2016

APPENDIX B – AGRICULTURAL ECONOMIC ACTIVITY

The Project services a large farming catchment between Lightning Ridge and Collarenebri. The total farming area whose product would flow onto parts of the proposed road is approximately 266,000 ha and is serviced by a local gazetted road network of some 280 km. Consistent with trends elsewhere in western rural areas, farms have been aggregated to a large degree to achieve economies of scale. Research showed there were 66 separately named properties in the catchment operated by some 36 operating farm units. Due to aggregation, the resident rural population is relatively low at some 70 adults and 8 resident children. Other children are at boarding schools or live away outside this area.

Farm production statistics were estimated from surveys and discussions with farm proprietors, and primary research. Satellite imagery was analysed to measure farm areas, and to identify and measure cultivation areas, which were then amended where possible by individual farm data.

Based on this research, which is presented in Table B.1, it was estimated that the catchment trades an average of some 86,000 tonnes annually of crop and livestock products, valued at \$52.2 million per annum in 2018 dollars. Crop production has the largest impact on freight movements, accounting for about 49,000 tonnes per annum. Livestock production generates a further 8,000 tonnes per annum.

Farm activity and trading generate about 81 light vehicle movements per day and a further 7 heavy vehicle movements per day in the local road network .

Properties in the catchment can be broadly grouped into three sub-areas serviced by the following parts of the road network:

- Northern area – Springs Road, Koomoolah Road, Fabians Lane (north west), Millencowbah Road, and Burranbaa Road;
- Central area – Boora Road, Fabians Lane (south east) and Ridge Road to the west of the intersection of Angledool and Ridge Roads;
- Southern area – Ridge Road, Willis Road and northern sections of Turtles Road.

Light vehicle trips in the northern and central parts of the catchment are more oriented toward Lightning Ridge than Collarenebri and Walgett. In southern parts of the catchment there is a stronger orientation toward Collarenebri and further to the south and east. Wheat and barley are primarily hauled to Walgett and Merrywinebone receival depots during harvest periods, while chick peas are hauled primarily to Narrabri container packers. As on-farm storage increases for grains and pulses there will be greater scope to selectively transport product to different centres to maximise market returns outside harvest periods which would have a greater smoothing impact on heavy traffic flows and reduce system peaks.

Livestock production in the catchment is primarily focused on wool production supplemented by cattle breeding and fattening. There are a small number of specialist fat lamb producers as well as sole cattle enterprises and one cattle feedlot was identified. Most of the wool and sheep are transported to Dubbo and other centres via the Castlereagh Highway. Fat cattle are sold on a regular basis at centres such as Tamworth and Moree.

In the northern and central parts of the catchment transport of livestock products would generally use east-west linkages to the Castlereagh Highway along Burranbaa Road and northern sections of Ridge Road, while transport in the southern part of the area would be more likely to travel south on Ridge Road to connect with the Gwydir Highway at Collarenebri.

Table B.1: Economic activity of farms serviced by the Lightning Ridge to Collarenebri Road

Properties	Number
Separate named properties	66
Operating farm units (OFUs)	36
Existing Shire roads servicing properties in catchment	km
Shire road length	280
Light vehicle (LV) movements	Number
LV one-way trips per week	285
Average 2-way LV movements per day	81
Average 2-way LV movements per OFU per day	1.2
Resident Population (family and staff on farm)	Number
Adults	70
Children	8
Total	78
Adults per OFU	1.9
Farm production areas	Area (ha)
Cropping	30,000 (11%)
Grazing	236,000
Total	266,000
Farm production values	Average value of production \$million p.a.
Cropping	\$25.5
Livestock	\$33.8
Total	\$52.2
Farm trade production volumes	K tonnes p.a.
Cropping	49.2
Grazing	8.4
Total	57.6
Road haulage of farm product	Two-way vehicle movements (ADT)
Crop products (HPVs 52 t per load)	5.2
Livestock products (semi-trailers 25t per load)	1.8
Total HV movements per day	7.0

APPENDIX C – TOURIST ACTIVITY

Lightning Ridge is significant centre for tourist activity. The Tourist Information Centre has recorded a steady growth since 2013 as shown in Figure 3. The number of visitors flat-lined following the GFC but has accelerated significantly over the last few year reaching a peak of 49,662 visitors in 2017. This year, 2018, looks as if it will match or possibly exceed the record numbers in 2017. The annual growth is shown in Figure 4.

Figure 3: No of visitors to the Visitor Information Centre

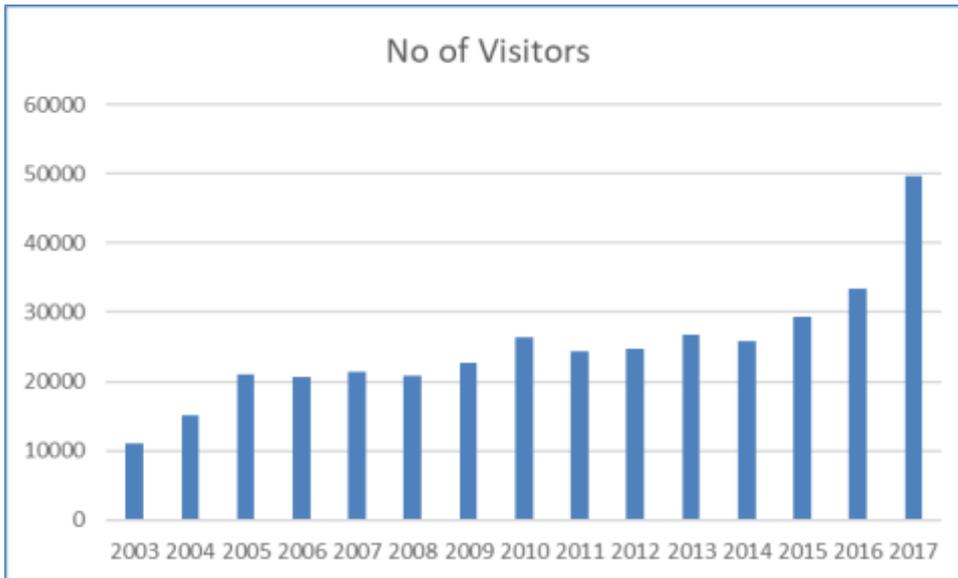
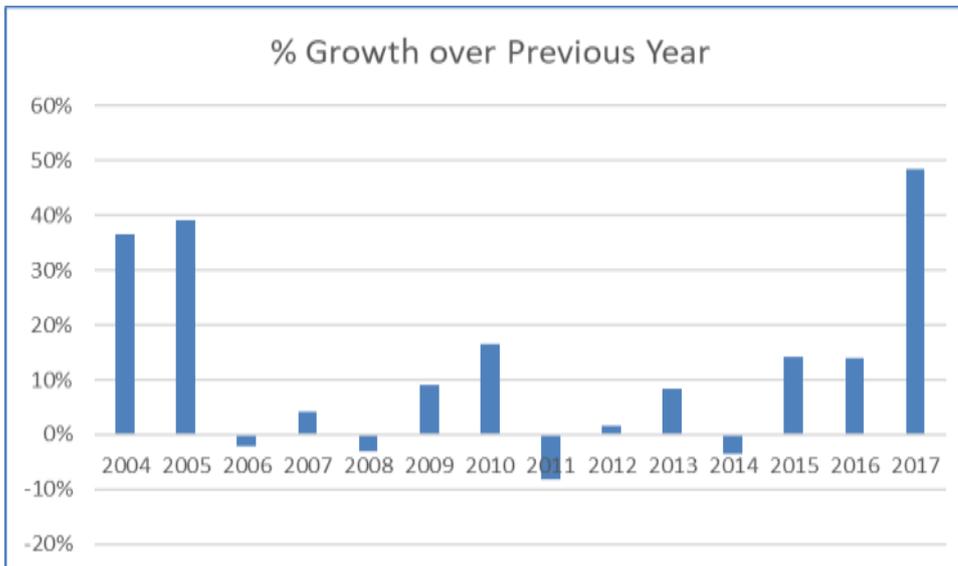


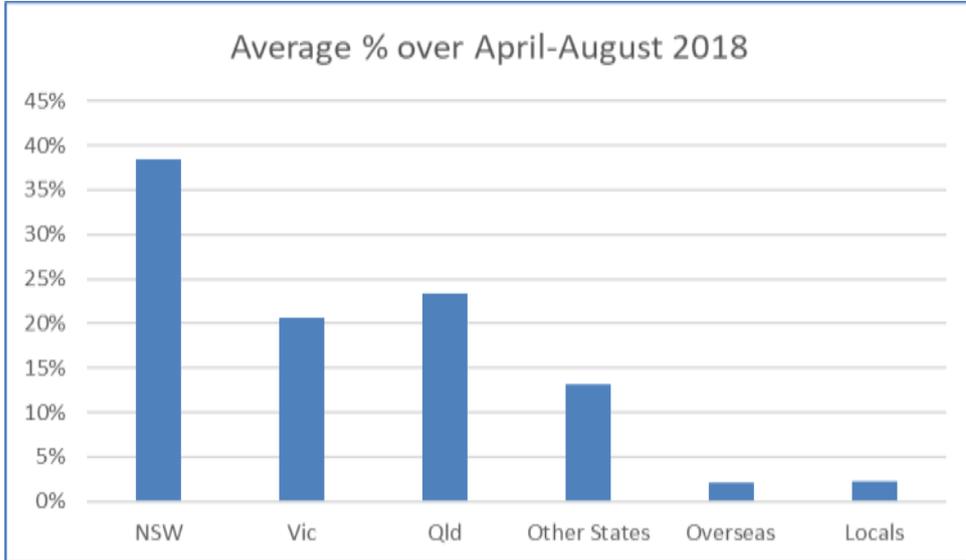
Figure 4: Growth in visitors to the Visitor Information Centre



The Visitor Information Centre provided a list of 28 attractions for visitors to Lightning Ridge ranging from art galleries, a historical museum, opal mines, an opal centre and an artesian bore bath. A number of these attractions are linked through a Yellow Car Door self-guided tour.

The visitors come from all State and Territories in Australia as well as from overseas. The average percentage by origin over the April-August 2018 period is shown in Figure 5. 83% of the visitors are from NSW, Victoria and Queensland but all of them travel to Lightning Ridge by road.

Figure 5: Origin of visitors to the Visitor Information Centre



A feature of the region is the number of bore baths that attract a significant number of visitors each year. They are located in Figure 6 and include Moree, Lightning Ridge, Mungindi, Walgett, Burren Junction and Pilliga. These are marketed as the Great Artesian Drive². There is a strong link for tourists between the baths at Moree and Lightning Ridge.

Figure 6: Location of bore baths in the region



² www.greatartesiandrive.com.au

APPENDIX D – TRAFFIC ASSESSMENT

Current Traffic

Traffic data for the Lightning Ridge to Collarenebri Road is limited to counts on the sealed outskirts of both Lightning Ridge and Collarenebri for 13 weeks in March to May, 2015. These counts are summarised in Table D.1.

Table D.1: Actual traffic counts, vehicles per day

Location	Light Vehicles	Heavy Vehicles	High Productivity Vehicles	Total
Lightning Ridge end of seal	78	7	1	86
Collarenebri start of seal	32	8	1	41

The traffic counts do not reflect the peak traffic during the harvest period between November and January each year, or the peak tourist activity during the winter months. Adjustment needs to be made to the traffic at the end of the seal at Lightning Ridge as it does not accurately reflect the traffic heading to Collarenebri.

There could be expected to be an increase in all vehicle classes due to the harvest later in the year and for tourist related traffic over the winter months.

The traffic volumes used in the economic assessment for the base case of the two options are shown in Table D.2. The assumptions regarding the breakdown of the traffic into vehicle classes are detailed in Section 7 – Economic Assessment.

Table D.2: Estimated traffic counts for the base case, vehicles per day

Location	Light Vehicles	Heavy Vehicles	High Productivity Vehicles	Total
Shermans Way	81	11	4	96
Burransbaa Road	57	8	3	67
Angeldool Road	42	6	2	50
Ridge Road South of Crossroads	38	14	7	59

Traffic Diversion and Growth

If the entire length between Lightning Ridge and Collarenebri were sealed, the road would become an important connecting link between the two towns, as well as a connection between the Castlereagh Highway at Hebel in Queensland and Collarenebri on the Gwydir Highway in NSW. These improvements would benefit the intermediate and longer haul road freight industry and longer distance light vehicle travellers.

Development of on-farm storage has given farmers greater flexibility for selling grain at times and destinations most advantageous for achieving higher prices (net of transport costs). More distant delivery points include Wee Waa, Narrabri, and the Newcastle Port. Once the road is fully sealed, more heavy vehicle traffic would remain on the Angeldool Road instead of diverting to the sealed Castlereagh Highway.

Currently, the Lightning Ridge to Collarenebri Road has little long-term average growth as it is used predominantly to service properties linked to it. If the road was fully

sealed, traffic counts could be expected to converge along its length, as the road becomes more attractive as a long-distance corridor as opposed to a series of 'local road' links for properties adjacent to it.

Following sealing the road, there would be an initial uplift in light vehicles due to the diversion of traffic from the Castlereagh Highway to the route. The initial uplift could be as much as 20% for light vehicles and 10% for heavy vehicles in the first year, which would taper down in later years following completion of the project.

Light traffic would then grow at a rate trending with the tourist activity in Lightning Ridge. It could be expected that heavy vehicle growth could increase above the rate normally assumed for remote rural areas due to the increased productivity due to the conversion of leased to freehold title.

Based on a 3 year construction period and the growth assumed for the analysis, the traffic is expected to grow by 90% over 10 years across the network from completion of the project.

APPENDIX E – ENGINEERING ASSESSMENT

Drainage Structures

The existing route along both Burranbaa Road and Angledool Road are formed surface with gravelled floodways. They have been gravelled although the gravel has been worn through and mixed with black soil in some parts. These three roads are reasonably well drained, with frequent floodways, with the exception of Angledool Road at the Big Warrambool, where there is a single lane 30m bridge standing 2m above surface level. This crossing has a history of flooding.

It is not proposed to replace the single lane bridge on Angledool Road at this stage, rather to build a causeway at ground level, which can be used most of the time. When the Big Warrambool floods, traffic can use the bridge with care.



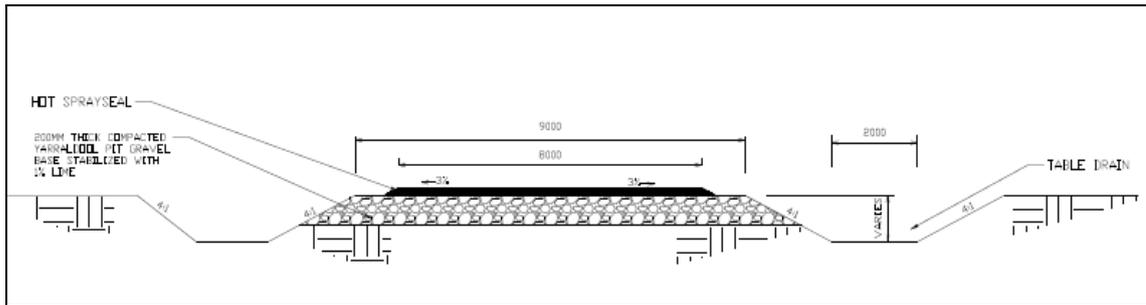
Pavement Design

Council are proposing a cross-section shown in Figure 7 for the entire length of the route. This involves a 200mm thick pavement layer comprising a local gravel stabilised with 1% lime on top of a raised formation. This is a good design particularly with deep table drains on either side of the raised road formation.

The 9m formation width with an 8m seal is consistent with that required for road construction over black soil. The seal width allows for a 0.5m sealed shoulder on either side minimising the ongoing maintenance costs and the whole of life costs.

The unit cost of road construction is estimated at \$230,000 per km for upgrading Burranbaa Road, Angledool Road and Ridge Road. The intersection costs and the cost of a causeway at the Big Warrambool on Angledool Road need to be added to the road cost. Sealing the short section of the existing gravelled Shermans Way is estimated at \$180,000 per km plus the cost of the intersection.

Figure 7: Proposed Cross-section



Estimate of Cost

The Project is estimated to cost \$16.13 million based on 69.5km of existing road upgrading, as outlined in Table E.1.

Table E.1: Estimate of cost

Sect No	Location	Length, km	Roadway	Causeway	Inter-section	Total Cost
1	Shermans Way - Unsealed road	1.0	\$180,000	\$0	\$20,000	\$200,000
2	Burranbaa Road - Unsealed road from Shermans Way to Angledool Road	18.0	\$4,140,000	\$0	\$20,000	\$4,160,000
3	Angledool Road - Unsealed road from Burranbaa Road to the Crossroads	20.5	\$4,715,000	\$125,000	\$30,000	\$4,870,000
4	Ridge Road - Unsealed road from the Crossroads to the start of seal 6.2km north of Collarenebri	30.0	\$6,900,000	\$0	\$0	\$6,900,000
	Total	69.50				\$16,130,000

APPENDIX F – ECONOMIC ANALYSIS

Cost Benefit Analysis

Economic cost benefit analyses were undertaken by applying Transport for NSW (TfNSW) methodology and drawing parameter values from Austroads for unsealed roads and TfNSW for sealed roads. Transport benefits were derived by comparing vehicle time, operating and safety costs with and without the upgrading options. These road user costs are reduced when roads are upgraded to a higher operating standard and these savings are compared with the capital cost of each option plus any increase in routine maintenance resulting from the project.

A residual value of 30% of capital costs was incorporated to allow for the remaining values for the road formation and drainage works at the end of the 30-year economic operating period of the project.

The underlying assumptions of the analysis are set out in Tables F.1 to F.2.

Table F.1: General assumptions

Parameters:	The Project
	Via Burrumbaa Road
Length (km) pre-improvement (1)	69.5
Length (km)* post-improvement	69.5
Net reduction in travel distance (km)	0
Estimated capital cost \$m	\$16.130
Road maintenance cost per km per annum:	
Base case	\$4,600
Project case	\$5,600
Road maintenance length: Base Case (km)	69.4
Road maintenance length: Project Case (km)	69.4
Net savings p.a \$'000	\$27.76
Benefits to commence in:	Year 4
Project life (incl construction period)	33 years
Residual value at end of project life	30%
Period of construction	3 years
S curve for construction cost	
Year 0	2%
Year 1	18%
Year 2	50%
Year 3	30%
Real discount rate % p.a.	7% (4% & 10%)
Long distance tourist traffic between Collarenebri and Lightning Ridge via Walgett Junction	LV private only 20 vpd; 1.5% p.a. growth
Distance (base case)	122.3 km
Distance (project case)	69.5 km
Average safe free speed kph base and project case	95 kph
Other traffic in the network between Lightning Ridge and Collarenebri	See Table F.2

Parameters:	The Project
	Via Burranbaa Road
Traffic growth rate (background) % p.a.	LV 1.5%; HV 1%
Generated traffic	LV 12% Yrs 5-9; HV 10% Yr4
Followed by average growth % p.a. of:	LV 3%; HV 1.5%
Safe free speed kph:	
Base case:	
Light vehicles	75
Heavy vehicles	65
Project case	
Light vehicles	95
Heavy vehicles	90

(1) For Option 1, weighted average using assigned traffic from Burranbaa and North Ridge Road

Table F.2: Specific assumptions

Sections	Shermans Way	Burranbaa Road	Angledool Road	Ridge Road
Length requiring improvement (km)	1.0	18.0	20.5	30.0
Capital cost of proposed works \$ m	\$0.20	\$4.16	\$4.87	\$7.20
Construction period (years)	3	3	3	3
Year when fully operational	Year 4	Year 4	Year 4	Year 4
Existing pavement type	Unsealed	Unsealed	Unsealed	Unsealed
Seal width pre-treatment (m)	N/A	N/A	N/A	N/A
Seal width post-treatment (m)	8	8	8	8
Terrain-pre and post treatment	Flat	Flat	Flat	Flat
Curvature-pre and post treatment	Straight	Straight	Straight	Straight
Long distance tourist traffic between Collarenebri and Lightning Ridge via Walgett Junction				
Vehicles per day vpd (Year 0)	LV 20	LV 20	LV 20	LV 20
Private car	100%	100%	100%	100%
Other traffic in the network between Lightning Ridge and Collarenebri				
Vehicles per day vpd (Year 0)	96	67	50	54
% HV and RT	16%	16%	21%	35%
Traffic composition				
Private car	61%	61%	59%	47%
Business car	9%	9%	8%	7%
Light commercial vehicle (LCV)	15%	15%	15%	12%
Heavy commercial	11%	11%	13%	24%
Road Train	4%	4%	5%	11%
Total	100%	100%	100%	100%

There are very few reported accidents on the road and as is common in this type of analysis, state-wide values are used to estimate the economic safety benefits arising from the project. The economic value of crashes and the assumed crash rates are shown in Table F.3 and F.4.

Table F.3: Crash cost parameters: rural \$'000 per crash

Crash Severity	Cost per Crash
Fatal	\$8,159.90
Injury	\$340.70
Property damage only	\$10.40

Table F.4: NSW average crash rates (crashes per 100MVKT)

	Base Case	Project
Standard	Gravel >= 4.5 m	Sealed 7.61 - 8.2 m
Fatal	1.75	1.06
Injury	33.25	20.19
Property damage	91	30.75
Total	126	52

The economic analysis identified the following benefits summarised in Tables F.5 – F.8, from the Project. They are presented by the type of benefit and by whether they accrue from the base traffic or are generated as result of the Project.

Table F.5 Summary of benefit present values: \$'million

	Base Case	Project Case	
		4%	7%
Discount rate:			
Savings in Travel Time	N/A	\$7.308	\$4.578
Vehicle Operating Cost Savings	N/A	\$7.087	\$4.500
Savings in Crash Costs	N/A	\$5.769	\$3.581
Other (Residual value)	N/A	\$1.326	\$0.519
Total	N/A	\$21.491	\$13.178

* Savings estimates incorporate traffic generation benefits

Table F.6: Travel Time Savings (\$'million, present value)

	Base Case	Project case	Savings	Base Case	Project case	Savings
Discount rate:	4%			7%		
Background	\$20.659	\$14.784	\$5.875	\$13.258	\$9.488	\$3.770
Generated	N/A	N/A	\$1.433	N/A	N/A	\$0.808
Total	N/A	N/A	\$7.308	N/A	N/A	\$4.578

* Savings estimates incorporate traffic generation benefits

Table F.7: VOC Savings (\$'million, present value)

	Base Case	Project case	Savings	Base Case	Project case	Savings
Discount rate:	4%			7%		
Background	\$25.672	\$19.323	\$6.348	\$16.502	\$12.423	\$4.078
Generated	N/A	N/A	\$0.739	N/A	N/A	\$0.421
Total	N/A	N/A	\$7.087	N/A	N/A	\$4.500

* Savings estimates incorporate traffic generation benefits

Table F.8: Crash Cost Savings (\$'million, present value)

	Base Case	Project case	Savings	Base Case	Project case	Savings
Discount rate:	4%			7%		
Background	\$10.402	\$6.129	\$4.273	\$6.670	\$3.930	\$2.740
Generated	N/A	N/A	\$1.496	N/A	N/A	\$0.841
Total	N/A	N/A	\$5.769	N/A	N/A	\$3.581

* Savings estimates incorporate traffic generation benefits

Sensitivity Testing

The project was subjected to sensitivity testing to test for adverse and favourable changes in capital costs and benefits. The results are set out in Table F.9 for a discount rate of 7% per annum.

Table F.9: Results of Sensitivity Analysis

Discount Rate: 7% p.a.	BCR	NPV	NPVI
No change in parameter values	0.96	-\$0.57	-0.04
Capital Cost Estimate +40%	0.68	-\$6.07	-0.32
Capital Cost Estimate +20%	0.80	-\$3.32	-0.20
Capital Cost Estimate -20%	1.20	\$2.18	0.20
Benefits Estimate +20%	1.15	\$2.07	0.15
Benefits Estimate -20%	0.77	-\$3.21	-0.23
Benefits Estimate-40%	0.58	-\$5.84	-0.42

APPENDIX G – FUNDING SOURCES

There are several funding sources for upgrading the route from the three levels of government. They are:

- Commonwealth Government – Black Spot Program, Heavy Vehicle Safety and Productivity Program and Bridges Renewal Program;
- State Government – Block Grant and REPAIR Program, and Fixing Country Roads Program; and
- Council sources – Commonwealth’s Roads to Recovery allocation (R2R), the dedicated roads component of the Commonwealth Financial Assistance Grants (FAGs) and Council’s own rate revenue.

The Commonwealth Roads to Recovery Program supports maintenance of the nation’s local road infrastructure asset, which facilitates greater access for Australians and improved safety, economic and social outcomes. Under the *National Land Transport Act 2014*, the Roads to Recovery Program does not now contain a sunset clause. This means that no new legislation will be required for the Commonwealth to continue with the program. The Roads to Recovery allocations are based on the recommendations of the Grants Commissions in each state.

The Commonwealth Financial Assistance Grants (FAGs) consist of two components:

- a general-purpose component which is distributed between the states and territories according to population (i.e. on a per capita basis), and
- an identified roads component which is distributed between the states and territories according to fixed historical shares.

Both components of the grant are untied, allowing councils to spend the grants according to local priorities. They are both distributed through the NSW Grants Commission. The Commonwealth’s Road to Recovery (R2R) allocation is also based on a formula similar to that developed by the NSW Grants Commission but funding is made directly to Councils and not through the State Government.

The R2R and the identified roads component of the FAGs are Commonwealth grants to Councils for local roads. They are a guaranteed source of funding and are effectively a Council source of funds.

The Commonwealth has three dedicated road programs, namely a Black Spot Program, a Heavy Vehicle Safety and Productivity Program, and a Bridges Renewal Program, whose aims are as follows:

- The Black Spot Program funds safety upgrades such as roundabouts, crash barriers and street lights at road sites where crashes are occurring.
- The Heavy Vehicle Safety and Productivity Program aims at increasing the productivity and safety of heavy vehicles by funding infrastructure projects such as rest stops, parking bays, upgrading the capacity of roads, and applying technology aimed at improving productivity, to further improve safety and productivity of heavy vehicle operations.

- The Bridges Renewal Program upgrades and repairs bridges to enhance access for local communities and facilitate higher productivity vehicle access.

Whilst Council has not applied for grants from the first two programs, it has been successful recently in attracting funding from the Bridges Renewal Program for the replacement of three bridges.

The Block Grant and REPAIR Program are State funding sources aimed at assisting Councils with the maintenance and upgrading of State declared regional roads. This contrasts with the Commonwealth R2R funding which is primarily aimed at local roads although at Council's discretion can be allocated to regional roads.

The Block Grant is distributed to each Council on a formula basis and is untied for use at Council's discretion. The REPAIR Program is a complementary program targeting specific projects. The funding is allocated to projects prioritised using selection criteria developed by Regional Consultative Committees comprising both the RMS and Councils in the region. Councils are required to match the RMS funding.

The REPAIR funding for each region is allocated on the same funding split as the Regional Roads Block Grant Program. The amount available for enhancement works is limited to 30 per cent of the annual REPAIR allocation for each RMS region.

Councils may use any funds they deem appropriate to make up their 50 per cent contribution, excluding other REPAIR allocations. To maximise the funds being applied to Regional Roads, Councils are encouraged to use funds from sources other than the Regional Roads Block Grant Program and other RMS programs.

The State Government's Fixing Country Roads Program provides an additional State funding for country roads and focuses on better connecting local and regional roads to state highways and key freight hubs such as silos, sale yards, rail heads, super market distribution centres, industrial parks and depots to make it easier to move regional freight from paddock to port.

By getting trucks to key freight hubs (including grain rail heads) more efficiently, the program helps take pressure off council-owned roads and therefore reduce 'wear and tear' on these assets. The program has been designed to complement several historic rail freight funding initiatives, including upgrading rail sidings throughout country NSW. Council has been successful in attracting funding from this State source for several projects over recent years.

The 2015/16 to 2017/18 funding allocations to Walgett Shire Council from the R2R, FAGs Roads Component, State Block Grant, REPAIR and Fixing Country Roads Programs are shown in Table G.1.

Table G.1: Current annual road funding levels ('000)

Year	Commonwealth		State Sources		
	R2R Funding	FAG Roads Component	Block Grant	REPAIR	Fixing Country Roads
2015/16	\$2,486	\$1,846	\$2,304	\$400	\$1,935
2016/17	\$2,008	\$1,832	\$2,314	\$400	\$1,200
2017/18	\$1,740			\$400	



SEALING THE BACK ROAD BETWEEN LIGHTNING RIDGE AND COLLARENEBRI

FEASIBILITY STUDY

PREPARED FOR WALGETT SHIRE COUNCIL

By PEECE Pty Ltd

January 2019

Draft Final Report Revision 1

PROJECT DETAILS

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Name of Project: Feasibility Study for Sealing the Back Road between Lightning Ridge and Collarenebri
PEECE Project Manager: Peter Rufford
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Abstract

The report looks at the engineering, economic and financial feasibility of upgrading the gravel back road between Lightning Ridge and Collarenebri. This report has been prepared for Walgett Shire Council to recommend a preferred route for funding applications to the State and Commonwealth Governments to upgrade the road to a sealed standard.

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SUMMARY

The back road between Lightning Ridge and Collarenebri Road is important for the transport of agricultural products and services between the two communities that it links. It is unsealed and impassable in wet weather and unsafe in dry weather. The road needs to be upgraded to a sealed standard throughout its length to ensure the reliability of this important freight and community link. PEECE Pty Ltd was asked by Walgett Shire Council to undertake a feasibility assessment on upgrading and sealing the road.

The feasibility assessment identified two alternative options for the route. Option 1 involved constructing a new link extending Shermans Way to connect with Angledool Road to the north of the Big Warrambool and then following Angledool Road and Ridge Road south to Collarenebri.

Option 2 on the other hand utilised the existing alignment of the Burranbaa Road to connect with the Angledool Road before following Angledool Road and Ridge Road to Collarenebri. Whilst Option 2 was 4.8km longer, it was much the same cost as Option 1 due to the lower unit cost of upgrading Burranbaa on the existing alignment.

Both options were selected so as to capture the farm traffic north and east of Burranbaa Road wanting to access the Castlereagh Highway through Lightning Ridge.

Option 1 is preferred from a transport perspective as it has a marginally higher benefit cost ratio (BCR) of 1.02 (at a real discount rate of 7% per annum) compared to 0.96 for Option 2, but has a higher risk due to its proximity with the Big Warrambool flood footprint, uncertainty regarding property acquisition and the need to secure a grant for the full construction of the new link.

In addition to the economic benefit, the non-economic benefits are substantial and add significantly to the merits of the project. The project has the overwhelming support of the town people of both Lightning Ridge and Collarenebri, as well as the farmers along the route. The combined economic and non-economic benefits justify the road investment.

The risks and uncertainty associated with Option 1 reduces its feasibility to the point that Option 2 is preferred even though it is a longer route and a marginally lower BCR.

The study shows that the project can be funded from existing Commonwealth, State and Council road programs.

Council will need to approach the Roads and Maritime Services to reclassify the Angledool Road and Burranbaa Road to a Regional Road and declassify the existing Ridge Road north of the Crossroads to a Local Road.

1. INTRODUCTION

This section introduces the feasibility study. It provides a background to the study and outlines the approach taken in assessing the feasibility of upgrading the Lightning Ridge to Collarenebri Road.

1.1 Background

Walgett Shire Council is a Local Government Authority located on the north-west plains of New South Wales and on the border with Queensland. The shire has a large area of 22,000 square kilometres and a population of 7,200. Walgett is the regional centre for several towns and villages in the shire, including Lightning Ridge, Collarenebri, Burren Junction, Carinda, Cumborah, Grawin, Glengarry & Sheeppark Opal Fields, Rowena and Pokataroo.

The shire supports traditional farming and grazing industries on rich black soil plains and an opal mining industry centred on Lightning Ridge. Tourism is an important economic industry for the shire.

Council sought a consultant to undertake a feasibility study and prepare a business case for upgrading the Lightning Ridge to Collarenebri Road to a sealed standard. Council proposes to seek funding from Commonwealth and State Government road programs.

PEECE Pty Ltd¹ was selected to undertake the study. PEECE is an Australian company that provides multi-disciplinary consulting services to local government for the planning of road transport infrastructure.

Figure 1: Location of Walgett Shire in NSW



¹ Can be found at www.peece.com.au

1.2 Purpose of the Study

The purpose of the study is to assess the potential benefits from upgrading the route to a sealed standard to meet the expectations of the farming and town communities that rely on it for the transport of agricultural products and services and for access to Lightning Ridge and Collarenebri.

This feasibility assessment will assist Council apply for funding from Commonwealth and State sources. The assessment provides the engineering, economic and financial rationale to support a business case for road projects on the Lightning Ridge to Collarenebri Road.

1.3 Approach Taken

The study involved:

- Documenting the current conditions of the road;
- Consulting with communities, industries and other stakeholders;
- Identifying alternative route options;
- Quantifying the costs and benefits of each option;
- Undertaking a benefit cost analysis of the capital investment required for each option;
- Recommending a preferred option; and
- Developing a financial plan for the capital works program.

Each component of the study is presented in this report.

2. REGIONAL AND ECONOMIC CONTEXT

2.1 Walgett Shire

Walgett Shire is located in north-west NSW. Important service centres include Walgett which is the administrative centre of the shire and the main local supply base. In the wider region, Moree and Narrabri to the east and Dubbo to the south are important regional service centres. The shire is approximately 2.2 million ha in area, and abuts the Queensland border to the north.

Agriculture is the largest industry. ABS statistics show that in 2011 the industry employed approximately 29% of the total workforce of 2,317 employed persons. Later statistics show that in 2014, there were 680 businesses in the shire of which 302 businesses were in the agricultural sector.

During average to good rainfall years, cropping is the dominant sub-sector in terms of annual tonnage produced and production value for the local economy. The ABS 2010-11 Agricultural Census showed that 26% of the total shire area or 580,521 ha was cultivated for cropping, which produced 1.05 million tonnes (mt) of saleable product, comprising 0.806 mt of cereal grains, 0.107 mt of seed cotton, and 0.130 mt of non-cereal crop product. The total value of crop production was \$309.7 million.

Sheep and cattle grazing is conducted much more extensively, covering about 1.3 million ha or 56% of the total land area. Nevertheless, in the 2010-11 agricultural census period, livestock stocking rates were low. The cattle herd was 84,278 head (or 1 head to 15ha) and the sheep flock, 518,874 head (1 head per 1.9ha). The total value of livestock production in 2010-11 was \$47.6 million. Since then, livestock numbers may have increased due to improving prices, although 2013 and 2015 were very dry years.

Rainfall is a key driver of agricultural production in the shire as most cultivation is for dryland cropping, accounting for more than 90% of total crop production. In the sub region under study, in the north eastern part of the Shire, only dryland cropping occurs on a sustainable basis.

Annual rainfall figures are shown in Table 2.1 for monitoring stations located at Walgett Airport and the Lightning Ridge Visitor Centre (VIC) from 2006 to 2017. However, Lightning Ridge has a marginally more variable rainfall with a wider gap between minimum and maximum annual rainfall and a higher standard deviation.

Because of variable climate conditions, agricultural productivity changes substantially from year to year. During years when production is relatively high, farmers can even-out losses from poor years. Consequently, there is a strategic economic benefit of providing road infrastructure fit for purpose for the haulage of farm product and supplies during higher than average peak years. Also, in drought years, the loss of grain production can be largely offset by back haulage of feed grain and fodder for stock. In areas, which are serviced more uniformly by irrigation, such factors may be less critical for sustaining long term viability of farming areas.

Table 2.1: Annual rainfall – Walgett Airport and Lightning Ridge VIC

Year	mm	Variation (mm)	Year	mm	Variation (mm)
Walgett Airport			Lightning Ridge Information Centre		
2006	243.0	-212.4	2006	283.4	-172.0
2007	561.8	106.4	2007	503.3	47.9
2008	436.6	-18.8	2008	464.9	9.5
2009	569.8	114.4	2009	514.8	59.4
2010	815.2	359.8	2010	847.0	391.6
2011	382.2	-73.2	2011	452.9	-2.5
2012	508.0	52.6	2012	646.6	191.2
2013	248.4	-207.0	2013	186.6	-268.8
2014	437.5	-17.9	2014	246.8	-208.6
2015	340.8	-114.6	2015	358.8	-96.6
2016	607.8	152.4	2016	668.6	213.2
2017	314.0	-141.4	2017	322.5	-132.9
Average	455.4		Average	458.0	
Minimum	243.0		Minimum	186.6	
Maximum	815.2		Maximum	847.0	
SD	167.1		SD	193.9	

Source: Commonwealth of Australia, Bureau of Meteorology, 2016

2.2 Agricultural Economic Activity

The proposed road project services a large farming catchment between Lightning Ridge and Collarenebri. The total farming area whose product would flow onto parts of the proposed road is approximately 266,000 ha and is serviced by a local gazetted road network of some 280 km. Consistent with trends elsewhere in western rural areas, farms have been aggregated to a large degree to achieve economies of scale. Research showed there were 66 separately named properties in the catchment operated by some 36 operating farm units. Due to aggregation, the resident rural population is relatively low at some 70 adults and 8 resident children. Other children are at boarding schools or live away outside this area.

Farm production statistics were estimated from surveys and discussions with farm proprietors, and primary research. Satellite imagery was analysed to measure farm areas, and to identify and measure cultivation areas, which were then amended where possible by individual farm data.

Based on this research, which is presented in Table B.1, it was estimated that the catchment trades an average of some 86,000 tonnes annually of crop and livestock products, valued at \$52.2 million per annum in 2018 dollars. Crop production has the largest impact on freight movements, accounting for about 49,000 tonnes per annum. Livestock production generates a further 8,000 tonnes per annum.

Farm activity and trading generate about 81 light vehicle movements per day and a further 7 heavy vehicle movements per day in the local road network .

Properties in the catchment can be broadly grouped into three sub-areas serviced by the following parts of the road network:

- Northern area – Springs Road, Koomoolah Road, Fabians Lane (north west), Millencowbah Road, and Burranbaa Road;
- Central area – Boora Road, Fabians Lane (south east) and Ridge Road to the west of the intersection of Angledool and Ridge Roads;
- Southern area – Ridge Road, Willis Road and northern sections of Turtles Road.

Light vehicle trips in the northern and central parts of the catchment are more oriented toward Lightning Ridge than Collarenebri and Walgett. In southern parts of the catchment there is a stronger orientation toward Collarenebri and further to the south and east. Wheat and barley are primarily hauled to Walgett and Merrywinebone receival depots during harvest periods, while chick peas are hauled primarily to Narrabri container packers. As on-farm storage increases for grains and pulses there will be greater scope to selectively transport product to different centres to maximise market returns outside harvest periods which would have a greater smoothing impact on heavy traffic flows and reduce system peaks.

Livestock production in the catchment is primarily focused on wool production supplemented by cattle breeding and fattening. There are a small number of specialist fat lamb producers as well as sole cattle enterprises and one cattle feedlot was identified. Most of the wool and sheep are transported to Dubbo and other centres via the Castlereagh Highway. Fat cattle are sold on a regular basis at centres such as Tamworth and Moree.

In the northern and central parts of the catchment transport of livestock products would generally use east-west linkages to the Castlereagh Highway along Burranbaa Road and northern sections of Ridge Road, while transport in the southern part of the area would be more likely to travel south on Ridge Road to connect with the Gwydir Highway at Collarenebri.

Table 2.2: Economic activity of farms serviced by the Lightning Ridge to Collarenebri Road

Properties	Number
Separate named properties	66
Operating farm units (OFUs)	36
Existing Shire roads servicing properties in catchment	km
Shire road length	280
Light vehicle (LV) movements	Number
LV one-way trips per week	285
Average 2-way LV movements per day	81
Average 2-way LV movements per OFU per day	1.2
Resident Population (family and staff on farm)	Number
Adults	70
Children	8
Total	78
Adults per OFU	1.9

Farm production areas	Area (ha)
Cropping	30,000 (11%)
Grazing	236,000
Total	266,000
Farm production values	Average value of production \$million p.a.
Cropping	\$25.5
Livestock	\$33.8
Total	\$52.2
Farm trade production volumes	K tonnes p.a.
Cropping	49.2
Grazing	8.4
Total	57.6
Road haulage of farm product	Two-way vehicle movements (ADT)
Crop products (HPVs 52 t per load)	5.2
Livestock products (semi-trailers 25t per load)	1.8
Total HV movements per day	7.0

2.3 Tourist Activity

Lightning Ridge is significant centre for tourist activity. The Tourist Information Centre has recorded a steady growth since 2013 as shown in Figure 2. The number of visitors flat-lined following the GFC but has accelerated significantly over the last few year reaching a peak of 49,662 visitors in 2017. This year, 2018, looks as if it will match or possibly exceed the record numbers in 2017. The annual growth is shown in Figure 3.

Figure 2: No of visitors to the Visitor Information Centre

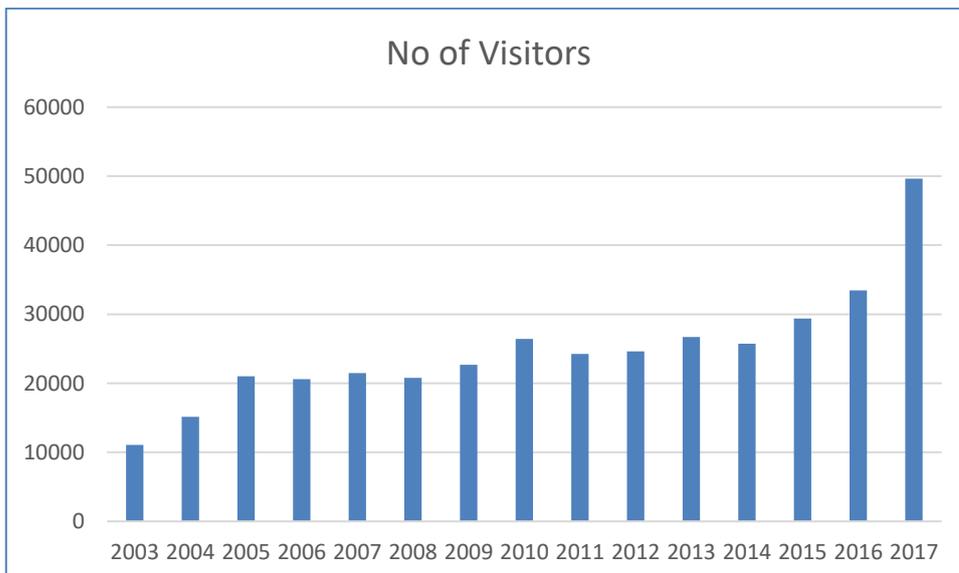
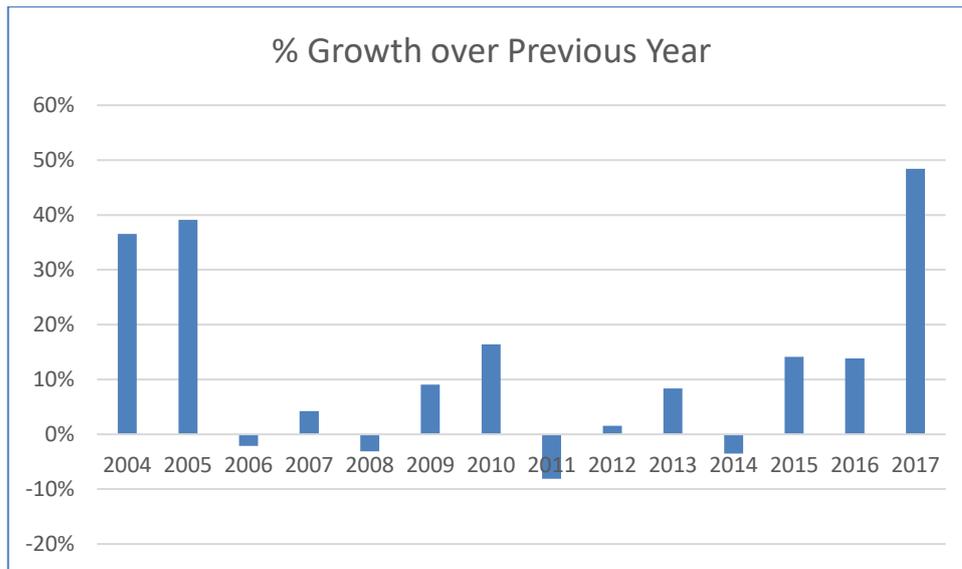


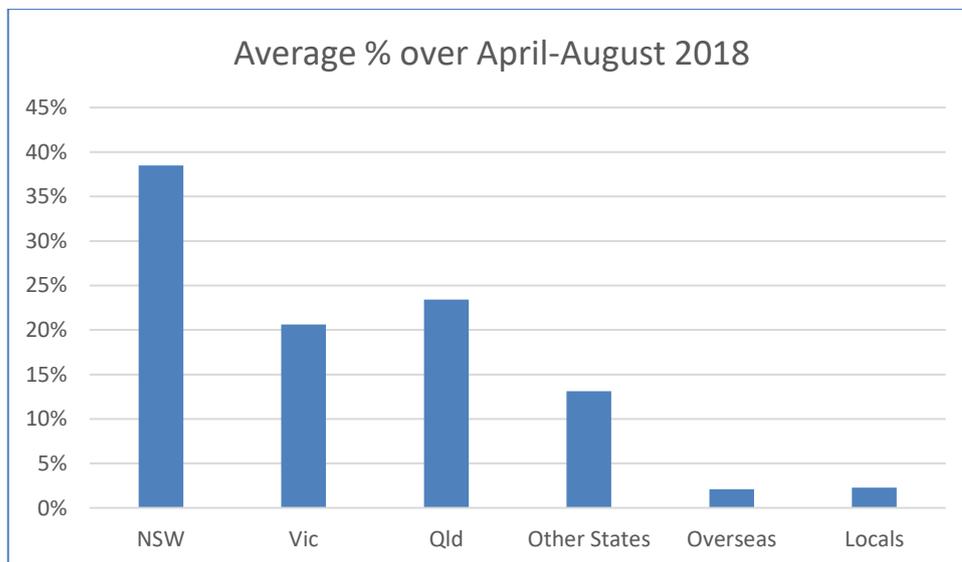
Figure 3: Growth in visitors to the Visitor Information Centre



The Visitor Information Centre provided a list of 28 attractions for visitors to Lightning Ridge ranging from art galleries, a historical museum, opal mines, an opal centre and an artesian bore bath. A number of these attractions are linked through a Yellow Car Door self-guided tour.

The visitors come from all State and Territories in Australia as well as from overseas. The average percentage by origin over the April-August 2018 period is shown in Figure 4. 83% of the visitors are from NSW, Victoria and Queensland but all of them travel to in Lightning Ridge by road.

Figure 4: Origin of visitors to the Visitor Information Centre



A feature of the region is the number of bore baths that attract a significant number of visitors each year. They are located in Figure 5 and include Moree, Lightning Ridge, Mungindi, Walgett, Burren Junction and Pilliga. These are marketed as the Great

Artesian Drive². There is a strong link for tourists between the baths at Moree and Lightning Ridge.

Figure 5: Location of bore baths in the region



2.4 Existing Road Network Conditions

The main access road to Lightning Ridge, the Castlereagh Highway (SH 18) runs north from Walgett to Hebel in Queensland. This road is sealed throughout its entire length.

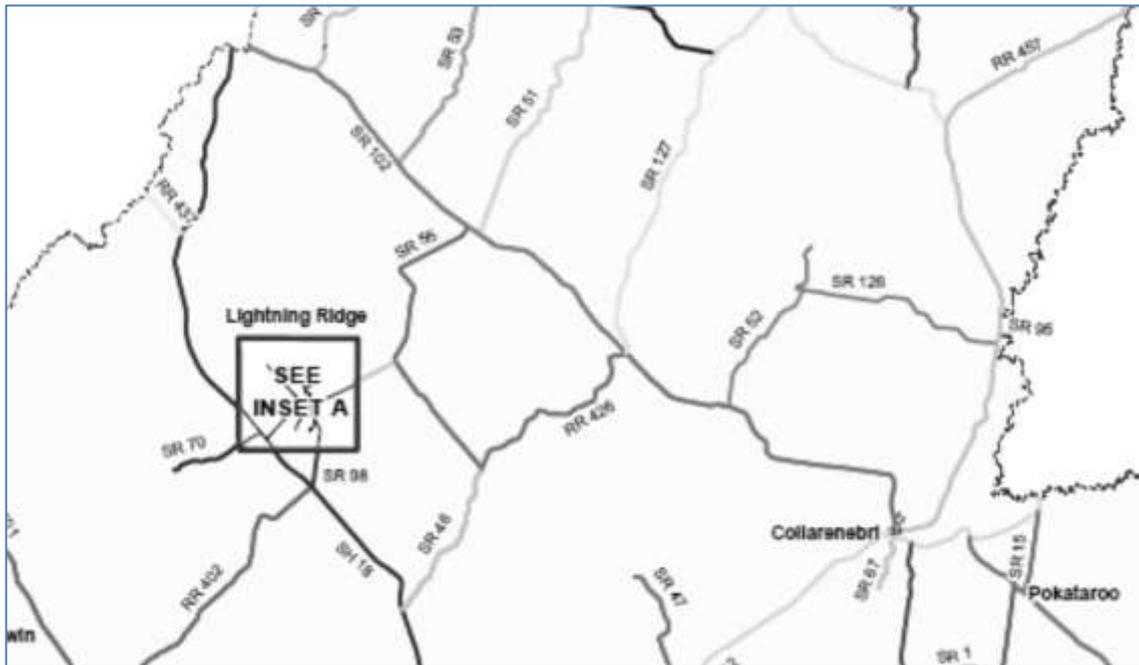
The local road network between Lightning Ridge and Collarenebri is shown in Figure 6 and includes:

- Burransbaa Road (SR 55) runs east-west from Lightning Ridge to Angledool Road. This road is unsealed throughout its length.
- Angledool Road (SR 102) runs south-east from Hebel in Queensland via Angledool to the Crossroads where it finishes at the intersection with Ridge Road. This road is essentially unsealed throughout its length.
- Ridge Road (RR 426) which runs from the Castlereagh Highway through Lightning Ridge and then south and east to the Crossroads and south-east to Collarenebri. Shermans Way is a local name for the section extending east from Lightning Ridge to past the bore baths. The section through Lightning Ridge and Shermans Way are the only sections that are sealed, apart from the approach to Collarenebri.

The state road network provides a sealed road between Lightning Ridge and Collarenebri via the Castlereagh and Gwydir Highways. This route is 41km longer than the back road between the two towns using the local road network.

² www.greatartesiandrive.com.au

Figure 6: Existing local road network



The local unsealed roads in the region become impassable after rain and are frequently closed by Council when wet to protect the road surface. Road closures and their duration are unpredictable with the duration depending on rainfall and ambient temperatures, among other factors. If the region experiences a wet winter, as occurred in 2016, extended road closures occur as it takes longer for the road pavement to dry out. Some drivers attempt to use the road when it is wet which can cause considerable damage to the road pavement as well as to vehicles. It is not practical to transport grain, livestock or supplies during these periods.

Transport operators reported that considerable damage can be caused to their vehicles when travelling over sections where the surface is badly eroded and potholed. Also, when the road is very dusty it is much more difficult to avoid major potholes and washouts which can cause considerable impact damage to suspension and tyres. The dust can obscure visibility by drivers of the road condition and the travel performance of the trailers behind prime movers on articulated vehicles.

High roughness reduces travel speed significantly, which raises transport costs and causes driver fatigue. When road sections are very dusty, the safety hazard rises for oncoming and following traffic.

2.5 Community Survey

A community survey was undertaken by Council on the Lightning Ridge and Collarenebri communities to gauge the extent of community support for sealing the gravel back road between the two towns. Their comments are summarised in Table 2.3.

Table 2.3: Summary of comments by Lightning Ridge and Collarenebri communities

Category	Employer Organisation/ company/ Location	Comment
Health service	Collarenebri Health Service	Regularly travelled to Lightning Ridge but their car vehicle policy requires them to travel on the sealed road. Sealing the back road will allow them more time in Lightning Ridge and avoid having to stay overnight for extended training sessions and meetings.
	Western NSW Health	Saw benefits for social, CWA meetings and the delivery of a range of health services to rural people.
	Health worker at the Collarenebri hospital	Resident of Lightning Ridge said she would benefit from reduced wear and tear of her vehicle.
	NSW Outback Division of General Practice	Clinicians travel from Lightning Ridge to Collarenebri providing dietetics, mental health nursing and maternal, child and infant services. A sealed road would reduce their running costs and allow them to offer more services. It would improve the accessibility to their services for both patients and clinicians.
Social service	Job Active service provider in Lightning Ridge	Uses the road to travel to Collarenebri when the weather is dry. When wet, has to travel the extra 80 kms each trip.
	Mission Australia	Would be able to offer her services more frequently with a sealed road.
	Western Aboriginal Home Care in Lightning Ridge	Travels the road twice a week. Families will be able to visit the residents in Aged Care in Collarenebri Hospital more often. People in the Ridge make trips to Moree for a range of different reasons and this road will help them.
Community service	Walgett Council	A resident of Lightning Ridge said a sealed road would assist him service the two towns and improve access to Moree, an important regional centre.
		Another employee said sealing the road would enable her to service the Collarenebri Youth Centre more than once a fortnight.
	Teacher at Lightning Ridge	A resident of Collarenebri and would benefit from reduced travel time, damage to her car and improved road safety.
	Postal service to Lightning Ridge and Collarenebri	A sealed road would reduce the wear and tear on his vehicle and enable him to service the farming community in wet weather.
Individuals	Wife	Husband travels the road twice a week and sealing the road would reduce the wear and tear on their car and the likelihood of an accident.
	House painter from Lightning Ridge	Sealing the road would reduce the cost of him getting out to properties and bring more people from the east to his town and help farmers get into and out of the town in wet weather.
	Owner of an art gallery in Lightning Ridge	Sealed road would help her business by improving access to the Ridge for tourists and for the farming community wanting to shop in wet weather.
	Aboriginal artist at Lightning Ridge	Sealed road would reduce travel time to Collarenebri by half an hour and reduce the wear and tear on his vehicle.
	Hairdresser at Lightning Ridge	Range of services from hairdressing to gardening that could come to Collarenebri, if the road was sealed.
	Mechanical repairer in Collarenebri	Concerned that the sealed road might encourage tourists to travel direct to Lightning Ridge without breaking their trip in Collarenebri. He was of the view that it would make little or no difference and could even be negative.

Category	Employer Organisation/ company/ Location	Comment
Farming community	Myall	Sealed road would reduce the maintenance costs of their vehicles and improve their access to grain silos. They also said that their son's girlfriend travelled 70km each day on the road, which is at times in a dreadful state.
	Somerset	Sealed road would improve their access for the sale of their produce. They said it would make it easier to attend local events and shop in town.
	Tipperary	Saw benefit in sealing the road as they would be able to transport stock and produce in wet weather. They saw benefits to tourism in both towns.

Whilst many tourists will only travel on sealed roads, local businesses, tradesmen and residents travel regularly between the two towns on this road and would materially benefit from a shorter and safer trip.

State government medical agencies and Walgett Council are also heavily invested in the delivery of medical and community services in both Lightning Ridge and Collarenebri and use the road regularly. They would benefit from the improved access that sealing the road would provide.

The survey also captured the views of several farmers about the benefits of improved access to the sale of their produce. This is reflected in the economic analysis undertaken for the feasibility study.

3. THE TWO ALTERNATIVE OPTIONS

This section describes two alternative routes explored in the assessment of sealing the Lightning Ridge to Collarenebri Road.

Two route options were assessed for the feasibility study, after two other options had been discarded. Upgrading the existing Ridge Road was discarded as the alignment was unsuitable for a sealed road. The original proposed Council route for the extension of Shermans Way to connect with Angledool Road to the south of Tipperary and Ringwood was also discarded as it would not attract sufficient traffic from the northern farms to be viable and would pose a significant risk to Council in constructing a new crossing of the Big Warrambool.

The two options are described as follows and shown in Figure 7 and Appendix A.

- Option 1: Extend Shermans Way with a new link to Angledool Road. Follow Angledool Road (SR 102) to the Crossroads and then Ridge Road (RR 426) to Collarenebri.
- Option 2: Follow the existing Burranbaa Road (SR 55) from Shermans Way to Angledool Road. Follow Angledool Road (SR 102) and then Ridge Road (RR 426) to Collarenebri.

Option 1 involves 16.55km of new construction and 48.15km of upgrading on the existing alignment giving a total length of 64.70km, whilst Options 2 involves upgrading 69.50km of existing road. The length of each option is shown in Table 3.1.

Figure 7: Proposed routes between Lightning Ridge and Collarenebri

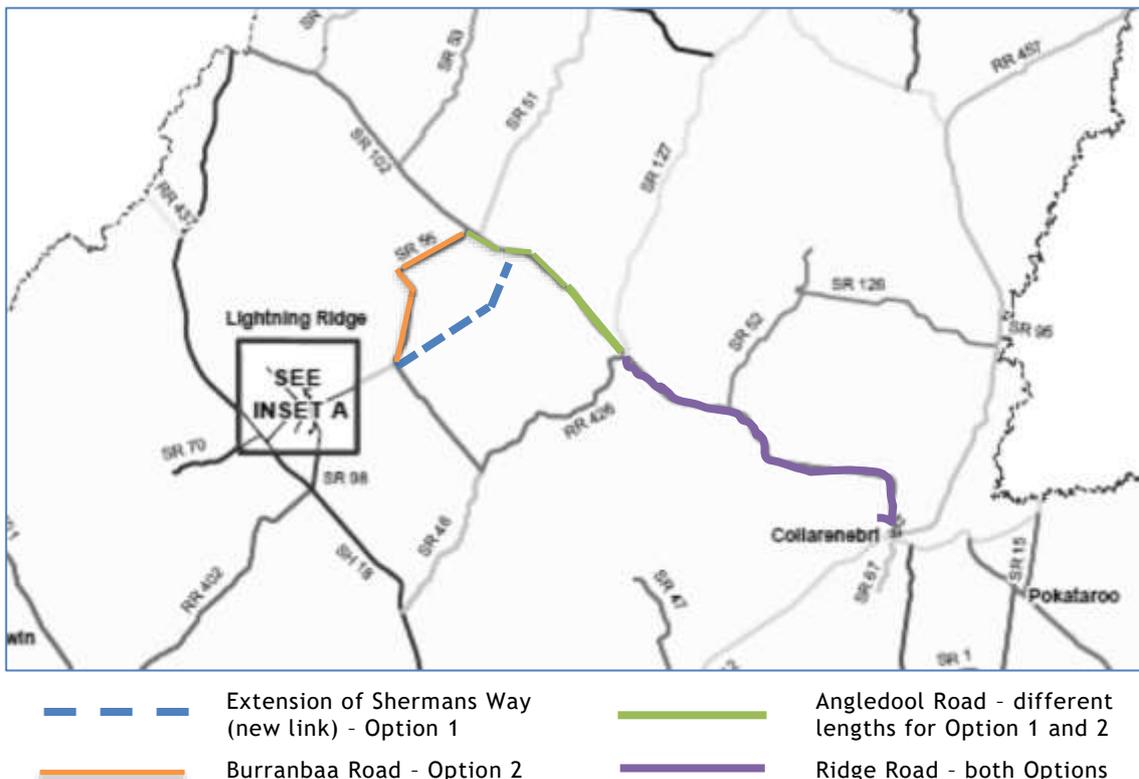


Table 3.1: Length of Lightning Ridge to Collarenebri Road options

Link No	Road Link	Length, km	Comment
OPTION 1			
1	Shermans Way - Unsealed road	1.0	Seal existing road
2	Extension of Shermans Way - New link to Angledool Road north of the Big Warrambool	16.55	New construction
3	Angledool Road - Unsealed road from north of the Big Warrambool to the Crossroads	17.15	Upgrade on existing alignment
4	Ridge Road - Unsealed road from the Crossroads to the start of seal 6.2km north of Collarenebri	30.0	Upgrade on existing alignment
Total		64.70	
OPTION 2			
1	Shermans Way - Unsealed road	1.0	Seal existing road
2	Burransbaa Road - Unsealed road from Shermans Way to Angledool Road	18.0	Upgrade on existing alignment
3	Angledool Road - Unsealed road from Burransbaa Road to the Crossroads	20.5	Upgrade on existing alignment
4	Ridge Road - Unsealed road from the Crossroads to the start of seal 6.2km north of Collarenebri	30.0	Upgrade on existing alignment
Total		69.50	

4. BENEFITS OF IMPROVED ROAD ACCESS

This section provides an overview of the benefits that improved road access will provide the farming community and the towns of Lightning Ridge and Collarenebri.

4.1 Farming Community

There are benefits to farmers from sealing the road, including:

- More options for transporting farm products to markets during the year or to specific centres during harvest or turnoff times. A sealed road to Collarenebri will make Merrywinebone more accessible during harvest periods for grain deliveries. The project will also strengthen links to the highway network for access to important market centres including Narrabri, Moree and Tamworth.
- Reduced delays and costs associated with transporting farm inputs due to improved accessibility following wet weather.
- Improved access during wet weather for farmers to conduct business in Lightning Ridge and Collarenebri and other business centres.
- Savings in travel time and reduced vehicle operating costs including vehicle repair costs. The average travel speed can be expected to increase to 95km/h for cars from the existing 75km/h.
- Reduced incidents of road crashes.

In areas serviced by relatively long sections of unsealed road, farmers experience problems accessing trucks for contract cartage. If these sections were sealed, more trucks would become available, putting downward pressure on freight rates.

Farm logistics are more problematic than for properties served by fully sealed roads. Farmers can be 'landlocked' for days. Scheduling deliveries of grain and livestock cannot be contracted easily. Although the wider region is well serviced by abattoirs, in Dubbo and further to the east in NSW, some of the benefits are lost for local landholders because strict delivery times cannot be guaranteed.

The changing marketing of agricultural produce has resulted in the need to access markets, when required, regardless of weather conditions. For livestock contracted for sale by delivery to abattoirs and feedlots, there can be significant financial penalties if the stock does not arrive on the required date and within a contracted live weight range. Similarly, there are time constraints for delivering grain directly from harvest and from on-farm storage.

Road safety was highlighted as a major issue for the farming community. The route is particularly rough even when dry, requiring drivers to drive with care at all times. Poor visibility leads to a higher probability of vehicle crashes, particularly vehicle-into-rear-of-truck accidents. Dust also reduces the line of sight and passing opportunities for other vehicles. This risk increases during the harvest season.

The more people that come to Lightning Ridge the greater is the opportunity for developing tourist related activities on farms. This offers farmers the chance to

diversify their incomes and supplement their cash flow during poor seasons. Examples to date include farm stays at Carinya and the development of a museum at Bando.

4.2 Lightning Ridge Community

Lightning Ridge, with its population of 2,280 (2016 census), is the regional centre for this part of the shire. Whilst access to Lightning Ridge from the south and north is well served by the Castlereagh Highway, there is no sealed access from the east, creating a major issue for those who rely on road access to essential services, such as health care and education.

Sealing the back road between Collarenebri and Lightning Ridge will reduce the sealed distance between the towns by 41km. The community survey indicated that improved access would facilitate the delivery of medical and community services in both Lightning Ridge and Collarenebri. The road is used regularly by government agencies as well as local and business interests who are inconvenienced and put at risk by the current level of service.

The tourist numbers are trending upwards and a sealed road represents an opportunity for increased tourist activity. 40% of the tourists currently come from NSW and most are from the east coast. They will be travelling north-west and will directly benefit from a shorter sealed road between Collarenebri and Lightning Ridge.

The Great Artesian Drive creates a major desire line between Moree and Lightning Ridge and this creates an opportunity for Lightning Ridge to leverage off the success of the Moree baths. This demand will only increase as increased number of grey nomads take to the roads in north-west NSW.

The community survey reflects a strong connection between Lightning Ridge and Collarenebri. These are derived from the need to deliver services and trade in both towns. State government medical agencies and Walgett Council emerged as major beneficiaries of improved access for the delivery of medical and community services in both Lightning Ridge and Collarenebri. They use the road regularly and are at risk as well as inconvenienced by the current level of service.



Entrance to Lightning Ridge



Potential for New Tourist Attractions

4.3 Collarenebri Community

The benefits of the proposal to the Lightning Ridge community are clear as the town is such an iconic tourist attraction. However, the benefits to Collarenebri are also significant and commensurate with the size of the town (population of 650 in the 2016 census). Collarenebri was one of four towns acknowledged as adversely affected by the Commonwealth water buy-back scheme and the town needs economic activity to maintain its sustainability.

Collarenebri has a number of positive features that need to be explored. They hinge around the town being the gateway to the Walgett region that needs to be marketed to the tourist industry and particularly grey nomads. It has a sealed road south to Narrabri, east to Moree and west to Walgett and Bourke. The Gundablouie Road to the north-east connects to Mungindi is being progressively upgraded to a sealed standard.

The road to Lightning Ridge and Hebel (in Queensland) is the weak link as it is almost completely unsealed. The sealing of this road will establish Collarenebri as a gateway for grey nomads which in turn will encourage them to stay a night or buy provisions in the town.

Plans are afoot to sink a bore that will improve the water supply to the town and establish a bore bath to supplement the existing network of bore baths at Moree, Lightning Ridge, Walgett, Burren Junction and Pilliga. This will provide the grey nomads another reason to stop at Collarenebri.

Whilst undoubtedly investment in local businesses such as the abattoir (now in receivership) would help the local economy, sealing the back road to Lightning Ridge is a practical and logical step in the right direction for the town.

5. TRAFFIC ASSESSMENT

This section provides an assessment of current and future traffic for each route option.

5.1 Current Traffic

Traffic data for the Lightning Ridge to Collarenebri Road is limited to counts on the sealed outskirts of both Lightning Ridge and Collarenebri for 13 weeks in March to May, 2015. These counts are presented for each week in Appendix B and summarised in Table 5.1.

Table 5.1: Actual traffic counts, vehicles per day

Location	Light Vehicles	Heavy Vehicles	High Productivity Vehicles	Total
Lightning Ridge end of seal	78	7	1	86
Collarenebri start of seal	32	8	1	41

The traffic counts do not reflect the peak traffic during the harvest period between November and January each year, or the peak tourist activity during the winter months. Adjustment needs to be made to the traffic at the end of the seal at Lightning Ridge as it does not accurately reflect the traffic heading to Collarenebri.

There could be expected to be an increase in all vehicle classes due to the harvest later in the year and for tourist related traffic over the winter months.

The traffic volumes used in the economic assessment for the base case of the two options are shown in Table 5.2. The assumptions regarding the breakdown of the traffic into vehicle classes are detailed in Section 7 – Economic Assessment.

Table 5.2: Estimated traffic counts for the base case, vehicles per day

Location	Light Vehicles	Heavy Vehicles	High Productivity Vehicles	Total
Shermans Way	81	11	4	96
Burranbaa Road	57	8	3	67
Angeldool Road	42	6	2	50
Ridge Road South of Crossroads	38	14	7	59

5.2 Traffic Diversion and Growth

If the entire length between Lightning Ridge and Collarenebri were sealed, the road would become an important connecting link between the two towns, as well as a connection between the Castlereagh Highway at Hebel in Queensland and Collarenebri on the Gwydir Highway in NSW. These improvements would benefit the intermediate and longer haul road freight industry and longer distance light vehicle travellers.

Development of on-farm storage has given farmers greater flexibility for selling grain at times and destinations most advantageous for achieving higher prices (net of transport costs). More distant delivery points include Wee Waa, Narrabri, and the Newcastle

Port. Once the road is fully sealed, more heavy vehicle traffic would remain on the Angledool Road instead of diverting to the sealed Castlereagh Highway.

Currently, the Lightning Ridge to Collarenebri Road has little long-term average growth as it is used predominantly to service properties linked to it. If the road was fully sealed, traffic counts could be expected to converge along its length, as the road becomes more attractive as a long-distance corridor as opposed to a series of 'local road' links for properties adjacent to it.

Following sealing the road, there would be an initial uplift in light vehicles due to the diversion of traffic from the Castlereagh Highway to the route. The initial uplift could be as much as 20% for light vehicles and 10% for heavy vehicles in the first year, which would taper down in later years following completion of the project.

Light traffic would then grow at a rate trending with the tourist activity in Lightning Ridge. It could be expected that heavy vehicle growth could increase above the rate normally assumed for remote rural areas due to the increased productivity due to the conversion of leased to freehold title.

Based on a 3 year construction period and the growth assumed for the analysis, the traffic is expected to grow by 90% over 10 years across the network from completion of the project.

6. ENGINEERING ASSESSMENT

This section deals with the engineering issues relating to upgrading the route.

6.1 Drainage Structures

The existing route along both Burranbaa Road and Angledool Road are formed surface with gravelled floodways. They have been gravelled although the gravel has been worn through and mixed with black soil in some parts. These three roads are reasonably well drained, with frequent floodways, with the exception of Angledool Road at the Big Warrambool, where there is a single lane 30m bridge standing 2m above surface level. This crossing has a history of flooding.

The route for Option 1 has been selected to follow the northern boundary line of Tipperary property and along the northern wash of the Big Warrambool. The crossing of the Big Warrambool will be on the existing alignment on Angledool Road rather than the new constructed link. However, it is not possible to avoid flooding of the road when the Big Warrambool runs which presents a significant risk for Council. Option 2 is essentially flood free.

It is not proposed to replace the single lane bridge on Angledool Road at this stage, rather to build a causeway at ground level, which can be used most of the time. When the Big Warrambool floods, traffic can use the bridge with care.



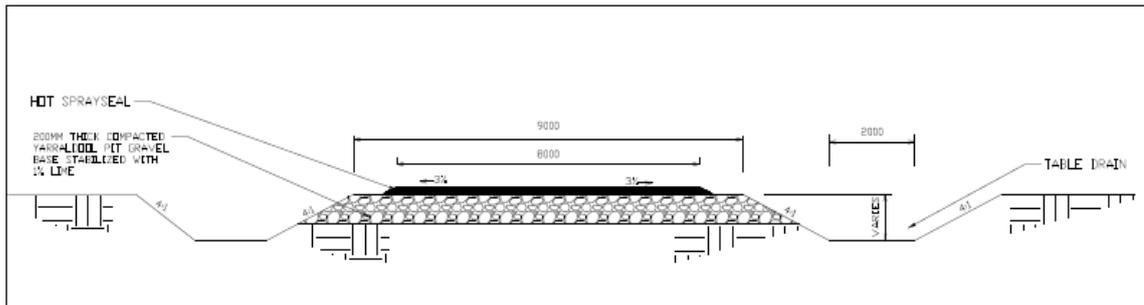
6.2 Pavement Design

Council are proposing a cross-section shown in Figure 8 for the entire length of the route. This involves a 200mm thick pavement layer comprising a local gravel stabilised with 1% lime on top of a raised formation. This is a good design particularly with deep table drains on either side of the raised road formation.

The 9m formation width with an 8m seal is consistent with that required for road construction over black soil. The seal width allows for a 0.5m sealed shoulder on either side minimising the ongoing maintenance costs and the whole of life costs.

The unit cost of road construction is estimated at \$230,000 per km for upgrading Burranbaa Road, Angledool Road and Ridge Road. A higher rate of \$300,000 per km will be required for the new link extending Shermans Way to Angledool Road for Option 1. The intersection costs and the cost of a causeway at the Big Warrambool on Angledool Road need to be added to the road cost. Sealing the short section of the existing gravelled Shermans Way is estimated at \$180,000 per km plus the cost of the intersection.

Figure 8: Proposed Cross-section



6.3 Estimate of Cost

Each option has discrete sections, as outlined in Table 6.1. This includes the 1.0km of unsealed road at the end of Shermans Way.

Option 1 was estimated to cost \$16.18 million based on the provision of a 16.55km new link and the upgrading of 48.15km of existing unsealed road.

Option 2 is estimated to cost \$16.13 million based on 69.5km of existing road upgrading. Whilst Option 2 was 4.8km longer, it could be constructed at much the same cost as Option 1 due to the lower unit cost of construction on the existing Burranbaa Road alignment.

Table 6.1: Estimate of cost

Sect No	Location	Length, km	Roadway	Causeway	Inter-section	Total Cost
OPTION 1						
1	Shermans Way - Unsealed road	1.0	\$180,000	\$0	\$20,000	\$200,000
2	Extension of Shermans Way - New link to Angledool Road north of the Big Warrambool	16.55	\$4,965,000	\$0	\$20,000	\$4,985,000
3	Angledool Road - Unsealed road from north of the Big Warrambool to the Crossroads	17.15	\$3,944,500	\$125,000	\$30,000	\$4,099,500
4	Ridge Road - Unsealed road from the Crossroads to the start of seal 6.2km north of Collarenebri	30.0	\$6,900,000	\$0	\$0	\$6,900,000
	Total	64.70				\$16,184,500

Sect No	Location	Length, km	Roadway	Causeway	Inter-section	Total Cost
OPTION 2						
1	Shermans Way - Unsealed road	1.0	\$180,000	\$0	\$20,000	\$200,000
2	Burransbaa Road - Unsealed road from Shermans Way to Angledool Road	18.0	\$4,140,000	\$0	\$20,000	\$4,160,000
3	Angledool Road - Unsealed road from Burransbaa Road to the Crossroads	20.5	\$4,715,000	\$125,000	\$30,000	\$4,870,000
4	Ridge Road - Unsealed road from the Crossroads to the start of seal 6.2km north of Collarenebri	30.0	\$6,900,000	\$0	\$0	\$6,900,000
	Total	69.50				\$16,130,000

7. ECONOMIC ASSESSMENT

This section outlines the results of an economic assessment of the two road upgrading options.

7.1 Introduction

A cost benefit analysis was conducted on each of the two options. The road sections requiring upgrading are formed and partially gravelled that become impassable after rain and hazardous in dry periods, if they are not graded properly. For extended periods during the year, the unsealed sections become very rough and dusty which increases the vehicle user costs. Travelling on these road sections is slow and hazardous, for most of the year, also due to the rough and dusty surface.

7.2 Cost Benefit Analysis

Economic cost benefit analyses were undertaken by applying Transport for NSW (TfNSW) methodology and drawing parameter values from Austroads for unsealed roads and TfNSW for sealed roads. Transport benefits were derived by comparing vehicle time, operating and safety costs with and without the upgrading options. These road user costs are reduced when roads are upgraded to a higher operating standard and these savings are compared with the capital cost of each option plus any increase in routine maintenance resulting from the project.

A residual value of 30% of capital costs was incorporated to allow for the remaining values for the road formation and drainage works at the end of the 30-year economic operating period of the project.

To evaluate Option 1, traffic was assigned in the project case from Burranbaa Road and (North) Ridge Road to the new road between Shermans Way and Angledool Road. The assigned traffic was then carried onto Angledool Road.

The benefits of the project arise from reducing transport costs associated with vehicle time costs, vehicle operating costs and crash costs. The benefits would accrue in two streams. The first stream would accrue to the light vehicle tourist traffic accessing Lightning Ridge via the existing sealed Gwydir and Castlereagh Highways but would divert to the shorter (by 41km) back road between Collarenebri and Lightning Ridge if it were fully sealed. The second benefit stream would accrue to light and heavy vehicles which utilise the network between Lightning Ridge and Collarenebri and additional traffic attracted to Lightning Ridge and the local road network because of the improved road access.

The benefits from both streams would accrue in each year over the analysis period following completion of the construction.

The underlying assumptions of the analysis are set out in Tables 7.1 to 7.3.

Table 7.1: General assumptions

Parameters:	Option 1	Option 2
	With new link road	Via Burranbaa Road
Length (km) pre-improvement (1)	68.3	69.5
Length (km)* post-improvement	64.7	69.5
Net reduction in travel distance (km)	3.6	0
Estimated capital cost \$m	\$16.185	\$16.130
Road maintenance cost per km per annum:		
Base case	\$4,600	\$4,600
Project case	\$5,600	\$5,600
Road maintenance length: Base Case (km)	48.15	69.4
Road maintenance length: Project Case (km)	64.7	69.4
Net savings p.a \$'000	-\$140.83	\$27.76
Benefits to commence in:	Year 4	Year 4
Project life (incl construction period)	33 years	33 years
Residual value at end of project life	30%	30%
Period of construction	3 years	3 years
S curve for construction cost		
Year 0	2%	2%
Year 1	18%	18%
Year 2	50%	50%
Year 3	30%	30%
Real discount rate % p.a.	7% (4% & 10%)	7% (4% & 10%)
Long distance tourist traffic between Collarenebri and Lightning Ridge via Walgett Junction	LV private only 20 vpd; 1.5% p.a. growth	LV private only 20 vpd; 1.5% p.a. growth
Distance (base case)	122.3 km	122.3 km
Distance (project case)	64.7 km	69.5 km
Average safe free speed kph base and project case	95 kph	95 kph
Other traffic in the network between Lightning Ridge and Collarenebri	See Table 7.2	See Table 7.3
Traffic growth rate (background) % p.a.	LV 1.5%; HV 1%	LV 1.5%; HV 1%
Generated traffic	LV 12% Yrs 5-9; HV 10% Yr4	LV 12% Yrs 5-9; HV 10% Yr4
Followed by average growth % p.a. of:	LV 3%; HV 1.5%	LV 3%; HV 1.5%
Safe free speed kph:		
Base case:		
Light vehicles	75	75
Heavy vehicles	65	65
Project case		
Light vehicles	95	95
Heavy vehicles	90	90

(1) For Option 1, weighted average using assigned traffic from Burranbaa and North Ridge Road

Table 7.2: Specific assumptions for Option 1

Sections	Shermans Way	Shermans Way extension	Angledool Road	Ridge Road
Length requiring improvement (km)	1.0	16.55	17.15	30.0
Capital cost of proposed works \$m	\$0.200	\$4.985	\$4.100	\$6.900
Construction period (years)	3	3	3	3
Year when fully operational	Year 4	Year 4	Year 4	Year 4
Existing pavement type	Unsealed	N/A	Unsealed	Unsealed
Seal width pre-treatment (m)	N/A	N/A	N/A	N/A
Seal width post-treatment (m)	8	8	8	8
Pre-treatment:				
Terrain	Flat	N/A	Flat	Flat
Curvature	Straight	N/A	Straight	Straight
Curvature	Straight	N/A	Straight	Straight
Post-treatment:				
Terrain	Flat	Flat	Flat	Flat
Curvature	Straight	Straight	Straight	Straight
Curvature	Straight	Straight	Straight	Straight
Long distance tourist traffic between Collarenebri and Lightning Ridge via Walgett Junction				
Vehicles per day vpd (Year 0)	LV 20	LV 20	LV 20	LV 20
Private car	100%	100%	100%	100%
Other traffic in the network between Lightning Ridge and Collarenebri				
Base case:				
Vehicles per day vpd (Year 0)	96	N/A	50	59
% HV and RT	16%	N/A	17%	35%
Traffic composition				
Private car	61%	N/A	59%	47%
Business car	9%	N/A	8%	7%
Light commercial vehicle (LCV)	15%	N/A	15%	12%
Heavy commercial	11%	N/A	13%	24%
Road Train	4%	N/A	5%	11%
Total	100%	N/A	100%	100%
Project Case:				
Vehicles per day vpd (Year 0)	96	81	60	59
% HV and RT	16%	16%	17%	35%
Traffic composition				
Private car	61%	61%	60%	47%
Business car	9%	9%	8%	7%
Light commercial vehicle (LCV)	15%	15%	15%	12%
Heavy commercial	11%	11%	13%	24%
Road Train	4%	4%	4%	11%
Total	100%	100%	100%	100%

Table 7.3: Specific assumptions for Option 2

Sections	Shermans Way	Burransbaa Road	Angledool Road	Ridge Road
Length requiring improvement (km)	1.0	18.0	20.5	30.0
Capital cost of proposed works \$ m	\$0.20	\$4.16	\$4.87	\$7.20
Construction period (years)	3	3	3	3
Year when fully operational	Year 4	Year 4	Year 4	Year 4
Existing pavement type	Unsealed	Unsealed	Unsealed	Unsealed
Seal width pre-treatment (m)	N/A	N/A	N/A	N/A
Seal width post-treatment (m)	8	8	8	8
Terrain-pre and post treatment	Flat	Flat	Flat	Flat
Curvature-pre and post treatment	Straight	Straight	Straight	Straight
Long distance tourist traffic between Collarenebri and Lightning Ridge via Walgett Junction				
Vehicles per day vpd (Year 0)	LV 20	LV 20	LV 20	LV 20
Private car	100%	100%	100%	100%
Other traffic in the network between Lightning Ridge and Collarenebri				
Vehicles per day vpd (Year 0)	96	67	50	54
% HV and RT	16%	16%	21%	35%
Traffic composition				
Private car	61%	61%	59%	47%
Business car	9%	9%	8%	7%
Light commercial vehicle (LCV)	15%	15%	15%	12%
Heavy commercial	11%	11%	13%	24%
Road Train	4%	4%	5%	11%
Total	100%	100%	100%	100%

There are very few reported accidents on the road and as is common in this type of analysis, state-wide values are used to estimate the economic safety benefits arising from the project. The economic value of crashes and the assumed crash rates are shown in Table 7.4 and 7.5.

Table 7.4: Crash cost parameters: rural \$'000 per crash

Crash Severity	Cost per Crash
Fatal	\$8,159.90
Injury	\$340.70
Property damage only	\$10.40

Table 7.5: NSW average crash rates (crashes per 100MVKT)

	Base Case	Project
Standard	Gravel >= 4.5 m	Sealed 7.61 - 8.2 m
Fatal	1.75	1.06
Injury	33.25	20.19
Property damage	91	30.75
Total	126	52

The results of the cost benefit analysis are summarised in Tables 7.6. Further detail is provided in Appendix C. The analysis was also performed for a discount rate of 10%, but is not relevant to this report.

The evaluation shows that the Benefit Cost Ratio (BCR) for Options 1 and 2 are estimated at 1.02 and 0.96, respectively which shows the economic costs of construction approximately equal the economic benefits for both options when a real discount rate of 7% per annum is applied.

The BCRs for Options 1 and 2 increase to 1.50 and 1.49, respectively for a discount rate of 4%. It is arguable that the lower discount rate of 4% is more appropriate for remote rural roads where a long-term view is required in assessing the benefits, particularly from tourist generated traffic.

Table 7.6: Results of Cost Benefit Analysis

Discount rate	7% p.a.		4% p.a.	
	Option 1	Option 2	Option 1	Option 2
PV Cost \$'m	\$15.50	\$13.75	\$17.09	\$14.45
PV Benefit \$'m	\$15.75	\$13.18	\$25.63	\$21.49
NPV \$'m	\$0.25	-\$0.57	\$8.54	\$7.04
BCR	1.02	0.96	1.50	1.49
NPVI	0.02	-0.04	0.57	0.47

7.3 Sensitivity Testing

The project was subjected to sensitivity testing to test for adverse and favourable changes in capital costs and benefits. The results are set out in Table 7.7 and are based on the analysis of Option 1. Similar trends were achieved with Option 2.

Table 7.7: Results of Sensitivity Analysis for Option 1

Discount Rate: 7% p.a.	BCR	NPV	NPVI
No change in parameter values	1.02	\$0.25	0.02
Capital Cost Estimate +40%	0.75	-\$5.20	-0.26
Capital Cost Estimate +20%	0.87	-\$3.30	-0.15
Capital Cost Estimate -20%	1.23	\$3.00	0.26
Benefits Estimate +20%	1.21	\$3.30	0.23
Benefits Estimate -20%	0.82	-\$2.80	-0.2
Benefits Estimate -40%	0.62	-\$5.80	-0.42
Delay in delivery by two years	1.07	\$0.98	0.08

8. FINANCIAL ASSESSMENT

This section outlines the proposed Financial Plan, which includes a mix of Commonwealth, State, Council and the private sector funding.

8.1 Funding Sources

There are several funding sources for upgrading the route from the three levels of government. They are:

- Commonwealth Government – Black Spot Program, Heavy Vehicle Safety and Productivity Program and Bridges Renewal Program;
- State Government – Block Grant and REPAIR Program, and Fixing Country Roads Program; and
- Council sources – Commonwealth’s Roads to Recovery allocation (R2R), the dedicated roads component of the Commonwealth Financial Assistance Grants (FAGs) and Council’s own rate revenue.

The Commonwealth Roads to Recovery Program supports maintenance of the nation’s local road infrastructure asset, which facilitates greater access for Australians and improved safety, economic and social outcomes. Under the *National Land Transport Act 2014*, the Roads to Recovery Program does not now contain a sunset clause. This means that no new legislation will be required for the Commonwealth to continue with the program. The Roads to Recovery allocations are based on the recommendations of the Grants Commissions in each state.

The Commonwealth Financial Assistance Grants (FAGs) consist of two components:

- a general-purpose component which is distributed between the states and territories according to population (i.e. on a per capita basis), and
- an identified roads component which is distributed between the states and territories according to fixed historical shares.

Both components of the grant are untied, allowing councils to spend the grants according to local priorities. They are both distributed through the NSW Grants Commission. The Commonwealth’s Road to Recovery (R2R) allocation is also based on a formula similar to that developed by the NSW Grants Commission but funding is made directly to Councils and not through the State Government.

The R2R and the identified roads component of the FAGs are Commonwealth grants to Councils for local roads. They are a guaranteed source of funding and are effectively a Council source of funds.

The Commonwealth has three dedicated road programs, namely a Black Spot Program, a Heavy Vehicle Safety and Productivity Program, and a Bridges Renewal Program, whose aims are as follows:

- The Black Spot Program funds safety upgrades such as roundabouts, crash barriers and street lights at road sites where crashes are occurring.

- The Heavy Vehicle Safety and Productivity Program aims at increasing the productivity and safety of heavy vehicles by funding infrastructure projects such as rest stops, parking bays, upgrading the capacity of roads, and applying technology aimed at improving productivity, to further improve safety and productivity of heavy vehicle operations.
- The Bridges Renewal Program upgrades and repairs bridges to enhance access for local communities and facilitate higher productivity vehicle access.

Whilst Council has not applied for grants from the first two programs, it has been successful recently in attracting funding from the Bridges Renewal Program for the replacement of three bridges.

The Block Grant and REPAIR Program are State funding sources aimed at assisting Councils with the maintenance and upgrading of State declared regional roads. This contrasts with the Commonwealth R2R funding which is primarily aimed at local roads although at Council's discretion can be allocated to regional roads.

The Block Grant is distributed to each Council on a formula basis and is untied for use at Council's discretion. The REPAIR Program is a complementary program targeting specific projects. The funding is allocated to projects prioritised using selection criteria developed by Regional Consultative Committees comprising both the RMS and Councils in the region. Councils are required to match the RMS funding.

The REPAIR funding for each region is allocated on the same funding split as the Regional Roads Block Grant Program. The amount available for enhancement works is limited to 30 per cent of the annual REPAIR allocation for each RMS region.

Councils may use any funds they deem appropriate to make up their 50 per cent contribution, excluding other REPAIR allocations. To maximise the funds being applied to Regional Roads, Councils are encouraged to use funds from sources other than the Regional Roads Block Grant Program and other RMS programs.

The State Government's Fixing Country Roads Program provides an additional State funding for country roads and focuses on better connecting local and regional roads to state highways and key freight hubs such as silos, sale yards, rail heads, super market distribution centres, industrial parks and depots to make it easier to move regional freight from paddock to port.

By getting trucks to key freight hubs (including grain rail heads) more efficiently, the program helps take pressure off council-owned roads and therefore reduce 'wear and tear' on these assets. The program has been designed to complement several historic rail freight funding initiatives, including upgrading rail sidings throughout country NSW. Council has been successful in attracting funding from this State source for several projects over recent years.

The 2015/16 to 2017/18 funding allocations to Walgett Shire Council from the R2R, FAGs Roads Component, State Block Grant, REPAIR and Fixing Country Roads Programs are shown in Table 8.1.

Table 8.1: Current annual road funding levels

Year	Annual Funding ('000)				
	Commonwealth		State Sources		
	R2R Funding	FAG Roads Component	Block Grant	REPAIR	Fixing Country Roads
2015/16	\$2,486	\$1,846	\$2,304	\$400	\$1,935
2016/17	\$2,008	\$1,832	\$2,314	\$400	\$1,200
2017/18	\$1,740			\$400	

8.2 Recommended Funding

Upgrading the entire length of the Lightning Ridge to Collarenebri Road to a sealed standard would cost an estimated \$16.13 million for Option 2. It is proposed that the program be funded by the three levels of government as shown in Table 8.2.

Table 8.2: Proposed Funding Sources for Option 2

Source	Funding ('000)			
	Commonwealth	State	Council	Total
Lightning Ridge to Collarenebri Road	\$4,840	\$9,680	\$1,610	\$16,130
Per cent of total	30%	60%	10%	

\$4.84 million (30%) of the project could be funded from the Commonwealth Heavy Vehicle Safety and Productivity Program, with \$9.68 million (60%) funded by the State Government through the Fixing Country Roads and REPAIR Programs.

Council would match the REPAIR program allocation dollar for dollar and allocate sufficient funds from its own resources to fund \$1.61 million (10%).

9. RISK ANALYSIS

This section provides a risk analysis of the Project.

The risk analysis identified a number of risks, most of which could be dealt with using Council's project management practices. However, six risks are mentioned that are relevant to the feasibility assessment and three can be reduced to a Medium Residual Rating, if treated appropriately. However, the other three remain a High Risk even with taking an appropriate risk treatment. They are outlined in Table 9.1.

Table 9.1: Major risks

Risk Cause / Trigger	Potential Consequence	Risk Treatment	Residual Rating
<p>Major flooding of the Big Warrambool extending to the new route in Option 1</p> <p>The same risk does not apply to Option 2 which is essentially flood free</p>	<p>Extensive damage during construction or in-service requiring additional funds from Council's budget</p> <p>Unnecessary disruption to the Lightning Ridge community</p> <p>Reputational risk to Council</p>	<p>Engineering design to mitigate impact on the road and adjoining properties</p>	H
<p>Unable to acquire the road reserve for the new link in Option 1</p>	<p>Unable to proceed</p>	<p>Make an attractive offer to fully compensate the property owner</p>	H
<p>Unable to secure a grant to construct the new link for Option 1</p> <p>Grants to Council tend to be of the order of \$1-1.5 million per year</p>	<p>The roadworks for the new link requires \$5 million to construct.</p> <p>Council cannot proceed with the new link without the full amount</p>	<p>Make a special request for additional funding</p>	H
<p>Required to maintain the existing Burranbaa Road for Option 1</p> <p>This does not apply to Option 2</p>	<p>Additional maintenance budget required each year</p>	<p>Provision needs to be made in the budgeting process</p>	M
<p>Cannot complete the project within the available budget</p> <p>Applies to both options</p>	<p>Sections of road remaining unsealed after the grant has been spent</p> <p>Need to request additional funding.</p>	<p>Ensure that design and estimate is adequate for the project</p> <p>Monitor expenditure on a regular basis</p>	M
<p>Lack of water during construction</p> <p>Applies to both options</p>	<p>Poor road compaction and premature pavement deformation</p>	<p>Establish water detention during wet weather between now and construction</p>	M

10. BENEFITS REALISATION

This section outlines the benefits that will be derived from the Project.

The benefits from the project are outlined in Table 10.1. This table aligns the benefits with the long-term objectives and provides targets for Council to monitor over the five years following the completion of the project.

Table 10.1: Benefits Realisation

Project Objective	Expected Project benefits	Long-term objectives	Targets
Primary Objectives			
Provide savings in travel time and vehicle operating costs between Lightning Ridge and Collarenebri	<ul style="list-style-type: none"> Improved flood immunity Smoother and safer road surface Increased tourist visits Improved strategic connection in remote NSW 	<ul style="list-style-type: none"> Support economic growth and productivity Improve livability 	Increase average travel speed to 95 km/h within 12 months of completion
Improve road safety	<ul style="list-style-type: none"> Reduced number of crashes causing personal and property damage Improved surface and surface delineation 	<ul style="list-style-type: none"> Improve safety and security 	Reduce the number of crashes to less than 2 per annum
Support families and communities in remote areas	<ul style="list-style-type: none"> Increased number of days that remote communities can access their local town for medical services, shopping and social interaction 	<ul style="list-style-type: none"> Support regional development Reduce social disadvantage Improve livability 	Reduce the number of road closures to less than an average of 3 per annum
Promote regional development in rural communities	<ul style="list-style-type: none"> Commercial opportunities from increased tourist activity Increased number of local and tourist visits to Lightning Ridge 	<ul style="list-style-type: none"> Improve livability 	Increase tourist traffic volumes by 40% over 5 years
Secondary Objectives			
Improve environmental outcomes	<ul style="list-style-type: none"> Improved air and water quality Reduced consumption of gravel resources 	<ul style="list-style-type: none"> Improve livability 	Reduce the consumption of gravel in the region by 10% over 5 years

11. MAIN FINDINGS

This section outlines the main findings of the feasibility assessment.

The feasibility assessment shows that there are significant benefits from sealing the Lightning Ridge to Collarenebri Road. The benefits arise from improved and more reliable access to and within the region, including:

- Improved efficiencies in farm productivity due to more reliable movement of agricultural products and livestock
- Improved road safety for locals and visitors
- More reliable delivery of essential services in rural areas
- Potential for increased tourist activity at Lightning Ridge and Collarenebri

The feasibility assessment identified two options for the route. Option 1 involved the construction of a new link between Shermans Way and Angledool Road to reduce the length of the project.

Option 2 on the other hand was longer by 4.8km but much the same cost as Option 1 due to the lower unit cost of upgrading on the existing alignment. The economic return for Option 1 is 1.02 compared to 0.96 for Option 2, for a discount rate of 7%. Both options yield results which are approximately equal to the normal threshold benefit cost ratio of 1.0.

Both options will capture the northern farming traffic which is essential for justifying the project. Notwithstanding the slightly lower BCR, Option 2 is preferred as it represents a lower risk to Council in terms of:

- Construction across difficult flood-prone terrain
- Issues relating to the acquisition of a road reserve for the new link
- The need to secure a large grant to complete the new link in a single year. Council will not be able to start the new link in Option 1 until it has funding

The study explored the various funding sources and proposed a funding arrangement involving the three levels of government.

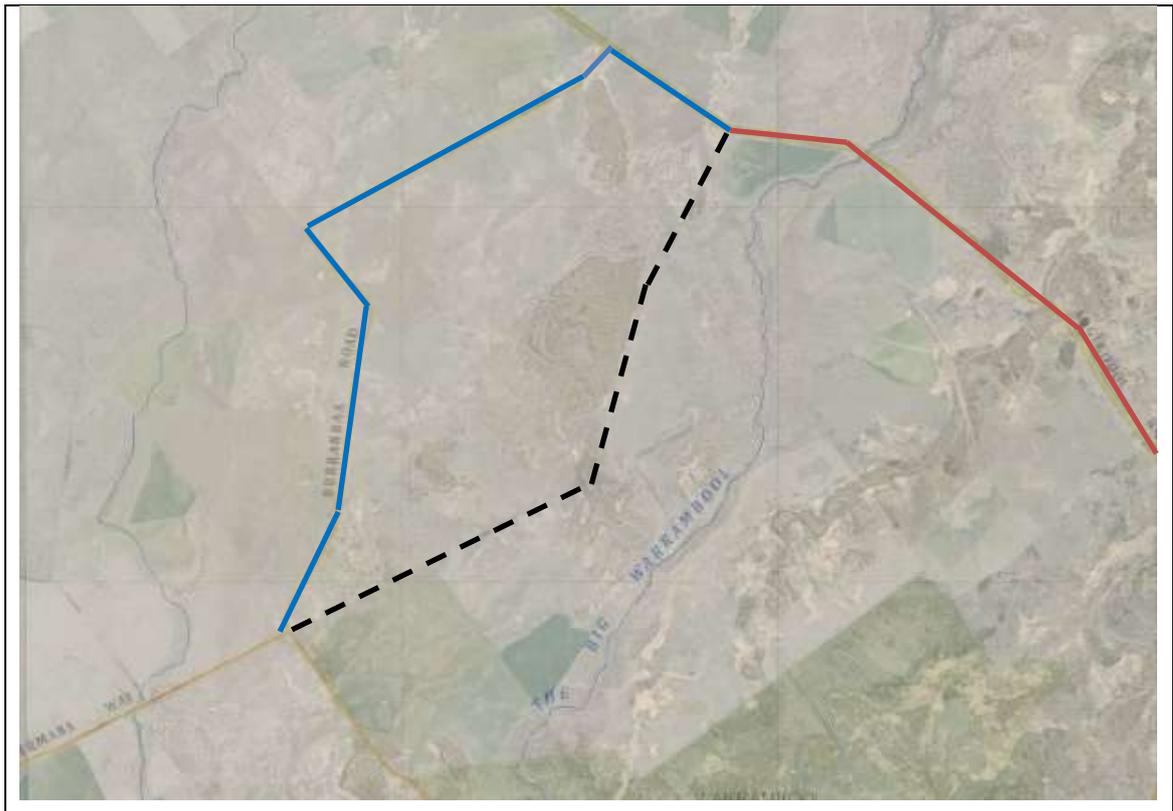
The following conclusion can be drawn from the feasibility assessment:

- The upgrading cost at \$16.13 million was significant but not excessive
- The transport economic benefits have been estimated to be approximately equal the economic capital costs at a discount rate of 7%.
- There are significant non-economic benefits arising from the project particularly for the people living in Lightning Ridge and Collarenebri
- The proposal has the strong support of the local communities who rely on the route for their farming activities and for access to services in Lightning Ridge and Collarenebri

- The proposal has the support of Council who is prepared to allocate 10% of the funding from its own sources
- The work can be funded from existing Commonwealth and State Governments funding sources
- There is little project risk for Council for Option 2 other than ensuring that there is sufficient water and monitoring expenditure as the project proceeds
- Council should monitor the achievement of benefits of the project over five years following its completion
- Council needs to approach the Roads and Maritime Services to reclassify the Angledool Road and Burranbaa Road to a Regional Road and declassify the existing Ridge Road north of the Crossroads to a Local Road

APPENDIX A – ROUTE DETAILS

Option 1 – new route to the north of the Big Warrambool	-----
Option 2 – follows the existing Burranbaa Road alignment and part of Angledool Road	—————
Angledool Road – common to both options	—————



APPENDIX B – TRAFFIC COUNTS

Location	Week	LV	HV	HPV	
Lightning Ridge end	1	68	8.5	1.5	78
	2	71.5	7.5	1	80
	3	87.5	9	0.5	97
	4	84	5.5	0.5	90
	5	67.5	4	0.5	72
	6	69	7.5	0.5	77
	7	65	6.5	0.5	72
	8	73	9.5	2.5	85
	9	84	6.5	1	91.5
	10	69.5	5	1.5	76
	11	105	10.5	0.5	116
	12	97	9	1	107
	Average	78	7	1	86

Location	Week	LV	HV	HPV	Total
Collarenebri End	1	34	8	1	43
	2	40	6	1	47
	3	35	5	1	41
	4	42	11	2	55
	5	37	6	1	44
	6	30	10	0	40
	7	34	8	1	43
	8	30	6	1	37
	9	32	5	1	38
	10	22	7	0	29
	11	19	8	0	27
	12	28	12	0	40
	Average	32	8	1	41

APPENDIX C – ECONOMIC BENEFITS

The economic analysis identified the following benefits for the two options. They are presented by the type of benefit and by whether they accrue from the base traffic or are generated as result of the project.

Summary of benefit present values: \$'million (4% p.a. discount rate)

	Base Case	Option 1	Option 2
Savings in Travel Time	N/A	\$8.884	\$7.308
Vehicle Operating Cost Savings	N/A	\$8.834	\$7.087
Savings in Crash Costs	N/A	\$6.585	\$5.769
Other (Residual value)	N/A	\$1.331	\$1.326
Total	N/A	\$25.634	\$21.491

* Savings estimates incorporate traffic generation benefits

Summary of benefit present values: \$'million (7% p.a. discount rate)

	Base Case	Option 1	Option 2
Savings in Travel Time	N/A	\$5.553	\$4.578
Vehicle Operating Cost Savings	N/A	\$5.588	\$4.500
Savings in Crash Costs	N/A	\$4.085	\$3.581
Other (Residual value)	N/A	\$0.521	\$0.519
Total	N/A	\$15.747	\$13.178

* Savings estimates incorporate traffic generation benefits

Travel Time Savings (\$'million, present value: 4% p.a. discount rate)

Option 1	Base Case	Project case	Savings
Background	\$21.583	\$14.586	\$6.997
Generated	N/A	N/A	\$1.887
Total	N/A	N/A	\$8.884
Option 2	Base Case	Project case	Savings
Background	\$20.659	\$14.784	\$5.875
Generated	N/A	N/A	\$1.433
Total	N/A	N/A	\$7.308

* Savings estimates incorporate traffic generation benefits

Travel Time Savings (\$'million, present value: 7% p.a. discount rate)

Option 1	Base Case	Project case	Savings
Background	\$13.851	\$9.361	\$4.490
Generated	N/A	N/A	\$1.063
Total	N/A	N/A	\$5.553
Option 2	Base Case	Project case	Savings
Background	\$13.258	\$9.488	\$3.770
Generated	N/A	N/A	\$0.808
Total	N/A	N/A	\$4.578

* Savings estimates incorporate traffic generation benefits

VOC Savings (\$'million, present value: 4% p.a. discount rate)

Option 1	Base Case	Project case	Savings
Background	\$26.823	\$19.159	\$7.665
Generated	N/A	N/A	\$1.169
Total	N/A	N/A	\$8.834
Option 2	Base Case	Project case	Savings
Background	\$25.672	\$19.323	\$6.348
Generated	N/A	N/A	\$0.739
Total	N/A	N/A	\$7.087

* Savings estimates incorporate traffic generation benefits

VOC Savings (\$'million, present value: 7% p.a. discount rate)

Option 1	Base Case	Project case	Savings
Background	\$17.242	\$12.318	\$4.924
Generated	N/A	N/A	\$0.664
Total	N/A	N/A	\$5.588
Option 2	Base Case	Project case	Savings
Background	\$16.502	\$12.423	\$4.078
Generated	N/A	N/A	\$0.421
Total	N/A	N/A	\$4.500

* Savings estimates incorporate traffic generation benefits

Crash Cost Savings (\$'million, present value: 4% p.a. discount rate)

Option 1	Base Case	Project case	Savings
Background	\$10.891	\$6.047	\$4.844
Generated	N/A	N/A	\$1.741
Total	N/A	N/A	\$6.585
Option 2	Base Case	Project case	Savings
Background	\$10.402	\$6.129	\$4.273
Generated	N/A	N/A	\$1.496
Total	N/A	N/A	\$5.769

* Savings estimates incorporate traffic generation benefits

Crash Cost Savings (\$'million, present value: 7% p.a. discount rate)

Option 1	Base Case	Project case	Savings
Background	\$6.984	\$3.878	\$3.106
Generated	N/A	N/A	\$0.979
Total	N/A	N/A	\$4.085
Option 2	Base Case	Project case	Savings
Background	\$6.670	\$3.930	\$2.740
Generated	N/A	N/A	\$0.841
Total	N/A	N/A	\$3.581

* Savings estimates incorporate traffic generation benefits

<u>Divisions</u>	<u>Comments</u>	<u>Income</u>	<u>Expenditure</u>	<u>Net Budget (Surplus) /Deficit</u>
	<u>December 2018 Quarterly Budget Review Major Amendments</u>			
Governance and Executive				
Section 356 Expenditure- Community Assistance	Minute 13/2018/11 Savings from OROC dissolution transferred Macquarie Home Stay Contribution	(30,000)	30,000	0
Rates - Various	Adjustments to rates to reflect actuals received, offset by 3% 2014 SRV budgeting line	(161,660)	167,889	6,229
General Manager - Salaries and Wages	Correction of staff allocations to Corporate Services requiring a budget transfer from Corporate Services Salaries and Wages	(100,000)	100,000	0
General Manager - Recruitment Costs	Costs incurred in the recruitment of a new General Manager		25,000	25,000
Economic Development - Salaries and Wages	Savings achieved by the delayed recruitment of a new Economic Development Officer		(37,000)	(37,000)
Human Resources - Staff Replacement	Increase in budget required by the process to appoint a new Director Engineering & Technical Services		20,000	20,000
WHS Plant Running Expenses	Expenses incurred by the provision of a vehicle for use by the WHS Officer	(25,000)	25,000	0
On-Cost Long Service Leave	Termination payments of leave on senior staff requiring an increase in budget	(50,000)	50,000	0
Workers Compensation Claims excess	Increase in Workers Compensation Claims requiring a subsequent increase in the budget	(40,000)	40,000	0
Indirect Payroll Allowances	Change in accounting method for Indirect Allowances requiring budget realignment	(25,000)	25,000	0
Corporate and Community Services				
Crown Lands Plans of Management	Receipt of a grant over 2 years to achieve Plans of Management for Crown Lands transferred from State; offset by expenditure and transfer to reserves	(100,000)	100,000	0

<u>Divisions</u>	<u>Comments</u>	<u>Income</u>	<u>Expenditure</u>	<u>Net Budget (Surplus) /Deficit</u>
	December 2018 Quarterly Budget Review Major Amendments			
Administration staff contractors	Employment of contractors to assist in additional workload created by staff shortages, Crown Lands cost shifting and changes to the Australian Accounting Standards		100,000	100,000
LR Agency - Salaries and Wages / Operating Expenses	Adjustments to new budget lines to reflect actuals	(70,000)	70,000	0
SCCF Collarenebri Lions & Earls Parks	Receipt of Stronger Country Communities Grant Round 2	(200,908)	200,908	0
SCCF - Lightning Ridge Opal Street Park	Additional funding to complete Stronger Country Communities upgrade to the park		72,061	72,061
Lightning Ridge Depot Upgrade	Upgrade of WHS facilities and storage at Lightning Ridge Depot		20,000	20,000
Environmental and Planning Services				
General Staff - Salaries & Wages	Savings achieved by the delayed recruitment of a new staff		(88,900)	(88,900)
Walgett Cemetery SCC Grant expenditure	Receipt of Stronger Country Communities Grant Round 2	(329,701)	329,701	0
AMP Strategy	Revote to complete the AMP Strategy; offset by transfer from DWM reserve	(40,000)	40,000	0
AMP Strategy Implementation	Revote to commence implementation of the AMP Strategy; offset by transfer from DWM reserve	(20,000)	20,000	0
Waste Management				
AMP Strategy	Revote to complete the AMP Strategy; offset by transfer from DWM reserve	(40,000)	40,000	0
AMP Strategy Implementation	Revote to commence implementation of the AMP Strategy; offset by transfer from DWM reserve	(20,000)	20,000	0
Technical and Engineering Services				
				0

<u>Divisions</u>	<u>Comments</u>	<u>Income</u>	<u>Expenditure</u>	<u>Net Budget (Surplus) /Deficit</u>
	<u>December 2018 Quarterly Budget Review Major Amendments</u>			
TES - Salaries and Wages	Accounting change to the recording of wages due to amalgamation of previous 2 departments	(256,072)	205,572	(50,500)
Contractors and Consultants	Employment of contractors to assist in additional workload created by staff shortages and grant funding timelines requiring completion		150,000	150,000
Depot Operations - EPA Cleanup Orders	Orders received from EPA to cleanup depot storage near Walgett Waste Facility		156,472	156,472
Carinda Pool	Budget moved from major projects (Corporate Services) to maintenance caused by serious maintenance issues	(60,000)	60,000	0
Collarenebri Pool	Additional funding to complete painting and other maintenance for the start of the swimming season		30,000	30,000
Burren Junction Bore Baths	Additional funding to complete painting and other maintenance for the start of the swimming season		20,000	20,000
RFS Fire Hazard Reduction	Receipt of actual budgets from RFS for 2018/2019	(28,635)	28,920	285
Aerodrome Grounds	Maintenance required to achieve CASA rating; partially offset by savings on other budget lines	(36,322)	70,000	33,678
Gravel Pits	Changes in accounting to achieve a more realistic cost to projects requiring budget adjustments as better information becomes available allowing for a transfer to the remediation reserve	(828,360)	430,000	(398,360)
Block Grant - Various	Notification received of actual 2018/2019 budgets from RMS offset by increased expenditure on Regional Roads Heavy Patching	(152,193)	152,193	0
Repair Grant	Receipt of Repair Grant for Cumberdoon Way	(400,000)	400,000	0
Regional Roads Heavy Patching	Transfer of budget from Regional Roads to Cumberdoon Way project to match Repair Grant	(400,000)	400,000	0

<u>Divisions</u>	<u>Comments</u>	<u>Income</u>	<u>Expenditure</u>	<u>Net Budget (Surplus) /Deficit</u>
	<u>December 2018 Quarterly Budget Review Major Amendments</u>			
Local Roads - Various	Increase in budget reflecting more accurate recording of expenditure		99,000	99,000
Flood Damage	Revote to complete work on 2017 Flood Damage partially offset by remainder of grant to be received	(28,444)	93,288	64,844
SCCF Walgett Bore Baths	Receipt of Stronger Country Communities Grant Round 2	(47,162)	47,162	0
Grawin Bore	Work offset by grant income	(40,556)	40,556	0
Capital Road Projects	Increased to match actuals partially offset by saving on postponed work	(37,374)	81,570	44,196
Water Services				0
Walgett Weir Water Security	Continuing work on the Walgett Weir Upgrade offset by grant income and transfer to reserves	(857,645)	857,645	0
Operational Budgets - Various	Changes to budget lines to reflect actuals offset by income and transfer to reserves	(80,604)	80,604	0
Sewer Services				0
Operational Budgets - Various	Changes to budget lines to reflect actuals offset by income and transfer from reserves	(30,322)	30,322	0

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Councillor Expenditure								
Expense								
11.01010.1231	Car Running Costs	15,793	0		15,793	0	15,793	0%
11.01010.1300	Deputy Mayoral Allowance	6,325	138	1,282	7,745	3,998	3,747	52%
11.01010.1302	Delegates Expenses	1,053	0		1,053	0	1,053	0%
11.01010.1304	Mayoral Office Expenses	1,053	0		1,053	0	1,053	0%
11.01010.1305	Australia Day Celebrations	5,866	0		5,866	247	5,619	4%
11.01010.1306	Mayor's Xmas Luncheon	1,053	0		1,053	0	1,053	0%
11.01010.1307	Mayoral Allowance	18,973	415	22	19,410	7,130	12,280	37%
11.01010.1313	Councillor Training	1,053	0		1,053	0	1,053	0%
11.01010.1314	Corporate Planning	1,053	0		1,053	0	1,053	0%
11.01010.1317	Councillor Office Expenses	10,529	0		10,529	4,860	5,669	46%
11.01010.1320	Newsletter to Residents	9,424	0		9,424	0	9,424	0%
11.01010.1321	Local Government Associations Memberships	10,003	5,000		15,003	8,605	6,398	57%
11.01010.1330	Complaints / Code of Conduct Reviews	10,000	0		10,000	9,803	197	98%
11.01010.1404	Civic Receptions & Functions	4,072	0		4,072	1,334	2,738	33%
11.01010.1453	Councillor Allowances - Cameron	11,592	268		11,860	5,930	5,930	50%
11.01010.1454	Councillor Allowances - Keir	11,592	268		11,860	5,930	5,930	50%
11.01010.1455	Councillor Allowances - Martinez	11,592	268		11,860	5,930	5,930	50%
11.01010.1457	Councillor Allowances- Murray	11,592	268		11,860	5,930	5,930	50%
11.01010.1458	Councillor Allowances - Turnbull	11,592	268		11,860	5,930	5,930	50%
11.01010.1459	Councillor Allowances - Taylor	11,592	268		11,860	5,930	5,930	50%
11.01010.1460	Councillor Allowances - Smith	11,592	268		11,860	5,930	5,930	50%
11.01010.1463	Councillor Allowances -Woodcock	11,592	268		11,860	5,930	5,930	50%
11.01010.1464	Councillor Allowances -Walford	11,592	268		11,860	5,930	5,930	50%
11.01010.1469	Travelling, Accommodation & Meeting Expenses	20,935	0		20,935	9,608	11,327	46%
11.01010.2235	Cross Border Tourism Concept	0	5,000		5,000	0	5,000	0%

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.01010.2236	Subscription - External Organisations	37,904	0	(30,000)	7,904	1,316	6,588	17%
	Sub Total	259,417	12,965	(28,696)	243,686	100,271	143,415	41%
	Section 356 Donations and Subsidies							
	Expense							
11.01010.1318	Corporate Radio Sponsorship	5,500	0		5,500	0	5,500	0%
11.01010.1405	Section 356 Expenditure- Community Assistance	10,170	0	30,000	40,170	33,500	6,670	83%
11.01010.1406	Subsidy -Fees and Charges Rebates, Local Churches	16,847	1,511		18,358	18,358	1	100%
11.01010.1410	Donation - Barwon Group CWA Medical Scholarship Scher	3,329	0		3,329	3,329	0	100%
11.01010.1422	Section 356 Expenditure-Glengarrie Grawin Sheepyards M	30,510	0		30,510	30,510	0	100%
11.01010.1424	Section 356 Expenditure-Lightning Ridge Pool	374,336	2,576		376,912	376,912	0	100%
11.01010.1426	Section 356 Lightning Ridge Jewellery Design Award	3,500	0		3,500	3,500	0	100%
11.01010.2242	Section 356 Lightning Ridge Opal Queen	5,000	5,000		10,000	10,000	0	100%
11.01010.9907	Cls Geoffrey 'Dick' Colless Scholarship	10,529	0		10,529	0	10,529	0%
	Sub Total	459,721	9,087	30,000	498,808	476,108	22,700	95%
	Total Governance	719,138	22,052	1,304	742,494	576,379	166,115	78%
	Rates - General							
	Revenue							
11.00017.0201	Business	(347,444)	0	19,648	(327,796)	(328,248)	452	100%
11.00017.0203	Residential - Walgett	(322,919)	0	(8,135)	(331,054)	(330,538)	(516)	100%
11.00017.0213	Residential - Lightning Ridge	(316,825)	0	(8,855)	(325,680)	(325,680)	0	100%
11.00017.0223	Residential - Collarenebri	(91,781)	0	(3,147)	(94,928)	(94,928)	(0)	100%
11.00017.0231	Residential - Other	(40,139)	0	(395)	(40,534)	(40,534)	0	100%
11.00017.0233	Residential - Burren Junction	(38,509)	0	(589)	(39,098)	(39,098)	(0)	100%
11.00017.0234	Residential - Cumborah	(9,827)	0	(462)	(10,289)	(10,134)	(155)	98%
11.00017.0235	Residential - Come-By-Chance/Rowena	(5,619)	0	(827)	(6,446)	(6,446)	(0)	100%
11.00017.0236	Residential - Carinda	(12,633)	0	(219)	(12,852)	(12,852)	0	100%
11.00017.0241	Rates - Rural Ordinary	(3,640,231)	0	(119,146)	(3,759,377)	(3,759,212)	(165)	100%

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.00017.0243	Residential - Preserved Opal Fields	(526,416)	0	(39,533)	(565,949)	(565,949)	(0)	100%
11.00017.0282	Pensioner Rebates - This Year	96,113	(2,105)	411	94,419	94,509	(90)	100%
11.00017.0295	Interest on Overdue Rates & Charges	(28,318)	0		(28,318)	(11,639)	(16,679)	41%
11.00017.8000	Council Property Rating Offset Account	99,203	(1,175)		98,028	98,028	0	100%
11.00017.9999	Rate SRV 3% 2013/2014	(167,889)	0	167,889	0	0	0	NA
11.03836.2038	Rates - Write Off	2,046	0		2,046	(230)	2,276	-11%
11.03836.2039	Interest Write Off	2,046	0		2,046	540	1,506	26%
	Sub Total	(5,349,142)	(3,280)	6,640	(5,345,782)	(5,332,409)	(13,373)	100%
	Untied Grants							
	Revenue							
11.00018.0401	Financial Assistance Grant (FAG) General Component	(4,155,307)	0		(4,155,307)	(1,095,226)	(3,060,081)	26%
11.00018.0451	Pensioner Rebates - Subsidy	(53,799)	0		(53,799)	(51,812)	(1,987)	96%
	Sub Total	(4,209,106)	0	0	(4,209,106)	(1,147,038)	(3,062,068)	27%
	Unrestricted Income							
	Revenue							
11.00020.0191	Interest Received from Banks	(51,829)	0		(51,829)	(18,235)	(33,594)	35%
11.00020.0193	Interest Received from Investments	(667,248)	0		(667,248)	(448,156)	(219,092)	67%
11.00020.0199	Transfer of Interest to Minor Funds	277,607	0		277,607	138,899	138,708	50%
	Sub Total	(441,470)	0	0	(441,470)	(327,492)	(113,978)	74%
	Total General Purpose Revenue	(9,999,718)	(3,280)	6,640	(9,996,358)	(6,806,940)	(3,189,418)	68%

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Executive Services								
Income								
11.00102.0595	Executive Services Other income (CMCC reimburseme	(32,524)	300		(32,224)	(1,050)	(31,174)	3%
	Sub Total	(32,524)	300	0	(32,224)	(1,050)	(31,174)	3%
Expenditure								
11.01029.1101	Contract Packages Salaries Paid	270,011	28,917		298,928	182,721	116,207	61%
11.01029.1106	Staff Housing Subsidy	9,657	0	(9,657)	0	0	0	NA
11.01029.1107	Electricity/ Telephone Subsidy	569	0		569	226	343	40%
11.01029.1111	Senior Staff Performance Management	3,226	0		3,226	0	3,226	0%
11.01029.1210	General Staff - Salaries & Wages	0	0	100,000	100,000	36,982	63,018	37%
11.01029.1212	GM Professional Development	2,795	0		2,795	0	2,795	0%
11.01029.1213	GM LG Conferences	5,581	0		5,581	1,266	4,315	23%
11.01029.1214	GM Professional Association Membership	790	0		790	345	445	44%
11.01029.1220	General Manager Recruitment Expenses	0	0	25,000	25,000	3,719	21,281	15%
11.01029.1261	Travelling & Accommodation	8,361	0		8,361	1,872	6,489	22%
11.01029.1267	Meeting Expenses	5,791	0		5,791	1,065	4,726	18%
11.01029.1310	CMCC reimbursible expenses	32,224	0		32,224	21,242	10,982	66%
11.01029.1807	Plant Running Expenses	36,956	0		36,956	1,754	35,202	5%
	Sub Total	375,961	28,917	115,343	520,221	251,193	269,028	48%
Economic Development								
Income								
11.00162.1620	Walgett Bulldust to Bitumen Festival	(3,998)	0		(3,998)	0	(3,998)	0%
11.00162.1622	Community Promotional Events	(3,687)	0		(3,687)	5,000	(8,687)	-136%
	Sub Total	(7,685)	0	0	(7,685)	5,000	(12,685)	-65%

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Expense								
11.01030.1210	Salaries Wages & Oncosts	74,376	0	(37,000)	37,376	0	37,376	0%
11.01606.1261	Travel & Accommodation Expenses	2,648	0		2,648	0	2,648	0%
11.01606.1365	Economic Development Community Events	8,282	0		8,282	263	8,019	3%
11.01606.1578	Economic Development Strategy	10,529	0		10,529	0	10,529	0%
11.01606.1579	Economic Incentive Scheme	10,529	0		10,529	0	10,529	0%
11.03563.1492	Walgett Bulldust to Bitumen Festival	12,000	0		12,000	5,374	6,626	45%
	Sub Total	118,364	0	(37,000)	81,364	5,637	75,727	7%
	Tourism							
Revenue								
Tourism Walgett								
11.00407.0732	Income - Tourism Sales	(5,397)	0		(5,397)	(3,073)	(2,324)	57%
11.00407.0734	Sales - Internet Fees	(5,722)	2,800		(2,922)	(1,361)	(1,561)	47%
	Tourism Lightning Ridge							
11.00408.0732	Tourism Sales - Souvenirs, etc	(191,192)	0		(191,192)	(88,358)	(102,834)	46%
11.00408.0740	Revenue - Tourism Lightning Ridge - Commercial Rent	(6,092)	0		(6,092)	(2,282)	(3,810)	37%
	Sub Total	(208,403)	2,800	0	(205,603)	(95,074)	(110,529)	46%
Expense								
Tourism Walgett								
11.03763.1210	Salaries and Wages and on costs	106,113	0		106,113	57,751	48,362	54%
11.03763.1497	Tourism and Internet Operations	5,177	0		5,177	1,694	3,483	33%
11.03763.2250	Marketing & Promotion	20,706	0		20,706	5,338	15,368	26%
11.03763.3851	Advertising & Publicity	7,335	0		7,335	1,793	5,542	24%
11.03763.3852	Advertising - Publications - New Tourist Brochure	527	0		527	0	527	0%
11.03763.3860	Souvenirs and retail	8,370	0		8,370	1,283	7,087	15%
11.03763.3890	Tourism Industry Memberships	4,072	0	928	5,000	5,000	0	100%
11.03763.3895	Tourism - Collarenebri Agency	20,000	0		20,000	0	20,000	0%

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Tourism Lightning Ridge								
11.03764.1210	General Staff - Salaries & Wages - LR Tourism	117,670	0		117,670	61,329	56,341	52%
11.03764.1220	Staff Replacement - LR Tourism	11,557	0		11,557	6,336	5,221	55%
11.03764.1261	Travelling & Accommodation	3,676	0		3,676	0	3,676	0%
11.03764.1267	Meeting Expenses	518	0		518	455	63	88%
11.03764.1273	Office Equipment Rent & Maintenance - LR Tourism	2,899	0		2,899	780	2,119	27%
11.03764.1288	Office Expenses - LR Tourism	5,177	0		5,177	1,912	3,265	37%
11.03764.2237	Subscriptions - Journals & Publications	1,035	0		1,035	800	235	77%
11.03764.2250	LR Tourism - Marketing & Promotion	3,624	0		3,624	0	3,624	0%
11.03764.2326	Interest Paid - Loans	19,450	(19,450)		0	0	0	NA
11.03764.3854	Trade Shows	1,553	0		1,553	0	1,553	0%
11.03764.3860	Souvenirs and Retail	123,371	0		123,371	73,419	49,952	60%
11.03764.3872	Lightning Ridge Information Centre Operations	10,353	0		10,353	2,119	8,234	20%
	Sub Total	473,183	(19,450)	928	454,661	220,008	234,653	48%
Human Resources								
Revenue								
11.00451.0497	Employment Subsidies	(12,770)	(10,000)		(22,770)	(14,725)	(8,045)	65%
11.00451.0630	Sundry Income	(4,780)	0		(4,780)	(509)	(4,271)	11%
	Sub Total	(17,550)	(10,000)	0	(27,550)	(15,235)	(12,315)	55%
Expenses								
11.03451.1215	Staff Training	168,465	0		168,465	105,775	62,690	63%
11.03451.1216	Staff Conferences & Development	15,793	0		15,793	8,036	7,757	51%
11.03451.1220	Staff Replacement	41,412	0	20,000	61,412	40,620	20,792	66%
11.03451.1221	School to Work Program	15,000	0		15,000	3,523	11,477	23%
11.03451.1229	HR Program Development	2,106	0		2,106	0	2,106	0%
11.03451.1366	Investigations - Complaints	10,000	0		10,000	0	10,000	0%

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03451.1501	Consultant Fees	814	0		814	0	814	0%
	Sub Total	253,590	0	20,000	273,590	157,954	115,636	58%
	On-cost of wages (contra situation)							
	Expense							
11.04964.1807	WH&S Plant Running Costs	0	0	25,000	25,000	0	25,000	0%
11.04964.2035	Contribution to Staff Xmas Functions	1,532	0		1,532	114	1,418	7%
11.04964.2045	Fringe Benefit expense	113,417	0		113,417	17,472	95,945	15%
11.04964.6101	Annual Leave expense	598,431	0		598,431	348,540	249,891	58%
11.04964.6104	Long Service Leave	156,607	0	50,000	206,607	164,524	42,083	80%
11.04964.6107	Sick Leave	306,783	0		306,783	155,194	151,589	51%
11.04964.6109	Workers Compensation Claims Excess	31,243	0	40,000	71,243	54,060	17,183	76%
11.04964.6110	Special Leave - bereavement leave	12,960	0		12,960	7,331	5,629	57%
11.04964.6112	Maternity Leave	83,101	0		83,101	7,799	75,302	9%
11.04964.6113	Public Holidays	248,410	0		248,410	49,834	198,576	20%
11.04964.6116	Wet Weather Pay	5,401	0		5,401	1,382	4,019	26%
11.04964.6122	Superannuation	655,968	0		655,968	331,275	324,693	51%
11.04964.6123	Superannuation Div B - Council Contr	27,185	0		27,185	6,500	20,685	24%
11.04964.6125	Employment Insurance Premiums (Workers Comp)	374,703	0		374,703	21,964	352,739	6%
11.04964.6130	DataPowder	2,296	0		2,296	0	2,296	0%
11.04964.6131	Staff Professional Membership	2,553	0		2,553	0	2,553	0%
11.04964.6133	Drug & Alcohol Testing	0	0	10,000	10,000	4,395	5,605	44%
11.04964.6134	Medical Tests	20,159	0		20,159	1,172	18,987	6%
11.04964.6135	Indoor Staff Uniforms	15,621	0		15,621	6,888	8,733	44%
11.04964.6136	Employee Assistance Program	3,319	0		3,319	1,672	1,647	50%
11.04964.6137	Personal Protection Equipment (PPE)	53,383	0		53,383	25,069	28,314	47%
11.04964.6138	Emergency Service Leave	1,080	0	1,000	2,080	1,491	589	72%
11.04964.6139	Employee Dedication Awards	1,071	0		1,071	0	1,071	0%
11.04964.6143	Consultative Committee Costs	1,071	0		1,071	0	1,071	0%

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.04964.6146	OH&S Committee Costs	1,071	0		1,071	0	1,071	0%
11.04964.6149	Industrial Relations Costs	4,402	0		4,402	0	4,402	0%
11.04964.6155	Special Leave/Leave without Pay	526	0		526	0	526	0%
11.04964.6200	On-cost recovery value (from wages @ 52%)	(3,644,547)	0	(151,000)	(3,795,547)	(1,324,740)	(2,470,807)	35%
11.04964.6301	Indirect Payroll Allowances	115,569	0	25,000	140,569	65,406	75,163	47%
11.04964.6302	Private Plant usage	91,890	0		91,890	39,977	51,913	44%
	Sub Total	(714,795)	0	0	(714,795)	(12,682)	(702,113)	2%
Capital Income								
Income								
11.00162.0138	SCC Grant - LR Beautification	0	0	(213,730)	(213,730)	0	(213,730)	0%
11.00761.0422	Lightning Ridge VIC- Grants	(1,650,000)	0		(1,650,000)	0	(1,650,000)	0%
	Sub Total	(1,650,000)	0	(213,730)	(1,863,730)	0	(1,863,730)	0%
Major Project								
Expense								
11.03763.3858	Shire Signage	10,353	0		10,353	3,250	7,103	31%
11.03765.2325	Loan Repayments - Principal	47,843	(47,843)		0	0	0	NA
11.10000.0033	Lightning Ridge VIC-Contructions	1,760,000	0		1,760,000	0	1,760,000	0%
	Sub Total	1,818,196	(47,843)	0	1,770,353	3,250	1,767,103	0%
						0		
Reserve Movements						0		
Revenue						0		
11.00761.9909	Lightning Ridge VIC - Unspent Loans	(110,000)	110,000		0	0	0	NA
	Sub Total	(110,000)	110,000	0	0	0	0	NA

<u>General Manager</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Expense								
11.01010.1319	Council Election Provision	12,000	0		12,000	0	12,000	0%
11.04964.9919	Transfer to ELE Reserve	45,900	0	(45,900)	0	0	0	NA
	Sub Total	57,900	0	(45,900)	12,000	0	12,000	0%
SUMMARY								
	OPERATIONAL (SURPLUS)/DEFICIT	(9,040,439)	21,339	107,215	(8,911,885)	(5,714,809)	(3,222,076)	64%
	CAPITAL (SURPLUS)/DEFICIT	168,196	(47,843)	(213,730)	(93,377)	3,250	(96,627)	-3%
	RESERVE MOVEMENTS	(52,100)	110,000	(45,900)	12,000	0	12,000	0%
	Exec&Govern Result (Profit)/Loss	(8,924,343)	83,496	(152,415)	(8,993,262)	(5,711,560)	(3,306,702)	64%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Administration								
Revenue								
11.00019.0630	Sundry Income /Other Income	(11,186)	0		(11,186)	(10,159)	(1,027)	91%
11.00029.0860	Freedom of Information	0	0	(240)	(240)	(120)	(120)	50%
11.00029.0917	Property Insurance Refunds	(34,846)	0		(34,846)	0	(34,846)	0%
11.00815.0135	Grant - Crown Land Plans of Management	0	0	(100,000)	(100,000)	(100,000)	0	100%
11.03805.4950	Administration Charge- Internal	(451,718)	0		(451,718)	(222,883)	(228,836)	49%
	Sub Total	(497,750)	0	(100,240)	(597,990)	(333,162)	(264,828)	56%
Expenses								
11.03805.0950	Matching Government Grants	75,000	0		75,000	0	75,000	0%
11.03805.1110	Administration staff contractors	25,997	0	100,000	125,997	8,279	117,718	7%
11.03805.1207	Financial Statements Prep. Overtime	2,160	0		2,160	0	2,160	0%
11.03805.1208	IP&R - Integrated Planning and Reporting	4,613	0		4,613	0	4,613	0%
11.03805.1210	Salaries and wages including on-costs	1,530,785	0	(100,000)	1,430,785	758,684	672,101	53%
11.03805.1264	Receipts Rounding Account	100	0		100	4	96	4%
11.03805.1267	Meeting Expenses	0	0		0	171	(171)	NA
11.03805.1288	Office and Telephone and Sundry Expenses	247,433	0		247,433	112,444	134,989	45%
11.03805.1501	Consultant Fees	0	0		0	1,500	(1,500)	NA
11.03805.1570	Internal Audit	40,000	0		40,000	0	40,000	0%
11.03805.1807	Car Running Costs	27,006	0		27,006	4,202	22,804	16%
11.03805.2097	General Legal Expenses	33,306	0		33,306	350	32,956	1%
11.03805.2245	Sundry Expenses	0	0		0	302	(302)	NA
11.03805.4975	Office Expenses Apportioned	20,360	0		20,360	7,440	12,920	37%
	Sub Total	2,006,760	0	0	2,006,760	893,376	1,113,384	45%
Finance Section								
Revenue								
11.00019.0299	LIRS interest subsidy received	(42,608)	0		(42,608)	(37,630)	(4,978)	88%
11.00019.0501	Section 603 Certificate Fees	(10,795)	0	(5,000)	(15,795)	(2,960)	(12,835)	19%
11.00019.0615	Legal Income	(113,252)	0		(113,252)	(32,724)	(80,528)	29%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.00029.0919	Sundry Income	(27)	0		(27)	0	(27)	0%
	Sub Total	(166,682)	0	(5,000)	(171,682)	(73,314)	(98,368)	43%
Expenses								
11.03816.1040	Bank Fees	18,382	0		18,382	9,956	8,426	54%
11.03816.1366	Consultancy Fees	20,360	0		20,360	4,953	15,408	24%
11.03816.1513	Audit Fees	77,353	0		77,353	63,430	13,923	82%
11.03816.1514	Internal Audit services	0	0		0	0	0	NA
11.03816.2237	Subscriptions - Journals & Publications	1,812	0	500	2,312	1,850	462	80%
	Sub Total	117,907	0	500	118,407	80,189	38,218	68%
Rates and Water Billing								
Expenses								
11.03836.1262	Ratepayer Information Resources	6,643	0		6,643	3,419	3,224	51%
11.03836.1366	Consultancy Fees	2,106	0		2,106	0	2,106	0%
11.03836.1367	Legal Fees- rates collection	133,892	0		133,892	46,683	87,209	35%
11.03836.1368	Rate Collection / Recovery Cost	12,082	1,000		13,082	6,087	6,995	47%
11.03836.2040	Legal Fees Write Off	4,211	0		4,211	0	4,211	0%
11.03836.2201	Bad Debts written off (debtors)	3,159	0		3,159	0	3,159	0%
11.03836.2210	Valuation Fee	40,533	0		40,533	37,080	3,453	91%
11.03836.2211	Rate Collection Fees - Australia Post	12,828	0		12,828	4,214	8,614	33%
	Sub Total	215,454	1,000	0	216,454	97,483	118,971	45%
Information Technology								
Expenses								
11.03823.1215	Staff Training	7,658	0		7,658	0	7,658	0%
11.03823.1279	Computer Consumables	8,423	0		8,423	365	8,058	4%
11.03823.1971	Licensing	184,683	0		184,683	115,267	69,416	62%
11.03823.2041	Depreciation	19,450	0		19,450	0	19,450	0%
11.03823.2237	Subscriptions	3,159	0		3,159	1,495	1,664	47%
11.03823.2329	Lease Payments	26,322	0		26,322	0	26,322	0%
11.03823.2333	Managed Service	70,544	0		70,544	31,411	39,133	45%

<u>Chief Financial Officer</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03823.3824	Council Server Rental	12,530	3,000		15,530	10,744	4,786	69%
11.03823.3825	Website Upgrade	12,725	0		12,725	1,080	11,645	8%
11.03823.4975	IT support General	10,529	0		10,529	2,054	8,475	20%
	Sub Total	356,023	3,000	0	359,023	162,416	196,607	45%
	Record Services							
	Expense							
11.03853.1276	Records Disposal and Control	2,106	0		2,106	496	1,610	24%
	Sub Total	2,106	0	0	2,106	496	1,610	24%
	Risk Management							
	Revenue							
11.00029.0913	PL/PI Premium Refund / Other Income	0	0	(5,452)	(5,452)	(5,452)	0	100%
11.00029.0914	Motor Vehicle Premium Rebate	0	(6,824)		(6,824)	(6,824)	0	100%
11.00019.0499	Risk Management Incentives (Insurance)	(33,736)	0		(33,736)	(8,115)	(25,621)	24%
11.00240.0919	Workers Comp Refunds	(47,538)	0	(15,103)	(62,641)	(48,965)	(13,676)	78%
11.00451.0499	State Cover OH&S Incentive Payments	(25,048)	0		(25,048)	(24,166)	(882)	96%
	Sub Total	(106,322)	(6,824)	(20,555)	(133,701)	(93,522)	(40,179)	70%
	Expenses							
11.03451.1223	Risk Management Programs	5,390	8,000		13,390	9,553	3,837	71%
11.03451.1547	WH&S Subsidies Expenditure	5,390	0		5,390	0	5,390	0%
11.03451.1969	WH&S Support and Asset Maintenance	4,739	0		4,739	2,555	2,184	54%
11.03666.2180	Public Liability Claims	13,688	0		13,688	0	13,688	0%
11.03666.2181	Risk Initiative	24,475	0		24,475	0	24,475	0%
11.03666.3204	Minor Insurance Claims	2,071	0		2,071	0	2,071	0%
11.03666.3208	Defibrillators - Walgett Pools	0	0	7,004	7,004	7,004	0	100%
11.03666.3213	Premium - Personal accident	3,736	173		3,909	3,909	1	100%
11.03666.3216	Premium - Fidelity Guarantee	7,049	48		7,097	7,097	0	100%
11.03666.3219	Premium - Clr & Officer Liability	25,355	174		25,529	25,529	(0)	100%
11.03666.3222	Premium - Public Liability	210,461	(5,017)		205,444	205,444	0	100%
11.03666.3228	Premium - Marine Cargo	1,456	(41)		1,415	1,415	0	100%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03666.3230	Premium - Property	265,080	(38,502)		226,578	226,578	0	100%
11.03666.3234	Premium - Liability Effluent Re-use	77,961	(1,378)		76,583	76,583	0	100%
11.03666.3237	Premium - Other	5,501	40		5,541	5,541	(0)	100%
11.03666.3238	Risk Training	0	205		205	205	0	100%
11.03666.3239	Internal Incident Response and Management	0	0	1,000	1,000	259	741	26%
11.03666.3974	Risk Management - Footpaths	20,360	0		20,360	0	20,360	0%
	Sub Total	672,712	(36,298)	8,004	644,418	571,670	72,748	89%
Housing and Community Amenities								
Revenue								
11.00814.0661	Rent - Tenant Payments	(129,240)	0		(129,240)	(66,492)	(62,748)	51%
11.00814.0663	Council Property Rents	0	0	(10,000)	(10,000)	(5,200)	(4,800)	52%
11.00814.0919	Sundry Income -Housing	(540)	0		(540)	0	(540)	0%
	Sub Total	(129,780)	0	(10,000)	(139,780)	(71,692)	(68,088)	51%
Expenditure								
11.03401.2210	Property Revaluations for Audit	0	15,355		15,355	15,355	0	100%
11.03402.2041	Depreciation	382,763	0		382,763	0	382,763	0%
11.03402.3991	Council Chambers	14,214	0	5,000	19,214	11,738	7,476	61%
11.03402.3992	Offices	138,933	0	(5,000)	133,933	48,304	85,629	36%
11.03402.3993	Council properties	89,761	0		89,761	34,244	55,517	38%
11.03402.3994	Halls	69,318	0		69,318	37,838	31,480	55%
11.03402.3995	Libraries	52,381	0	(10,000)	42,381	20,900	21,481	49%
11.03402.3997	Community Facilities	1,018	0		1,018	0	1,018	0%
11.03402.3998	Recreational and Cultural Buildings	94,762	0		94,762	55,216	39,546	58%
11.03402.4000	Council Properties - Other Land and Buildings	48,368	0	10,000	58,368	29,746	28,622	51%
11.03402.4001	Depot - Walgett	28,340	0		28,340	11,496	16,844	41%
11.03402.4002	Housing Loan Interest Expense	15,640	0		15,640	4,292	11,348	27%
	Sub Total	935,498	15,355	0	950,853	269,129	681,724	28%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
	Recreation and Culture							
	Revenue							
11.00815.0654	Trust - Lightning Ridge Reservoir Trust R89414	(540)	0		(540)	0	(540)	0%
11.00815.0672	Trust - Walgett Showground R520009	(8,393)	0		(8,393)	(6,824)	(1,569)	81%
11.00815.0673	Trust - Collarenebri Mud Trials R82811	(2,375)	0		(2,375)	0	(2,375)	0%
11.00815.0674	Trust - Lightning Ridge Sports/Racecourse R84117	(4,265)	0		(4,265)	(324)	(3,941)	8%
11.00815.0675	Trust - Rowena Rec Hall R60149	(1,296)	0		(1,296)	(192)	(1,104)	15%
11.00815.0676	Trust - Collarenebri Caravan Park R34976	(173)	0		(173)	0	(173)	0%
11.00815.0677	Trust - Carinda Recreation R81463	(282)	0		(282)	0	(282)	0%
11.00815.0678	Trust - Collarenebri Showground R71244	(584)	(21)		(605)	(605)	0	100%
11.00815.0679	Trust - Walgett Sportsgrounds R520097	(3,721)	0		(3,721)	(2,138)	(1,583)	57%
11.00815.0680	Trust - Walgett Gray Park R86330	(486)	0		(486)	(310)	(176)	64%
11.00815.0681	Trust - Carinda Pool/Sports Oval R80297	(3,336)	0		(3,336)	(68)	(3,268)	2%
11.00815.0682	Trust - Burren Junction Sports R44101	(734)	0		(734)	0	(734)	0%
11.00815.0683	Trust - Walgett Council Chambers R87167	(37,603)	0		(37,603)	(18,539)	(19,064)	49%
11.00815.0684	Trust - Lightning Ridge Lions Park R230076	(1,559)	0		(1,559)	0	(1,559)	0%
11.00815.0685	Trust - Collarenebri Hall D1002226	(1,947)	0		(1,947)	(291)	(1,656)	15%
11.00815.0686	Trust - Collarenebri Sport/Caravan Park R46754	(486)	0		(486)	0	(486)	0%
11.00815.0687	Trust - Rowena Sports Oval R98032	(1,404)	0		(1,404)	0	(1,404)	0%
11.00815.0688	Trust - Carinda Hall (Not Crown Trust)	(485)	(543)	(500)	(1,528)	(1,314)	(214)	86%
11.00815.0689	Trust - Burren Junction School of Arts Hall R856907	(647)	0		(647)	(88)	(559)	14%
11.00815.0690	Trust - Walgett Pool D520034	(2,483)	0		(2,483)	(516)	(1,967)	21%
11.00815.0693	Trust - Pearson Park R1001144	(308)	0		(308)	(150)	(158)	49%
11.00815.0694	Trust - Lightning Ridge Arts Crafts R230055	(751)	0		(751)	0	(751)	0%
11.00815.0695	Trust - Collarenebri Tennis Courts R72184	(158)	0		(158)	0	(158)	0%
11.00815.0701	Trust - Collarenebri Lions Club Parks R230021	(158)	0		(158)	0	(158)	0%
	Sub Total	(74,174)	(564)	(500)	(75,238)	(31,360)	(43,878)	42%

<u>Chief Financial Officer</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Expense								
11.03052.3959	Swimming Pool - Collarenebri - Contract	152,699	0		152,699	98,621	54,078	65%
11.03052.3960	Swimming pool - Walgett - Contract	169,917	0		169,917	105,554	64,363	62%
11.03815.0135	Grant - Crown Land Plans of Management	0	0	50,000	50,000	0	50,000	0%
	Sub Total	322,616	0	50,000	372,616	204,175	168,441	55%
	Community Services Administration							
Revenue								
11.00461.0461	Grant Community Capacity Building	(56,853)	0		(56,853)	(45,393)	(11,460)	80%
11.00461.0409	Grant Youth & Family Advice/Support	(55,668)	0		(55,668)	(44,446)	(11,222)	80%
	Sub Total	(112,521)	0	0	(112,521)	(89,839)	(22,682)	80%
Expense								
11.03461.1210	Salaries and wages including on-costs	315,188	0		315,188	157,106	158,082	50%
11.03461.1807	Car and Bus Running Expenses	47,730	0		47,730	23,536	24,194	49%
	Sub Total	362,918	0	0	362,918	180,643	182,275	50%
	Youth Services							
Revenue								
11.00550.0416	Grant - Youth Week	(1,270)	0		(1,270)	0	(1,270)	0%
11.00550.0433	Youth Programs and Youth Strategy	(3,520)	0		(3,520)	(1,500)	(2,020)	43%
11.00550.0473	Contributions to Other Youth Programmes	(2,055)	0		(2,055)	0	(2,055)	0%
	Sub Total	(6,845)	0	0	(6,845)	(1,500)	(5,345)	22%
Expense								
11.03550.1235	Youth Programs and Youth Strategy	6,533	0		6,533	1,235	5,298	19%
11.03550.1238	Youth Opps - L/Ridge	500	0		500	0	500	0%
11.03550.1248	Youth Programmes - Other	2,036	0		2,036	0	2,036	0%
11.03550.1470	Childrens Week	2,638	0		2,638	2,227	411	84%
11.03550.1471	Youth Centres Resources	2,117	0		2,117	0	2,117	0%
11.03550.1472	Youth Council & Leadership	8,423	0		8,423	3,020	5,403	36%
11.03550.1473	Youth Week Activities	5,264	0		5,264	0	5,264	0%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03550.1950	Working Expenses	5,264	0		5,264	1,550	3,714	29%
	Sub Total	32,775	0	0	32,775	8,031	24,744	25%
	Vacation Care							
	Revenue							
11.00543.0001	Contributions to Vacation Care	(6,319)	0		(6,319)	0	(6,319)	0%
11.00543.0411	Grants - Walgett	(18,169)	0		(18,169)	(7,161)	(11,008)	39%
11.00546.0411	Grants- Collarenebri	(5,568)	0		(5,568)	(2,485)	(3,083)	45%
11.00547.0411	Grants- Grawin	(4,338)	0		(4,338)	(4,119)	(219)	95%
11.00548.0411	Grants- Lightning Ridge	(9,470)	0		(9,470)	0	(9,470)	0%
	Sub Total	(43,864)	0	0	(43,864)	(13,765)	(30,099)	31%
	Expense							
11.03546.1522	Vacation Care -Walgett	24,840	0		24,840	11,774	13,066	47%
11.03546.1531	Vacation Care -Lightning Ridge	24,456	0		24,456	11,598	12,858	47%
11.03546.1532	Vacation Care -Collarenebri	18,033	0		18,033	7,487	10,546	42%
11.03546.1540	Vacation Care -Grawin	13,930	0		13,930	5,946	7,984	43%
	Sub Total	81,259	0	0	81,259	36,806	44,453	45%
	Youth Centres							
	Expense							
11.03554.1522	Youth Centre -Walgett	75,693	0		75,693	37,165	38,528	49%
11.03554.1531	Youth Centre -Lightning Ridge	75,693	0		75,693	31,471	44,222	42%
11.03554.1532	Youth Centre -Collarenebri	64,650	0		64,650	29,552	35,098	46%
	Sub Total	216,036	0	0	216,036	98,187	117,849	45%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Other Community Services								
Revenue								
11.00461.0144	Community Transport Initiatives	(12,500)	(13,500)		(26,000)	(26,000)	0	100%
11.00461.0425	Grant- Senior's Week/Festival	(667)	0	92	(575)	0	(575)	0%
11.00461.0437	Drug Awareness Grants	(15,798)	15,798		0	(7,000)	7,000	NA
11.00461.0464	NAIDOC Public Awareness	(4,102)	0		(4,102)	0	(4,102)	0%
11.00461.0919	Sundry Income and Contributions	0	0	(7,500)	(7,500)	0	(7,500)	0%
	Sub Total	(33,067)	2,298	(7,408)	(38,177)	(33,000)	(5,177)	86%
Expense								
11.01461.1283	Seniors Week	656	0	(81)	575	0	575	0%
11.03545.2708	Drug Action Teams - Walgett and Lightning Ridge	15,798	0		15,798	(3,826)	19,624	-24%
11.03561.0100	Community Transport Initiatives	12,500	28,667		41,167	6,693	34,474	16%
11.03561.1365	Contingent Expense -	3,103	0		3,103	0	3,103	0%
11.03561.1400	Aboriginal Reconciliation Week Exp	509	0		509	0	509	0%
11.03561.1445	Healthy Living Communities expense	22,574	0		22,574	0	22,574	0%
11.03561.1475	Community Consultation Framework & Plan	124	0		124	0	124	0%
11.03561.1478	Harmony Day	2,000	0		2,000	0	2,000	0%
11.03561.1479	Aboriginal programs	10,000	0		10,000	1,491	8,509	15%
11.03561.1480	Community Projects	10,000	0	7,500	17,500	2,379	15,121	14%
11.03561.1511	Local Government Week	1,000	0		1,000	157	843	16%
	Sub Total	78,264	28,667	7,419	114,350	6,894	107,456	6%
Library Services								
Revenue								
11.00808.0146	Grant - Library Subsidy	(35,817)	0		(35,817)	(18,666)	(17,151)	52%
11.00808.0147	Grant - Library Priority Program	(7,146)	0	(8,854)	(16,000)	(16,000)	0	100%
11.00808.0919	Sundry Income (Fines & Fees)	(1,619)	0		(1,619)	0	(1,619)	0%
11.00808.0161	Library Contingent/Festival	(5,397)	0		(5,397)	0	(5,397)	0%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.00807.0775	Walgett Library - Photocopier Income	(52)	0		(52)	(15)	(37)	29%
	Sub Total	(50,031)	0	(8,854)	(58,885)	(34,681)	(24,204)	59%
Expense								
11.03808.0920	Revitalise Libraries Grant Expense	1,454	0		1,454	0	1,454	0%
11.03808.1158	After School Homework Program	3,053	0		3,053	0	3,053	0%
11.03808.1210	Salaries Wages and on costs	201,720	0		201,720	102,187	99,533	51%
11.03808.1215	Staff Training	0	0	1,000	1,000	61	939	6%
11.03808.1448	Library Contingent/Festival	6,029	0		6,029	414	5,615	7%
11.03808.1482	Library Operations - Walgett	10,792	0	(1,000)	9,792	6,049	3,743	62%
11.03808.1483	Library Operations - Lightning Ridge	10,529	0		10,529	2,515	8,014	24%
11.03808.1484	Library Priority Programs	18,000	0		18,000	0	18,000	0%
11.03808.1532	Book Deposit Stations	5,791	0		5,791	1,460	4,331	25%
11.03808.4950	Contribution to Regional Library	150,306	0	(6,609)	143,697	143,697	0	100%
	Sub Total	407,674	0	(6,609)	401,065	256,384	144,681	64%
Art and Culture								
Revenue								
11.00406.0159	Chickpea book income	(325)	0	(159)	(484)	(248)	(236)	51%
11.00406.0139	Country Arts Support Program - Grants	(5,397)	0		(5,397)	0	(5,397)	0%
11.00406.0630	Sundry Income	(2,159)	0	159	(2,000)	0	(2,000)	0%
	Sub Total	(7,881)	0	0	(7,881)	(248)	(7,633)	3%
Expense								
11.03563.1486	Waste to Art Program	3,500	0		3,500	700	2,800	20%
11.03563.1487	Arts Development	2,367	0		2,367	0	2,367	0%
11.03563.1498	Art Across the Ages	3,000	0		3,000	0	3,000	0%
11.03563.1488	Touring Performer Programs	5,000	0		5,000	0	5,000	0%
11.03563.1489	International Women's Day	1,200	0		1,200	0	1,200	0%
11.03563.1490	Arts & Cultural Events	5,000	0		5,000	0	5,000	0%
11.03563.1491	Regional Arts Development -Outback Art	9,612	0		9,612	0	9,612	0%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03563.1446	Chick pea book costs	203	0		203	0	203	0%
	Sub Total	29,882	0	0	29,882	700	29,182	2%
Collarenebri Agency								
Revenue								
11.00869.0623	PO Agency Commission	(45,339)	0		(45,339)	(22,491)	(22,848)	50%
11.00869.0625	Countrylink Commission	(1,080)	0		(1,080)	(379)	(701)	35%
11.00869.0626	Sale of Stamps and other goods	(11,530)	(6,500)	(16,000)	(34,030)	(18,733)	(15,297)	55%
11.00869.0628	Sale of Overseas Stamps & Phone cards	(1,080)	0		(1,080)	(46)	(1,034)	4%
11.00869.0661	Council Dwelling Rents	(11,303)	(697)		(12,000)	(7,000)	(5,000)	58%
11.00869.0727	Countrylink Sales	(7,018)	0	7,018	0	0	0	NA
11.00869.0919	Sundry Income	(2,159)	0		(2,159)	(171)	(1,988)	8%
11.00869.0920	Income from Tourism	(20,000)	0		(20,000)	0	(20,000)	0%
	Sub Total	(99,509)	(7,197)	(8,982)	(115,688)	(48,821)	(66,867)	42%
Expense								
11.03869.1210	Salaries and Wages and on costs	159,828	0		159,828	79,719	80,109	50%
11.03869.1409	Country link Expenses	3,159	0	(3,159)	0	0	0	NA
11.03869.1266	Post office Cost of Sales Stamps and other merchandice	10,477	10,000	5,000	25,477	17,630	7,847	69%
11.03869.1493	Agency Running costs	2,106	3,000	2,000	7,106	4,976	2,130	70%
11.03869.2245	Sundry Expenses	0	0		0	0	0	NA
	Sub Total	175,570	13,000	3,841	192,411	102,324	90,087	53%
Lightning Ridge Agency								
Revenue								
11.00867.0621	Centrelink Agency Income	0	(44,700)		(44,700)	(12,550)	(32,150)	28%
	Sub Total	0	(44,700)	0	(44,700)	(12,550)	(32,150)	28%
Expense								
11.03867.1210	General Staff - Salaries & Wages	0	0	70,000	70,000	32,821	37,179	47%
11.03867.1283	Operating Expenses	0	96,136	(70,000)	26,136	3,841	22,295	15%
11.03867.2115	Rental	0	0		0	0	0	NA

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03867.2133	Office Equipment	0	0		0	0	0	NA
	Sub Total	0	96,136	0	96,136	36,662	59,474	38%
	Store							
	Revenue							
11.00304.0816	Stores Oncost revenue	(116,731)	0		(116,731)	(26,092)	(90,639)	22%
	Sub Total	(116,731)	0	0	(116,731)	(26,092)	(90,639)	22%
	Expense							
11.03043.1412	Purchase Minor Tools & Equipment	3,159	0		3,159	815	2,344	26%
11.03043.4005	Equipment Maintenance	10,156	0		10,156	3,245	6,911	32%
11.03053.1808	Stock Write Off/Damaged Stock	0	0		0	2,572	(2,572)	NA
11.03053.3442	Operations	161,347	0		161,347	96,301	65,046	60%
11.03402.4003	Depots - Collarenebri & Lightning Ridge	2,106	0		2,106	0	2,106	0%
	Sub Total	176,768	0	0	176,768	102,934	73,834	58%
	Corporate Services (Capital)							
	Revenue							
		0	0		0	0	0	NA
	Sub Total	0	0	0	0	0	0	NA
	Expense							
11.03402.2325	Loan Principal Repayments- Housing	44,709	0		44,709	22,109	22,600	49%
11.10000.0034	Computer Equipment Replacement	23,577	0		23,577	19,611	3,966	83%
11.10000.0035	Office Furniture & Equipment Replacement	15,655	0		15,655	2,712	12,943	17%
	Sub Total	83,941	0	0	83,941	44,432	39,509	53%
	Recreational And Culture Capital Works							
	Income							
11.00348.0008	Grant - Stronger Country Communities Fund	(212,619)	70,164	(200,908)	(343,363)	0	(343,363)	0%
11.00348.0300	Grants-Burren Junction Recreation Assets	(115,000)	(122,854)	(7,855)	(245,709)	0	(245,709)	0%
11.00348.0880	Drought Communities Grant - Collarenebri Showground Storage Sheds	0	(64,385)		(64,385)	0	(64,385)	0%
	Sub Total	(327,619)	(117,075)	(208,763)	(653,457)	0	(653,457)	0%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Expense								
11.10000.0001	Swimming Pool - Walgett	10,000	50,000		60,000	0	60,000	0%
11.10000.0002	Swimming Pool - Collarenebri	55,000	(6,700)		48,300	48,300	0	100%
11.10000.0004	Swimming Pool - Carinda	20,000	40,000	(60,000)	0	0	0	NA
11.10000.0007	Bore Bath - Burren Junction	29,000	0		29,000	0	29,000	0%
11.10000.0071	Defibrillators for isolated communities	0	23,000	(7,004)	15,996	0	15,996	0%
11.10000.0006	Lightning Ridge Bore Bath Refurbishment	0	100,000		100,000	6,364	93,636	6%
11.10000.0012	Burren Junction Park - SCCF	41,180	0		41,180	0	41,180	0%
11.10000.0013	Carinda Park - SCCF	17,360	(3,468)		13,892	14,260	(368)	103%
11.10000.0014	Collarenebri Denya Park - SCCF	18,725	(3,468)	836	16,093	5,663	10,430	35%
11.10000.0015	Lightning Ridge Len Cram Park - SCCF	68,724	(1,561)	72,061	139,224	139,224	0	100%
11.10000.0016	Lightning Ridge Lions Park - SCCF	2,450	0		2,450	0	2,450	0%
11.10000.0017	Walgett Apex Park - SCCF	64,180	(16,961)		47,219	33,230	13,989	70%
11.10000.0023	Walgett No 2 and 3 Oval Amenties	150,000	0		150,000	0	150,000	0%
11.10000.0024	Walgett-Showground Residence-Kitchen and Paint	10,000	10,000		20,000	0	20,000	0%
11.10000.0025	Lightning Ridge-7 Cardinal Road-Paint	7,000	0		7,000	0	7,000	0%
11.10000.0026	Lightning Ridge-9 Gem St-Paint	7,000	0		7,000	0	7,000	0%
11.10000.0027	Walgett-4 O'Neill Court-Paint	7,000	0		7,000	0	7,000	0%
11.10000.0028	Walgett-45 Namoi St-Paint & Kitchen	25,000	0		25,000	12,905	12,095	52%
11.10000.0029	Walgett Aerodrome Residence-Paint & Kitc	25,000	20,000		45,000	0	45,000	0%
11.10000.0030	Staff Housing-Construct 4 Units	486,000	0		486,000	0	486,000	0%
11.10000.0032	Carinda Hall-Kitchen	25,000	0		25,000	0	25,000	0%
11.10000.0048	Walgett - Gray Park	0	34,400		34,400	31,450	2,950	91%
11.10000.0053	Collarenebri Cricket Pitch	10,000	0		10,000	0	10,000	0%
11.10000.0054	Collarenebri Jockey Club Renovations	12,000	0		12,000	0	12,000	0%
11.10000.0055	Collarenebri- Seal Parking Area	30,000	0		30,000	0	30,000	0%
11.10000.0061	Collarenebri Showground Storage & Dorm	0	128,770		128,770	62,500	66,270	49%
11.10000.0062	Collarenebri Pool - EPA Compliance	0	49,480		49,480	49,480	0	100%
11.10000.0064	Land Acquisition	0	0	13,310	13,310	165	13,145	1%
11.10000.0065	LR Bore Bath Outside Shower	0	14,000		14,000	0	14,000	0%
11.10000.0066	Walgett Bore Bath Painting	0	14,000		14,000	0	14,000	0%

Chief Financial Officer								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.10000.0068	Risk Management - Footpath Disability Access	0	20,000		20,000	0	20,000	0%
11.10000.0069	Lightning Ridge Len Cram Park Disabled Toilets	0	85,000	1,279	86,279	86,279	(0)	100%
11.10000.0072	Walgett - No 1 Oval refurbishment	0	15,000		15,000	0	15,000	0%
11.10000.0073	Swimming Pool - Collarenebri Shade Sail	0	55,000		55,000	51,010	3,990	93%
11.10000.0080	Burren Junction School of Arts	0	245,709		245,709	2,427	243,282	1%
11.10000.0081	Burren Junction Toilet Facility	0	85,000		85,000	67,825	17,175	80%
11.10000.0082	SCCF Collarenebri Lions & Earls Parks	0	0	200,908	200,908	100,582	100,326	50%
11.10000.0084	Lightning Ridge Depot Upgrade	0	0	20,000	20,000	8,236	11,764	41%
11.10000.0086	4 O' Neil Court - Carport	0	0	12,000	12,000	0	12,000	0%
	Sub Total	1,120,619	957,201	253,390	2,331,210	719,900	1,611,310	31%
Reserve Movements								
Revenue								
11.00029.9801	Transfer from Reserves - Risk Management Footpath Disability Access	0	(20,000)		(20,000)	0	(20,000)	0%
11.00029.9808	Transfer from Reserves - Risk Management Refund	0	(23,000)		(23,000)	0	(23,000)	0%
11.00305.9801	Transfers from Reserves - Collarenebri Pool Shade Sail	0	(55,000)		(55,000)	0	(55,000)	0%
11.00305.9802	Transfers from Reserves - Lightning Ridge Bore Bath Refurbishment	0	(100,000)		(100,000)	0	(100,000)	0%
11.00305.9803	Transfer from Reserves - Lightning Ridge Bore Baths Outside Showers	0	(14,000)		(14,000)	0	(14,000)	0%
11.00305.9804	Transfers from Reserves - Carinda Pool	0	(40,000)		(40,000)	0	(40,000)	0%
11.00305.9805	Transfer from Reserves - Walgett Swimming Pool refurbishment	0	(50,000)		(50,000)	0	(50,000)	0%
11.00305.9806	Transfer from Reserves - Walgett Bore Bath painting	0	(14,000)		(14,000)	0	(14,000)	0%
11.00348.9801	Transfers From Reserves - Len Cram Park Reserve 27	0	(25,000)		(25,000)	0	(25,000)	0%
11.00348.9802	Transfers From Reserves - Len Cram Park Reserve 28	0	(60,000)		(60,000)	0	(60,000)	0%
11.00348.9803	Transfers from Reserves - Walgett No Oval Refurbishment	0	(15,000)		(15,000)	0	(15,000)	0%
11.00348.9804	Transfers from Reserves - Gray Park Shade Sail	0	(23,000)		(23,000)	0	(23,000)	0%
11.00348.9805	Transfers from Reserves - Burren Junction Toilet Facility	0	(85,000)		(85,000)	0	(85,000)	0%
11.00401.9801	Transfer from Reserves - Airport Residence Paint	0	(20,000)		(20,000)	0	(20,000)	0%
11.00401.9802	Transfer from Reserves - Walgett Showground Residence Paint	0	(10,000)		(10,000)	0	(10,000)	0%
11.00461.9808	Transfer from Reserves - Unspent Grants SCCF Walgett Parks	0	(44,706)		(44,706)	0	(44,706)	0%
11.00808.9801	Transfer from Reserves - Unspent Grant Gray Park Shade Sail	0	(11,400)		(11,400)	0	(11,400)	0%
11.00808.9802	Transfer from Reserves - Unspent Grant Collarenebri Showground Storage Sheds	0	(64,385)		(64,385)	0	(64,385)	0%

<u>Chief Financial Officer</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.00808.9803	Transfer from Reserves - Unspent Grant Burren Junction Hall	0	(122,855)		(122,855)	0	(122,855)	0%
11.00808.9804	Transfer from Reserves - Unspent Grant Drug Action Teams	0	(15,798)		(15,798)	0	(15,798)	0%
11.00808.9805	Transfer from Reserves - Community Transport Options	0	(15,167)		(15,167)	0	(15,167)	0%
11.00814.9801	Transfer From Reserves - Housing (Property Development)	(486,000)	0		(486,000)	0	(486,000)	0%
	Sub Total	(486,000)	(828,311)	0	(1,314,311)	0	(1,314,311)	0%
Expense								
11.03815.9919	Transfer to Reserves - Unspent Grants Crown Lands POM	0	0	50,000	50,000	0	50,000	0%
	Sub Total	0	0	50,000	50,000	0	50,000	0%
SUMMARY								
	OPERATIONAL (SURPLUS)/DEFICIT	4,745,065	63,873	(98,384)	4,710,554	2,244,953	2,465,601	48%
	CAPITAL (SURPLUS)/DEFICIT	876,941	840,126	44,627	1,761,694	764,332	997,362	43%
	RESERVE MOVEMENTS	(486,000)	(828,311)	50,000	(1,264,311)	0	(1,264,311)	0%
	Corp & Comm Result (Profit)/Loss	5,136,006	75,688	(3,757)	5,207,937	3,009,285	2,198,652	58%

Director, Planning & Regulatory Services								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Administration								
Revenue								
11.00422.0426	Heritage Advisor Grant	(5,938)	0		(5,938)	0	(5,938)	0%
11.00422.0428	Heritage Projects Grant	(5,397)	0		(5,397)	0	(5,397)	0%
11.00422.0484	Rural Residential Strategy Income	0	(30,000)		(30,000)	0	(30,000)	0%
11.00422.0919	Sundry Income	(3,239)	0	(1,000)	(4,239)	0	(4,239)	0%
	Sub Total	(14,574)	(30,000)	(1,000)	(45,574)	0	(45,574)	0%
Expense								
11.03857.1107	Electricity / Telephone Subsidy	1,580	0		1,580	0	1,580	0%
11.03857.1210	General Staff - Salaries & Wages	783,849	0	(88,900)	694,949	269,602	425,347	39%
11.03857.1261	Travel and Accommodation	0	5,000		5,000	501	4,499	10%
11.03857.1288	Office Expenses	631	0		631	35	596	6%
11.03857.1501	Contract Inspections	5,264	0		5,264	2,849	2,415	54%
11.03857.1807	Plant Running Expenses	34,757	0		34,757	2,256	32,501	6%
11.03857.1810	Professional Equipment	1,580	0		1,580	0	1,580	0%
11.03857.2082	Rural Residential Strategy Review	0	30,000		30,000	24,320	5,680	81%
11.03857.2092	Development Application Review	2,633	0		2,633	0	2,633	0%
11.03857.2097	Legal Costs	10,529	0		10,529	590	9,939	6%
11.03857.2098	Heritage Advisor	17,373	0		17,373	0	17,373	0%
11.03857.2099	Heritage Projects	15,793	0		15,793	0	15,793	0%
11.03857.2237	Subscriptions - Journals & Publications	4,211	0		4,211	0	4,211	0%
11.03857.2807	GIS Maintenance/Licensing	25,270	0		25,270	9,489	15,781	38%
	Sub Total	903,470	35,000	(88,900)	849,570	309,642	539,928	36%
Mining, Manufacturing & Construction								
Revenue								
11.00423.0513	Application - Construction Certificate	(5,886)	0		(5,886)	(2,108)	(3,778)	36%
11.00423.0518	Application - Development	(21,591)	0		(21,591)	(5,089)	(16,502)	24%
11.00423.0519	Drainage Diagrams	(3,454)	0		(3,454)	(1,104)	(2,350)	32%
11.00423.0522	Building Inspections	(13,588)	0		(13,588)	(2,155)	(11,433)	16%

Director, Planning & Regulatory Services								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.00423.0533	Application - Complying Dev Cert	(5,397)	0		(5,397)	(281)	(5,116)	5%
11.00423.0534	Application - Activity	(15,113)	0		(15,113)	(2,164)	(12,949)	14%
11.00423.0554	Certificate - Planning	(16,192)	0		(16,192)	(4,595)	(11,597)	28%
11.00423.0555	Certificate - Building	(3,239)	0		(3,239)	(432)	(2,807)	13%
11.00423.0557	Certificate - Outstanding Notices	(3,239)	0		(3,239)	(450)	(2,789)	14%
11.00423.0632	Agent Fee - Planfirst	(76)	0		(76)	(18)	(58)	24%
11.00423.0784	Commission - Long Service Levy	(1,344)	0		(1,344)	(72)	(1,272)	5%
	Sub Total	(89,119)	0	0	(89,119)	(18,468)	(70,651)	21%
	Health							
	Revenue							
11.00434.0564	Licences & Inspections - Food	(1,619)	0		(1,619)	0	(1,619)	0%
	Sub Total	(1,619)	0	0	(1,619)	0	(1,619)	0%
	Expense							
11.03434.2003	Demolition and Remediation Works	0	7,633		7,633	7,633	0	100%
11.03434.2433	Noxious Weeds Contribution to CMCC	104,680	0		104,680	105,194	(514)	100%
11.03434.2755	Water Sampling	54,768	0		54,768	28,240	26,528	52%
	Sub Total	159,448	7,633	0	167,081	141,067	26,014	84%
	Public order and safety							
	Revenue							
11.00444.0585	Regulatory - Other Regulatory Fines	(771)	0		(771)	(261)	(510)	34%
11.00444.0586	Eligible pounds rebate	(106)	0		(106)	(21)	(85)	20%
11.00444.0587	Contributions to Animal Control/Regulatory	(5,000)	0		(5,000)	0	(5,000)	0%
11.00444.0588	Companion Animals Act - Commission	(8,271)	0		(8,271)	(2,169)	(6,102)	26%
11.00444.0591	Dog / Cat Microchip Implanting	(3,239)	0		(3,239)	(23)	(3,216)	1%
11.00444.0597	Dog / Cat Impounding Fee	(4,201)	0		(4,201)	(570)	(3,631)	14%
11.00444.0598	Collection Fines (NSW Police)	(15,001)	0		(15,001)	(5,245)	(9,756)	35%
	Sub Total	(36,589)	0	0	(36,589)	(8,289)	(28,300)	23%
	Expense							
11.03442.1210	General Staff - Salaries & Wages	81,949	0		81,949	40,367	41,582	49%
11.03442.1781	Illegal Dumping- Walgett Shire	7,126	0		7,126	0	7,126	0%

Director, Planning & Regulatory Services								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03442.1782	CCTV Operations and Maintenance	5,090	0		5,090	0	5,090	0%
11.03442.1783	RID Online Dumping	642	(642)		0	0	0	NA
11.03442.1784	Responsible Pet Ownership	13,789	(10,549)		3,240	0	3,240	0%
11.03442.1788	Infringement Processing Fee/Fines	8,423	0		8,423	0	8,423	0%
11.03442.1807	Plant Running Expenses	49,451	0		49,451	15,051	34,400	30%
11.03442.2614	Community Animal Welfare Scheme - RSPCA	10,529	0		10,529	0	10,529	0%
11.03442.2622	Walgett Pound Running Costs	12,634	0		12,634	2,803	9,831	22%
11.03442.3056	Purchase - Tools & Equipment	1,580	0		1,580	924	656	58%
11.03445.2735	Ordinance Inspection - Derelict Vehicles	2,071	0		2,071	165	1,906	8%
	Sub Total	193,284	(11,191)	0	182,093	59,310	122,783	33%
	Public Cemeteries							
	Revenue							
11.00503.0566	Burial and Internment Fees	(48,184)	0	(4,500)	(52,684)	(25,786)	(26,898)	49%
11.00503.0802	Cemetery Plaques	(9,283)	0	(4,500)	(13,783)	(770)	(13,013)	6%
	Sub Total	(57,467)	0	(9,000)	(66,467)	(26,556)	(39,911)	40%
	Expenses							
11.01604.3973	Cemeteries	115,555	0		115,555	42,856	72,699	37%
	Sub Total	115,555	0	0	115,555	42,856	72,699	37%
	Capital -Expenditure							
	Revenue							
11.00503.0008	Grant - Stronger Country Communities	(269,935)	89,078	(329,701)	(510,558)	0	(510,558)	0%
	Sub Total	(269,935)	89,078	(329,701)	(510,558)	0	(510,558)	0%
	Expense							
11.10000.0018	Walgett Cemetery SCC Grant expenditure	269,935	(1,523)	329,701	598,113	126,380	471,733	21%
11.10000.0075	Drone Upgrade	0	0	8,900	8,900	8,900	0	100%
	Sub Total	269,935	(1,523)	338,601	607,013	135,280	471,733	22%
	Reserve Movements							
	Revenue							
11.00444.9808	Transfer from Reserves - Unspent Grant SCC Grant Walgett Cemeter	0	(87,555)		(87,555)	0	(87,555)	0%

<i>Director, Planning & Regulatory Services</i>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.00444.9801	Transfer from Reserves - Responsible Pet Ownership	0	(3,240)		(3,240)	0	(3,240)	0%
11.00503.9808	Transfer from Reserves - Rural Residential Strategy	0	(30,000)		(30,000)	0	(30,000)	0%
	Sub Total	0	(120,795)	0	(120,795)	0	(120,795)	0%
Expense								
11.03442.9919	Transfer to Reserves - Animal Impound	43,750	0		43,750	0	43,750	0%
11.03434.9919	Transfer to Reserves - Demolition/Health	15,000	0		15,000	0	15,000	0%
	Sub Total	58,750	0	0	58,750	0	58,750	0%
SUMMARY								
	OPERATIONAL (SURPLUS)/DEFICIT	1,172,389	1,442	(98,900)	1,074,931	499,561	575,370	46%
	CAPITAL (SURPLUS)/DEFICIT	0	87,555	8,900	96,455	135,280	(38,825)	140%
	RESERVE MOVEMENTS	58,750	(120,795)	0	(62,045)	0	(62,045)	0%
	Plan&Regs Result (Profit)/Loss	1,231,139	(31,798)	(90,000)	1,109,341	634,841	474,500	57%

<u>Director, Planning & Regulatory Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
Waste Fund - Revenue								
Revenue								
21.00011.0051	S502 Garbage Charge - User	(1,086,608)	4,817	(140)	(1,081,931)	(1,081,099)	(832)	100%
21.00011.0054	S496 Garbage Charge - Availability	(272,721)	(2,033)	(45)	(274,799)	(274,717)	(82)	100%
21.00011.0067	Garbage Interest	(11,727)	0		(11,727)	(5,258)	(6,469)	45%
21.00011.0104	Pension Rebate Write-Off	45,985	(1,776)	589	44,798	44,812	(14)	100%
21.00011.0193	Interest Received from Investments	(73,631)	0		(73,631)	(28,863)	(44,768)	39%
21.00011.0327	Grant - Environmental Trust	0	(5,000)	(3,350)	(8,350)	(5,000)	(3,350)	60%
21.00011.0451	Pension Rate Subsidy	(26,661)	0	2,261	(24,400)	(24,400)	(0)	100%
21.00011.0584	Fines Collected	(1,028)	0	(2,000)	(3,028)	(1,795)	(1,233)	59%
21.00011.0781	Sales - Sulo Bins	(4,858)	0		(4,858)	(2,093)	(2,765)	43%
21.00011.8000	Council Property Rating Offset Account	32,340	325		32,665	32,665	0	100%
21.04801.2038	Rates -Write Off	1,101	0		1,101	0	1,101	0%
21.04801.2039	Interest Write-off	569	0		569	0	569	0%
	Sub Total	(1,397,239)	(3,667)	(2,685)	(1,403,591)	(1,345,748)	(57,843)	96%
Operational - WALGETT								
21.04801.2041	Depreciation	1,000	0		1,000	0	1,000	0%
21.04801.2238	Memberships	4,043	0		4,043	3,922	121	97%
21.04801.2460	Technical and Supervision	1,092	0		1,092	0	1,092	0%
21.04801.3868	Purchase - Sulo Bins - Public sales	3,686	0		3,686	2,007	1,679	54%
21.04801.3882	Purchase - Sulo Bins - Council	3,686	0		3,686	459	3,227	12%
21.04801.3883	Community DWM Collections (Roadside Skips)	27,927	0		27,927	10,015	17,913	36%
21.04801.4031	Engineering Administration - Internal	106,032	0		106,032	53,016	53,016	50%
21.04801.4067	Walgett Landfill Contract	271,701	0		271,701	230,990	40,711	85%
21.04801.4068	Kerbside DWM Collections (MGBs)	184,310	0		184,310	79,767	104,543	43%
21.04801.4069	EPA Monitoring System	27,113	0		27,113	6,996	20,117	26%
21.04801.4070	Herbicide Sampling	1,610	0		1,610	0	1,610	0%

<u>Director, Planning & Regulatory Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
21.04801.4072	Hazardous Waste - Operations	8,144	0		8,144	0	8,144	0%
21.04801.4081	AMP Strategy	0	9,457	40,000	49,457	26,483	22,974	54%
21.04801.4088	Landfill Maintenance - Council Cost	4,870	0		4,870	3,140	1,730	64%
21.04801.4090	Walgett Tyre Shredding	21,751	0		21,751	0	21,751	0%
21.04801.4091	Green Waste mulching	27,112	0		27,112	0	27,112	0%
	<u>Sub Total</u>	694,077	9,457	40,000	743,534	416,794	326,740	56%
Operational - LIGHTNING RIDGE						0		
21.04801.1565	L/Ridge return and Earn contribution	0	12,000		12,000	12,000	0	100%
21.04801.4073	Lightning Ridge Landfill Contract	266,257	0		266,257	233,152	33,105	88%
21.04801.4074	Skips Waste Collection	67,737	0		67,737	30,514	37,223	45%
21.04801.4075	Composting Operations	1,085	0		1,085	0	1,085	0%
21.04801.4092	Landfill Maintenance - Council Cost	10,845	30,000		40,845	29,483	11,362	72%
21.04801.4093	Lightning Ridge Tyre Shredding	29,827	0		29,827	0	29,827	0%
21.04801.4094	Green Waste mulching	16,268	0		16,268	0	16,268	0%
	<u>Sub Total</u>	392,019	42,000	0	434,019	305,149	128,870	70%
Operational - COLLARENEBRI								
21.04801.1532	Collarenebri Waste Collection Operations	16,268	0		16,268	4,706	11,562	29%
21.04801.4076	Collarenebri Tyre Shredding	7,839	0		7,839	0	7,839	0%
	<u>Sub Total</u>	24,107	0	0	24,107	4,706	19,401	20%
Operational - VILLAGES								
21.04801.1533	Carinda Tip Operations	7,049	0		7,049	383	6,666	5%
21.04801.1534	Burren Junction Tip Operations	6,507	0	2,000	8,507	5,500	3,007	65%
21.04801.1536	Rowena Tip Operations	7,049	0		7,049	601	6,448	9%
21.04801.1539	Come by Chance Tip Operations	13,013	0	(2,000)	11,013	0	11,013	0%
21.04801.1560	Village Tyre Shredding	7,839	0		7,839	0	7,839	0%
	<u>Sub Total</u>	41,457	0	0	41,457	6,483	34,974	16%

<u>Director, Planning & Regulatory Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
CAPITAL								
Income								
21.00011.0300	Fencing Walgett/L Ridge landfill	0	(70,000)		(70,000)	(2,510)	(67,490)	4%
21.00011.0880	Grant - Drought Communities Program	0	0		0	0	0	NA
	Sub total	0	(70,000)	0	(70,000)	(2,510)	(67,490)	4%
Expenditure								
21.04804.1517	Walgett/L Ridge landfill - grant expenditure	0	70,000		70,000	52,599	17,401	75%
21.04804.1530	DWM Strategy Implementation	0	0	20,000	20,000	(4,410)	24,410	-22%
	Sub Total	0	70,000	20,000	90,000	48,189	41,811	54%
Reserve Movements								
Revenue								
21.00011.9801	Transfer from Reserves - DWM	0	0		0	0	0	NA
21.00011.9808	Transfer from Reserves Unspent Grant	0	0		0	0	0	NA
	Sub Total	0	0	0	0	0	0	NA
Expense								
21.04802.9919	Transfer to Reserves - L/Ridge	429,578	(47,790)	(57,315)	324,473	0	324,473	0%
21.04804.9919	Transfer to reserves - Transfer stations	100,000	0		100,000	0	100,000	0%
	Sub Total	529,578	(47,790)	(57,315)	424,473	0	424,473	0%
SUMMARY								
	OPERATIONAL (SURPLUS)/DEFICIT	(245,579)	47,790	37,315	(160,474)	(612,616)	452,142	382%
	CAPITAL (SURPLUS)/DEFICIT	0	0	20,000	20,000	45,679	(25,679)	228%
	RESERVE MOVEMENTS	529,578	(47,790)	(57,315)	424,473	0	424,473	0%
	WASTE FUND RESULT (SURPLUS)/DEFICIT	283,999	0	0	283,999	(566,937)	850,936	-200%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Engineering Administration								
Revenue								
11.00201.0390	Inspections - Driveways	(1,196)	0		(1,196)	0	(1,196)	0%
11.00201.0919	Sundry Income	(5,397)	0		(5,397)	0	(5,397)	0%
11.00221.0755	Sale of Surplus Materials	0	0	(1,000)	(1,000)	(816)	(184)	82%
11.00305.0454	Workshop Revenue	0	0	(100)	(100)	(12)	(88)	12%
	Sub Total	(6,593)	0	(1,100)	(7,693)	(828)	(6,865)	11%
Expense								
11.01600.1210	Salaries & Wages Distribution- Administration	456,072	(200,000)	(256,072)	0	(9,868)	9,868	NA
11.01600.1230	Meeting Expenses	12,530	0		12,530	3,800	8,730	30%
11.01600.1807	Plant Running Expenses	41,657	0		41,657	6,606	35,051	16%
11.01600.2237	Subscriptions - Journals/Publications	4,633	0		4,633	78	4,555	2%
11.01600.2503	Specialist Software Licenses	527	0		527	0	527	0%
11.01600.3056	Purchase Minor Tools & Equipment	1,053	0	500	1,553	1,211	342	78%
11.02201.1058	Softwares (Reflect, Rapid Plan and Civil 3D)	22,099	0		22,099	15,575	6,524	70%
11.02201.1107	Telephone/Electricity Subsidy	527	0		527	0	527	0%
11.02201.1210	Salaries & Wages - Administration	454,206	200,000	205,572	859,778	357,683	502,095	42%
11.02201.1230	Supervisor's Meetings	1,025	0		1,025	384	641	37%
11.02201.1267	Meeting Expenses	14,653	0		14,653	11,182	3,471	76%
11.02201.1501	Consultant Fees	1,160	50,000	150,000	201,160	42,212	158,948	21%
11.02201.1807	Plant Running Expenses	89,317	0		89,317	38,012	51,305	43%
11.02201.2001	Advertising & Publicity	0	1,000		1,000	459	541	46%
11.02201.2097	Legal Expenses	2,036	0		2,036	0	2,036	0%
11.02201.2237	Subscriptions - Journals/Publications	8,423	0		8,423	(2,467)	10,890	-29%
11.02201.2245	Sundry Expenses	0	500		500	330	170	66%
11.02201.3056	Purchase Minor Tools & Equipment	5,264	0		5,264	0	5,264	0%
	Sub Total	1,115,182	51,500	100,000	1,266,682	465,198	801,484	37%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Depots Operations								
Revenue								
	Sub Total	0	0	0	0	0	0	NA
Expense								
11.01601.4003	Depots - Lightning Ridge & Collarenebri	41,941	0		41,941	30,453	11,488	73%
11.03053.3440	EPA Clean Up Orders	0	0	156,472	156,472	121,018	35,454	77%
11.03053.4001	Depot - Walgett	26,322	0		26,322	7,905	18,417	30%
11.03057.3452	Loan for new depot interest	85,385	(85,385)		0	0	0	NA
	Sub Total	153,648	(85,385)	156,472	224,735	159,376	65,359	71%
Urban Stormwater Drainage								
Expense								
11.01602.2041	Depreciation	144,386	0		144,386	0	144,386	0%
	Sub Total	144,386	0	0	144,386	0	144,386	0
Environmental Protection								
Expense								
11.01603.1618	Sealed Roads Sweeping Contract	157,936	0		157,936	83,221	74,715	53%
11.01603.1619	Cesspit Cleaning Maintenance	28,429	0		28,429	8,669	19,760	30%
11.01603.3982	Walgett Levee Maintenance	31,499	0		31,499	3,397	28,102	11%
11.01603.2041	Depreciation Other assets and structures	1,095,070	0		1,095,070	0	1,095,070	0%
11.01603.2738	Sealed Roads - Litter Control	136,878	0		136,878	82,897	53,981	61%
	Sub Total	1,449,812	0	0	1,449,812	178,184	1,271,628	12%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Recreation & Culture								
Income								
11.0305.0720	Burren Junction Pool Income	(9,479)	0	9,479	0	(0)	0	NA
	Sub Total	(9,479)	0	9,479	0	(0)	0	NA
Expenses								
11.03052.3938	Walgett Ovals (1,2,3)	104,938	0		104,938	49,832	55,106	47%
11.03052.3939	Lightning Ridge Ovals (Spider Brown Oval)	63,526	0		63,526	19,818	43,708	31%
11.03052.3965	Burren Junction Swimming Pool	31,059	0		31,059	15,707	15,352	51%
11.03052.3976	Parks & Reserves	273,579	0		273,579	190,839	82,740	70%
11.03052.3978	Other Sporting Fields/Ovals	190,003	0		190,003	98,346	91,657	52%
11.03052.3980	Swimming Pools & Bore Baths Grounds	15,736	0		15,736	0	15,736	0%
11.03052.3987	Swimming pool - Walgett - Maintenance	99,586	0		99,586	78,689	20,897	79%
11.03052.3988	Swimming Pool - Carinda	41,858	0	60,000	101,858	66,908	34,950	66%
11.03052.3989	Swimming Pool - Collarenebri - Maintenance	47,423	0	30,000	77,423	52,467	24,956	68%
11.03052.4037	Bore Baths -Walgett	10,529	0	10,000	20,529	15,085	5,444	73%
11.03052.4038	Bore Baths-Lightning Ridge	90,550	0	(15,000)	75,550	42,695	32,855	57%
11.03052.4039	Bore Baths -Burren Junction	40,000	0	20,000	60,000	32,376	27,624	54%
	Sub Total	1,008,787	0	105,000	1,113,787	662,763	451,024	60%
Village Bores								
Revenue								
	Sub Total	0	0	0	0	0	0	NA
Expenses								
11.04826.2469	Village Bores - Operations	4,072	(500)		3,572	(317)	3,889	-9%
11.04826.2471	Bore - Maintenance	0	500	7,500	8,000	4,884	3,116	61%
	Sub Total	4,072	0	7,500	11,572	4,566	7,006	39%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Emergency Services (RFS and SES)								
Revenue								
11.00565.0471	Re-imbursible income from SES	(21,591)	0		(21,591)	0	(21,591)	0%
11.00565.0490	RFS Reimbursable Income	(32,386)	0		(32,386)	76	(32,462)	0%
11.00565.0506	RFS Fire Hazard Reduction	(30,825)	0	(28,635)	(59,460)	0	(59,460)	0%
	Sub Total	(84,802)	0	(28,635)	(113,437)	76	(113,513)	0%
Expense								
11.03565.2245	RFS Expense not claimable	5,264	0		5,264	4,076	1,188	77%
11.03565.1288	Office Expenses	2,106	0		2,106	1,327	779	63%
11.03565.1703	RFS Claimable Fire Hazard Reduction	30,540	0	28,920	59,460	0	59,460	0%
11.03565.3204	Reimbursable Expenses	31,588	0		31,588	310	31,278	1%
11.03565.3955	Contribution to RFS	215,224	0		215,224	0	215,224	0%
11.03565.3957	Subsidy Town Fire Brigades	41,811	0		41,811	20,374	21,437	49%
11.03566.2245	SES - Sundry Expenses	20,706	0		20,706	1,648	19,058	8%
11.03566.3954	Contribution - SES Emergency Service Levy	12,037	0		12,037	4,321	7,716	36%
	Sub Total	359,276	0	28,920	388,196	32,056	356,140	8%
Transport and Communication								
Revenue								
11.00141.0922	Aerodromes - Walgett	(5,397)	(3,500)	(3,000)	(11,897)	(7,993)	(3,904)	67%
11.00141.0926	Aerodromes - Burren Junction	(1,727)	0		(1,727)	0	(1,727)	0%
	Sub Total	(7,124)	(3,500)	(3,000)	(13,624)	(7,993)	(5,631)	59%
Expenses								
11.01410.3970	Aerodrome Grounds	157,936	0	70,000	227,936	133,623	94,313	59%
11.01420.1659	Tree Removal Program	26,322	0	(26,322)	0	0	0	NA
11.01420.2326	Aerodrome Interest Paid	26,793	0		26,793	13,446	13,347	50%
11.01420.3974	Footpaths Maintenance	56,513	0		56,513	25,086	31,427	44%
11.01420.3975	Parking Areas	21,058	0		21,058	8,920	12,138	42%
11.01420.3979	Street Lighting	157,936	0		157,936	92,151	65,785	58%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03052.3983	Radio & Television Transmitters	15,969	0	(10,000)	5,969	577	5,392	10%
	Sub Total	462,527	0	33,678	496,205	273,803	222,402	55%
Other Transport								
Fleet Operations								
Revenue								
11.00812.0750	Plant - Proceeds of Insurance Claims	0	(17,179)		(17,179)	(17,179)	0	100%
11.00812.0801	Plant Leaseback contributions	(37,783)	0		(37,783)	(14,719)	(23,064)	39%
11.00812.0919	Sundry Income	(3,811)	0		(3,811)	(150)	(3,661)	4%
11.00812.0958	Diesel Fuel Rebate	(80,964)	0		(80,964)	(26,054)	(54,910)	32%
	Sub Total	(122,558)	(17,179)	0	(139,737)	(58,103)	(81,634)	42%
Expense								
11.00812.0951	Plant Hire Charges - internal transfer	(4,017,956)	0		(4,017,956)	(1,661,846)	(2,356,110)	41%
11.03400.0060	Interest on Loan	20,611	0		20,611	6,235	14,376	30%
11.03400.1261	Travelling & Accommodation	2,036	0		2,036	0	2,036	0%
11.03400.1283	Plant running expenses - operating/admin expense	10,024	0		10,024	995	9,029	10%
11.03400.1288	Office Expenses	0	0	500	500	348	152	70%
11.03400.1807	Plant Running Expenses - Fuel	558,040	0		558,040	253,806	304,234	45%
11.03400.1809	Repairs	357,284	0		357,284	149,769	207,515	42%
11.03400.1811	Servicing	126,349	0		126,349	51,240	75,109	41%
11.03400.1814	Plant Running Expenses - Plant Dry Hire	418,522	0		418,522	98,890	319,632	24%
11.03400.1815	Tyres	68,439	0		68,439	33,805	34,634	49%
11.03400.1819	Parts	310,255	0		310,255	95,060	215,195	31%
11.03400.1822	Registration & Insurance	190,604	0		190,604	175,916	14,688	92%
11.03400.2041	Depreciation - Assets	902,353	0		902,353	0	902,353	0%
11.03413.1810	Plant & Equipment - Minor Purchases	5,599	0		5,599	1,053	4,546	19%
Workshop								
Expense								
11.03053.1411	Operations	125,908	0		125,908	47,272	78,636	38%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03053.1412	Purchase Minor Tools & Equipment	19,657	0		19,657	4,839	14,818	25%
11.03053.4005	Equipment maintenance	2,633	0		2,633	0	2,633	0%
11.03053.4006	Consumables	42,377	0		42,377	18,018	24,359	43%
	Sub Total	(857,265)	0	500	(856,765)	(724,599)	(132,166)	85%
Gravel								
Revenue								
11.00355.0811	Gravel Sales - External	(308,250)	0	(753,055)	(1,061,305)	(753,055)	(308,250)	71%
11.00355.0812	Gravel Sales - Internal	(30,825)	0	(75,305)	(106,130)	(75,305)	(30,825)	71%
	Sub Total	(339,075)	0	(828,360)	(1,167,435)	(828,360)	(339,075)	71%
Expense								
11.03346.2041	Depreciation - Quarry	2,000	0		2,000	0	2,000	0%
11.03346.3903	Gravel Pits - Restoration	0	1,404		1,404	1,404	(0)	100%
11.03346.3907	Gravel Pits - Administration	6,150	0		6,150	3,106	3,044	51%
11.03346.3908	Gravel Pits - Push Up	152,700	0	300,000	452,700	203,898	248,803	45%
11.03346.3909	Gravel Pits - Crushing	50,900	0	75,000	125,900	75,000	50,900	60%
11.03346.9700	Borrowing Costs - Amortisation of Discount	0	0	5,000	5,000	0	5,000	0%
	Sub Total	211,750	1,404	380,000	593,154	283,408	309,746	48%
Economic Affairs								
Saleyards							0	
Revenue							0	
11.00161.0662	Saleyards revenue	(3,727)	0		(3,727)	(1,453)	(2,274)	39%
	Sub Total	(3,727)	0	0	(3,727)	(1,453)	(2,274)	39%
Expenditure								
11.01605.3977	Saleyard Maintenance	6,818	0		6,818	2,701	4,117	40%
	Sub Total	6,818	0	0	6,818	2,701	4,117	40%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Private Works								
11.00161.0551	Income	(10,795)	10,173	(19)	(641)	0	(641)	0%
11.00275.0551	Private Works Income	(246,045)	96,169		(149,876)	(6,760)	(143,116)	5%
	Sub Total	(256,840)	106,342	(19)	(150,517)	(6,760)	(143,757)	4%
Expenditure								
11.01605.1903	Private Works Expenditure - at cost work	8,423	(8,423)		0	(449)	449	NA
11.01605.1905	Fire Hazard Reduction Private Work exp	518	0		518	0	518	0%
11.02815.1903	Private Works Expenditure - at cost work	224,897	(100,000)		124,897	4,085	120,812	3%
	Sub Total	233,838	(108,423)	0	125,415	3,636	121,779	3%
RMS RMCC Contract Works								
Revenue								
11.00221.0311	RMCC -Routine Services	(935,025)	0		(935,025)	(114,869)	(820,156)	12%
11.00221.0325	RMCC Ordered Works	(2,980,778)	0		(2,980,778)	(2,220,063)	(760,715)	74%
	Sub Total	(3,915,803)	0	0	(3,915,803)	(2,334,932)	(1,580,871)	60%
Expense								
11.03352.2680	RMCC -Routine Services	780,876	0		780,876	273,088	507,788	35%
11.03352.2681	RMCC Ordered Works	2,488,942	0		2,488,942	1,148,150	1,340,792	46%
	Sub Total	3,269,818	0	0	3,269,818	1,421,238	1,848,580	43%
RTA RMCC Contract Works (Profit)/Loss		(645,985)	0	0	(645,985)	(913,694)	267,709	141%
Other Road Income								
Revenue								
11.00221.0301	Regional Roads Block Grant	(2,186,137)	0	(149,863)	(2,336,000)	(1,094,000)	(1,242,000)	47%
11.00221.0305	Regional Roads Street Lighting Grant	(31,596)	0		(31,596)	0	(31,596)	0%
11.00221.0306	Regional Roads Block Grant -Supplementary	(145,000)	0		(145,000)	(72,000)	(73,000)	50%
11.00221.0308	Regional Roads Block Grant Traffic Facilities	(57,670)	0	(2,330)	(60,000)	(30,000)	(30,000)	50%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.00221.0315	Contribution to Roads - Other	(10,275)	0		(10,275)	0	(10,275)	0%
11.00221.0339	Repair Program Grant	0	0	(400,000)	(400,000)	(290,000)	(110,000)	73%
11.00221.0341	Grant - Roads to Recovery	(870,240)	96,072		(774,168)	0	(774,168)	0%
11.00221.0402	Federal Assistance Grant (FAG) - Roads	(1,930,972)	0		(1,930,972)	(508,646)	(1,422,326)	26%
11.00221.0919	Sundry Income	(771)	0		(771)	0	(771)	0%
	Sub Total	(5,232,661)	96,072	(552,193)	(5,688,782)	(1,994,646)	(3,694,136)	35%
	Local Roads - Urban							
	Expense							
11.03146.1063	Inspection and Reporting	0	1,000	1,000	2,000	1,061	939	53%
11.03146.2041	Depreciation - Assets	304,000	0		304,000	0	304,000	0%
11.03146.2498	Urban Bridges - Concrete	0	0	1,000	1,000	427	573	43%
11.03146.2506	Unsealed Pavement Maintenance	0	0	2,000	2,000	1,257	743	63%
11.03146.2540	Corridor - Vegetation Control	106,116	0	70,000	176,116	137,433	38,683	78%
11.03146.2541	Sealed Roads Pavement Management	125,651	(40,000)		85,651	48,392	37,259	56%
11.03146.2542	Urban Traffic Facilities	31,441	(1,000)	(1,000)	29,441	20,068	9,373	68%
11.03146.2543	Corridor- Incident Response	5,676	0		5,676	400	5,276	7%
11.03146.2544	Drainage	5,264	40,000	25,000	70,264	57,510	12,754	82%
11.03146.2738	Litter Control	0	0	1,000	1,000	0	1,000	0%
	Sub Total	578,148	0	99,000	677,148	266,547	410,601	39%
	Local Roads - Rural							
	Expense							
	Unsealed							
11.03148.1063	Inspection and reporting	97,728	(20,000)		77,728	22,756	54,972	29%
11.03148.2506	Shire Roads-Unsealed Pavement Maintenance	394,424	0		394,424	217,296	177,128	55%
11.03148.2525	Shire Roads - Unsealed Reshape Formation	31,587	0	(10,000)	21,587	165	21,422	1%
11.03148.2540	Corridor- Vegetation Control	4,107	6,681		10,788	1,294	9,494	12%
11.03148.2542	Traffic Control	64,134	0		64,134	21,429	42,705	33%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03148.2543	Corridor- Incident Response	0	0	5,000	5,000	168	4,832	3%
11.03148.2544	Drainage	61,080	0		61,080	16,953	44,127	28%
11.03148.2548	Shire Corridor including grid repairs	30,540	0		30,540	818	29,722	3%
11.03148.2656	Unsealed shire road school bus route maintenance	52,645	0		52,645	0	52,645	0%
11.03148.2738	Litter Control	1,222	0	5,000	6,222	966	5,256	16%
Sealed								
11.03150.1063	Inspection and reporting	0	20,000	(7,670)	12,330	822	11,508	7%
11.03150.2041	Depreciation	490,000	0		490,000	0	490,000	0%
11.03150.2326	Interest Paid - Loans Roads Rural	27,548	(6,681)		20,867	14,139	6,728	68%
11.03150.2505	Sealed Pavement Maintenance	0	5,000	20,000	25,000	8,004	16,996	32%
11.03150.2540	Corridor - Vegetation Control	10,180	0	(5,000)	5,180	0	5,180	0%
11.03150.2542	Traffic Facilities	33,669	0	(5,000)	28,669	1,850	26,819	6%
11.03150.2543	Corridor - Incident Response	5,675	0		5,675	43	5,632	1%
11.03150.2544	Shire Drainage	56,825	0		56,825	1,524	55,301	3%
11.03150.2548	Shire Corridor including grid repairs	28,375	0		28,375	0	28,375	0%
11.03150.2642	Shire Bitumen Patching	42,682	(5,000)		37,682	2,922	34,760	8%
11.03150.2644	Shire Heavy Patching	105,238	0		105,238	0	105,238	0%
11.03150.2645	Shire Shoulder Grading	15,794	0		15,794	0	15,794	0%
11.03150.2668	Interest on Bridge Loan - Baroka Bridges	65,498	0	(2,330)	63,168	25,265	37,903	40%
	Sub Total	1,618,951	0	0	1,618,951	336,412	1,282,539	21%
Regional Roads Operations and Maintenance								
Expense								
Unsealed								
11.03180.1063	Inspection and reporting	12,216	18,000		30,216	26,611	3,605	88%
11.03180.2041	Depreciation - Assets	610,000	0		610,000	0	610,000	0%
11.03180.2326	Interest on Bridge loan	26,793	0		26,793	13,446	13,347	50%
11.03180.2536	Rural Unsealed Pavement Reshape Form	0	8,400		8,400	8,400	0	100%
11.03180.2540	Rural Corridor- Vegetation Control	0	0	8,400	8,400	1,769	6,631	21%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.03180.2542	Traffic Control	8,144	0		8,144	1,867	6,277	23%
11.03180.2543	Incident Response	16,847	0	(10,000)	6,847	0	6,847	0%
11.03180.2544	Drainage	0	0	10,000	10,000	4,998	5,002	50%
11.03180.2548	Rural Corridor including grid repairs	0	35,500	5,000	40,500	38,588	1,912	95%
11.03180.2617	Rural Unsealed Maintenance Grading	150,000	0		150,000	67,222	82,778	45%
11.03180.2816	Gravel Resheeting	34,051	0	(10,000)	24,051	0	24,051	0%
Sealed						0		
11.03185.1063	Inspection and Reporting	8,948	21,163		30,111	10,919	19,192	36%
11.03185.2521	Other Bridges - sealed roads	42,832	(29,900)	(6,000)	6,932	0	6,932	0%
11.03185.2540	Corridor - Vegetation Control	48,425	0		48,425	2,810	45,615	6%
11.03185.2542	Traffic Facilities	83,279	(41,163)		42,116	16,778	25,338	40%
11.03185.2543	Corridor- Incident Response	0	0		0	0	0	NA
11.03185.2544	Rural Drainage	52,645	0	(5,000)	47,645	1,500	46,145	3%
11.03185.2546	Rural Shoulder Grading	79,454	0	(8,400)	71,054	0	71,054	0%
11.03185.2548	Rural Corridor including grid repairs	32,000	(32,000)	16,000	16,000	5,472	10,528	34%
11.03185.2635	Rural Heavy Patching	841,428	209,688	(250,137)	800,979	654,517	146,462	82%
11.03185.2648	Bitumen Patching	264,331	0		264,331	142,307	122,024	54%
11.03185.2738	Litter Control	12,216	20,000		32,216	16,134	16,082	50%
11.03185.2817	Crack Sealing	50,042	0		50,042	36,451	13,591	73%
	Sub Total	2,373,651	209,688	(250,137)	2,333,202	1,049,789	1,283,413	45%
Road Operations (Profit)/Loss		(661,911)	305,760	(703,330)	(1,059,481)	(341,898)	(717,583)	32%
Road Operations FLOOD DAMAGE								
Revenue								
11.00221.0356	Local Roads Flood Damage Restoration Grant	0	0	(28,444)	(28,444)	0	(28,444)	0%
	Sub Total	0	0	(28,444)	(28,444)	0	(28,444)	0%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Regional Road Flood Damage								
11.03334.5553	Local Roads Flood Damage Restoration	0	0	93,288	93,288	836	92,452	1%
	Sub Total	0	0	93,288	93,288	836	92,452	1%
Fleet Renewal & Improvement								
Revenue								
11.00812.0755	Sale of Vehicle, Plant & Equipment	(390,000)	0		(390,000)	(89,646)	(300,354)	23%
	Sub Total	(390,000)	0	0	(390,000)	(89,646)	(300,354)	23%
Expense								
11.03411.2325	Loan Principal Repayments- Plant	224,599	0		224,599	111,248	113,351	50%
11.10000.0031	Purchase of Vehicles,Plant & Equipment	1,294,000	0		1,294,000	543,920	750,080	42%
	Sub Total	1,518,599	0	0	1,518,599	655,168	863,431	43%
CAPEX	Fleet Renewal & Improvements (Profit)/Loss	1,128,599		0	1,128,599	565,522		50%
Miscellaneous Capital Work								
Revenue								
11.00507.0313	Levee grant income	(150,000)	0		(150,000)	0	(150,000)	0%
11.00221.0008	Stronger Country Communitis	0	0	(47,162)	(47,162)	0	(47,162)	
	Sub Total	(150,000)	0	(47,162)	(197,162)	0	(197,162)	0%
Expense								
11.01605.1661	Fixing Country Truck Washes Prg Saleyard	0	71,197	8,000	79,197	74,509	4,688	94%
11.03057.2325	Loan Repayments - Principal	60,713	(60,713)		0	0	0	NA
11.10000.0020	Replace Bus Shelter - RR426	0	14,067		14,067	14,067	(0)	100%
11.10000.0036	Shire Boundary Sign renewals	0	6,900		6,900	6,900	0	100%
11.10000.0056	Collarenebri-Drainage	50,000	0		50,000	5,660	44,340	11%
11.10000.0063	Walgett Skate Park	0	17,340		17,340	17,340	0	100%
11.10000.0070	Burren Junction Bore Baths Pump Replacement	0	40,000		40,000	33,575	6,425	84%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.10000.0078	SCCF Walgett Bore Baths	0	0	47,162	47,162	4,445	42,717	9%
	Sub Total	110,713	88,791	55,162	254,666	156,496	98,170	61%
Urban Bores								
Revenue								
11.00508.0709	Grawin Bore New - Grant	0	0	(40,556)	(40,556)	0	(40,556)	0%
	Sub Total	0	0	(40,556)	(40,556)	0	(40,556)	0%
Expense								
11.03056.1509	Grawin Bore Capital Expenditure	0	0	40,556	40,556	40,556	0	100%
	Sub Total	0	0	40,556	40,556	40,556	0	100%
Road Renewal & Improvement								
Revenue								
11.00162.0137	Grant-Walgett Main St Beautification	0	(747,448)		(747,448)	(373,724)	(373,724)	50%
11.00221.0340	RTA Regional Roads Timber Bridge Partnership Goangra	0	(605,000)		(605,000)	18,190	(623,190)	-3%
11.00221.0380	Restart Grant/Fixing Country Roads	(5,120,000)	(2,720,000)		(7,840,000)	(723,382)	(7,116,618)	9%
11.00221.0384	Heavy Vehicle Safety and Productivity Program	0	(2,400,000)		(2,400,000)	0	(2,400,000)	0%
11.00221.0331	Contribution to Bugilbone Road	0	(10,000)		(10,000)	0	(10,000)	0%
11.00221.0510	Safer Roads Grant (Gingii & Walli Village)	0	(239,092)		(239,092)	(70,678)	(168,414)	30%
	Sub Total	(5,120,000)	(6,472,448)	0	(11,592,448)	(1,149,593)	(10,513,533)	10%
Local Roads Renewal								
Expense								
11.03150.2325	Loan Principal Repayment - Bridges	297,352	31,927		329,279	148,706	180,573	45%
11.04500.2553	Goangra Bridge	0	1,922,506		1,922,506	1,445,877	476,629	75%
11.10000.0011	Walgett - K&G/Footpath (Wee Waa-Euroka)	0	747,448	16,498	763,946	716,339	47,607	94%
11.10000.0037	Bugilbone SR103 (Restart)	2,720,000	3,060,942		5,780,942	1,317,767	4,463,175	23%
11.10000.0038	Mercadool Road Gravel Resheeting	300,000	0		300,000	149,025	150,975	50%
11.10000.0039	Wanourie Creek Road	220,000	(110,000)		110,000	0	110,000	0%
11.10000.0040	Opal Street LR	25,000	0		25,000	14,558	10,442	58%
11.10000.0041	Red Admiral Street LR	48,371	0		48,371	0	48,371	0%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
11.10000.0042	Pandora St-Backfill	140,000	0		140,000	0	140,000	0%
11.10000.0043	Shakespeare Street Gravel Resheeting	137,104	0		137,104	0	137,104	0%
11.10000.0044	Hare Street Gravel Resheeting	90,000	0		90,000	0	90,000	0%
11.10000.0045	Showground Street Gravel Resheeting	50,000	0		50,000	0	50,000	0%
11.10000.0046	Oliver Street gravel Resheeting	35,000	0		35,000	0	35,000	0%
11.10000.0047	Warren Street Gravel Resheeting	55,000	0		55,000	0	55,000	0%
11.10000.0049	Collarenebri - Albert St	100,000	0		100,000	0	100,000	0%
11.10000.0050	Collarenebri - Back lanes with Hydrants	88,000	0		88,000	0	88,000	0%
11.10000.0051	Rowena Levee - Feasibility	175,000	0		175,000	0	175,000	0%
11.10000.0052	Wareena St (Peel to Fox)	110,000	0	7,405	117,405	115,953	1,452	99%
11.10000.0057	Footpaths-Collarenebri	40,000	0		40,000	0	40,000	0%
11.10000.0058	Shire Roads gravel Resheeting	193,754	(193,754)		0	0	0	NA
11.10000.0060	Gingi Village Safer Roads Grant	0	30,950		30,950	2,050	28,900	7%
11.10000.0067	Cryon Road Gravel Resheeting	0	220,000	26,355	246,355	246,355	(0)	100%
11.10000.0074	Lorne Road Gravel Resheeting	0	331,248	31,312	362,560	362,560	(0)	100%
11.10000.0075	Warrena Street K&G and rehab (RTR)	0	37,374	(37,374)	0	0	0	NA
11.10000.0076	Dewhurst St K&G and reseal (Spoon Drain)	0	40,979		40,979	40,979	0	100%
11.10000.0077	Garry Murphy Drive Safer Roads Grant (transfer from Gingi grant)	0	208,142		208,142	76,790	131,352	37%
11.10000.0079	Cumberland Way Repair Programme Repair Grant)	0	0	800,000	800,000	36,678	763,322	5%
	Sub Total	4,824,581	6,327,762	844,196	11,996,539	4,673,638	7,322,901	39%
Regional Roads Renewal								
Expense								
11.04100.2552	Billybingbone Road Gravel Resheeting	0	140,000		140,000	139,985	15	100%
11.10000.0021	RR7716 Come by Chance Rd Rehabilitation (FCR/Repair)	1,500,000	1,244,865		2,744,865	1,449,015	1,295,850	53%
11.10000.0022	RR457 Gundabloui Road Rehabilitation (FCR/Block)	1,500,000	1,200,000		2,700,000	28,365	2,671,635	1%
	Sub Total	3,000,000	2,584,865	0	5,584,865	1,617,365	3,967,500	29%
CAPEX	Roads CAPEX (profit)/loss	2,704,581	2,191,087	844,196	5,739,864	5,141,410	598,454	90%

<u>Director, Engineering & Technical Services</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised Annual Budget	Actual YTD (inc Committals)	Budget Remaining	% Budget
Transport and Communication								
Revenue								
11.00161.0710	Grant - Restart Program (LR Airport)	0	0		0	0	(0)	NA
	Sub Total	0	0	0	0	0	(0)	NA
Expense								
11.01420.2325	Loan Principal Repayment - Aerodrome	104,405	0		104,405	51,435	52,970	49%
	Sub Total	104,405	0	0	104,405	51,435	52,970	49%
Reserve Movements								
Revenue								
11.00221.9809	Transfer from Reserves - Unspent Grant RTR	0	(866,797)		(866,797)	0	(866,797)	0%
11.00221.9808	Transfer from Reserves - Unspent Grant (Repair CBC Rd)	0	(344,865)		(344,865)	0	(344,865)	0%
11.00221.9909	Transfer from Reserves - Unspent Loans	0	(1,317,506)		(1,317,506)	0	(1,317,506)	0%
11.00812.9801	Transfer from Plant Reserve - Operational	(904,000)	0		(904,000)	0	(904,000)	0%
	Sub Total	(904,000)	(2,529,168)	0	(3,433,168)	0	(3,433,168)	0%
Expense								
11.03346.9919	Transfer to Reserve - Gravel Remediation	0	0	100,000	100,000	0	100,000	0%
11.03400.9919	Transfer to Reserve - Plant	902,353	0		902,353	0	902,353	0%
	Sub Total	902,353	0	100,000	1,002,353	0	1,002,353	0%
SUMMARY								
	OPERATIONAL (SURPLUS)/DEFICIT	2,154,737	250,519	(678,051)	1,727,205	(817,083)	2,544,288	-47%
	CAPITAL (SURPLUS)/DEFICIT	3,898,298	2,279,878	852,196	7,030,372	5,955,420	1,074,952	85%
	RESERVE MOVEMENTS	(1,647)	(2,529,168)	100,000	(2,430,815)	0	(2,430,815)	0%
	Engineering & Tech Services (Surplus)/Deficit	6,051,388	1,229	274,145	6,326,762	5,138,337	1,188,425	81%

Director, Engineering & Technical Services -WATER								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
Water Management Program - WALGETT								
Revenue								
12.00021.0101	Water Charges Income	(963,773)	12,620		(951,153)	(951,153)	0	100%
12.00021.0104	Pension Rebate Write-Off	4,439	(86)	110	4,463	4,463	0	100%
12.00021.0110	Water Consumption	(282,910)	0	50,000	(232,910)	(88,338)	(144,572)	38%
12.00021.0122	Sale of Filtered Water Debtors	(1,055)	0		(1,055)	(90)	(965)	9%
12.00021.0134	Water Security Grant (Weir)	0	0	(857,645)	(857,645)	(4,000)	(853,645)	0%
12.00021.0193	Interest from Investments	(14,971)	0	(10,000)	(24,971)	(18,174)	(6,797)	73%
12.00021.0285	Interest on Water Usage Charges	(3,975)	0		(3,975)	(1,583)	(2,392)	40%
12.00021.0295	Interest on Overdue Rates & Charges	(8,408)	0		(8,408)	(3,910)	(4,498)	47%
12.00021.0451	Pensioner Rate Subsidy	(2,308)	0	(93)	(2,401)	(2,401)	(0)	100%
12.00021.0595	Other Income	(8,636)	0		(8,636)	(815)	(7,821)	9%
12.00021.0600	New Water Service Connection	(17,153)	0	(8,000)	(25,153)	0	(25,153)	0%
12.00021.0615	Legal Income	(16,785)	0	(7,000)	(23,785)	(2,047)	(21,738)	9%
12.00021.8000	Council Property Rating Offset Account	88,384	987		89,371	89,371	0	100%
12.04821.2038	Charges - Write Off	2,137	0		2,137	0	2,137	0%
12.04821.2060	Water - Write Off	6,502	0		6,502	3	6,499	0%
12.04821.8001	Council Property Rating Discount Offset	3,057	0		3,057	0	3,057	0%
	Sub Total	(1,215,455)	13,521	(832,628)	(2,034,562)	(978,676)	(1,055,886)	48%
Expense								
12.04821.1545	Town Bore Maintenance	5,264	0		5,264	0	5,264	0%
12.04821.1903	Private works expenditure	5,264	0		5,264	264	5,000	5%
12.04821.2041	Depreciation	250,462	0		250,462	0	250,462	0%
12.04821.2304	Telemetry and Computerisation	4,211	0		4,211	0	4,211	0%
12.04821.2310	Water Meter Replacements & Repairs	6,299	0		6,299	1,809	4,490	29%
12.04821.2320	Software, IT, & Meter Readers	10,714	0		10,714	91	10,623	1%

<u>Director, Engineering & Technical Services -WATER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
12.04821.2453	Algae Monitor/Treatment	109	0		109	0	109	0%
12.04821.2455	Surface License Costs - DNR	81,601	0		81,601	26,017	55,584	32%
12.04821.2459	Filtration Plant - Chemicals	78,968	0	(20,000)	58,968	16,853	42,115	29%
12.04821.2461	Save Water Alliance Fees	527	0		527	465	62	88%
12.04821.2462	Reservoirs - Operations	1,053	2,000		3,053	991	2,062	32%
12.04821.2464	Reservoirs - Repairs and Maintenance	9,415	30,000		39,415	25,822	13,593	66%
12.04821.2465	Mains - Operations	8,303	0	20,000	28,303	14,385	13,918	51%
12.04821.2466	Mains - Repairs and Maintenance	208,558	0		208,558	111,317	97,241	53%
12.04821.2468	Valve/Hydrant Repair	8,698	0		8,698	2,508	6,190	29%
12.04821.2481	Meter Readings	12,140	0		12,140	4,148	7,992	34%
12.04821.2483	New Water Service Connection	36,852	0		36,852	15,203	21,649	41%
12.04821.2484	Pumping Station - Operations	47,293	0		47,293	16,489	30,804	35%
12.04821.2485	Pumping Stations - Repair and Maintenance	11,582	0		11,582	4,495	7,087	39%
12.04821.2486	Filtration Plant - Operations	101,470	35,000	5,000	141,470	97,199	44,271	69%
12.04821.2487	Filtration Plant - Repairs and Maintenance	26,322	0		26,322	16,074	10,248	61%
12.04821.2921	LMWUA fees	16,509	0	5,000	21,509	11,523	9,986	54%
12.04821.2922	LMWUA project costs	16,086	0		16,086	93	15,994	1%
12.04821.2923	Intergrated Water Cycle Management Plan (IWCMP)	93,022	0		93,022	79,828	13,194	86%
12.04821.2924	Strategic Business Plan	5,264	0		5,264	0	5,264	0%
12.04821.4031	Engineering Administration (Internal)	179,960	0		179,960	89,980	89,980	50%
12.04821.4044	Fluoridation Plant - Operations	527	0		527	0	527	0%
12.04821.4047	Telemetry Support Agreement Fee	15,793	0		15,793	0	15,793	0%
	Sub Total	1,242,266	67,000	10,000	1,319,266	535,552	783,714	41%
	Walgett Operating (Surplus)/Deficit	26,811	80,521	(822,628)	(715,296)	(443,124)	(272,172)	62%

<u>Director, Engineering & Technical Services -WATER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
NOW Aboriginal Communities Contract								
Revenue								
12.00021.0114	NOW Aboriginal Communities O&M Fee	(227,613)	1,661		(225,952)	(225,952)	(0)	100%
12.00021.0115	NOW Aboriginal Communities Emergency Fee	(123,649)	0		(123,649)	(2,137)	(121,512)	2%
	Sub Total	(351,262)	1,661	0	(349,601)	(228,088)	(121,513)	65%
Expense								
12.04821.1002	NOW Aboriginal Communities O&M Exp	221,111	0	(45,000)	176,111	17,386	158,725	10%
12.04821.1003	NOW Aboriginal Communities Emergency Exp	90,745	0	45,000	135,745	131,420	4,325	97%
12.04822.4054	NOW Aboriginal WS&S Capital Works Program	21,347	0		21,347	0	21,347	0%
	Sub Total	333,203		0	333,203	148,806	184,397	45%
NOW Aboriginal Communities Contract Operating (Surplus)/Deficit		(18,059)	1,661	0	(16,398)	(79,282)	62,884	483%
Water Management Program - LIGHTNING RIDGE								
Revenue								
13.00041.0009	Safe Secure Water Funding	(562,500)	0		(562,500)	0	(562,500)	0%
13.00041.0101	Water Charges Income	(284,220)	(77)		(284,297)	(284,297)	0	100%
13.00041.0104	Pension Rebate Write-Off	13,206	(387)	175	12,994	12,994	0	100%
13.00041.0110	Water Consumption	(76,920)	0		(76,920)	(26,408)	(50,512)	34%
13.00041.0193	Interest from Investments	(13,043)	(1,480)	(20,000)	(34,523)	(29,703)	(4,820)	86%
13.00041.0285	Interest on Overdue Rates & Charges	(1,820)	0		(1,820)	(343)	(1,477)	19%
13.00041.0295	Interest on Overdue Rates & Charges	(1,820)	0		(1,820)	(517)	(1,303)	28%
13.00041.0451	Pensioner Rate Subsidy	(7,473)	0	406	(7,067)	(7,067)	0	100%
13.00041.0595	Other statutory income	(4,750)	0		(4,750)	(60)	(4,690)	1%
13.00041.0596	Standpipe Fee	(1,143)	0		(1,143)	0	(1,143)	0%
13.00041.0600	New Water Service Connection	(2,346)	0	(5,000)	(7,346)	(5,066)	(2,281)	69%
13.00041.0615	Legal Income	(2,838)	0		(2,838)	(803)	(2,035)	28%

<i>Director, Engineering & Technical Services -WATER</i>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
13.00041.8000	Council Property Rating Offset	12,187	(969)		11,218	11,218	0	100%
13.04841.2039	Interest - Write Off	12	0		12	0	12	0%
13.04841.2060	Water- Write Off	74	744	500	1,318	1,040	278	79%
	Sub Total	(933,394)	(2,169)	(23,919)	(959,482)	(329,011)	(630,471)	34%
Expense								
13.04841.2041	Depreciation	122,000	0		122,000	0	122,000	0%
13.04841.2100	Licenses	5,264	0	1,000	6,264	5,981	283	95%
13.04841.2301	AvData Telemetry Standpipes	10,180	0		10,180	0	10,180	0%
13.04841.2304	Telemetry and Computerisation	8,423	0		8,423	0	8,423	0%
13.04841.2310	Water Meter Replacement & Repairs	3,159	0		3,159	0	3,159	0%
13.04841.2320	Software, IT, & Meter Readers	1,053	0		1,053	0	1,053	0%
13.04841.2453	Algae Monitor / Treatment	0	7,500		7,500	5,008	2,492	67%
13.04841.2459	Filtration Plant - Chemicals/Disinfectio	843	0		843	0	843	0%
13.04841.2461	Save Water Alliance Fees	474	(38)		436	436	(0)	100%
13.04841.2462	Reservoirs - Operations	14,391	0		14,391	9,993	4,398	69%
13.04841.2464	Reservoirs - Repairs and Maintenance	527	5,000		5,527	3,660	1,867	66%
13.04841.2465	Mains - Operations	1,044	0		1,044	72	972	7%
13.04841.2466	Mains - Repairs and Maintenance	63,174	0		63,174	23,834	39,340	38%
13.04841.2471	Bore - Maintenance and Repairs	0	1,000		1,000	776	224	78%
13.04841.2480	Water Connection Maintenance	5,177	0		5,177	67	5,110	1%
13.04841.2481	Meter Readings	31,710	0		31,710	9,972	21,738	31%
13.04841.2483	New Water Service Connection	4,300	0		4,300	901	3,399	21%
13.04841.2484	Pumping station - Operations	54,751	0		54,751	4,874	49,877	9%
13.04841.2485	Pumping station -Repairs and maintenance	30,360	0		30,360	14,016	16,344	46%
13.04841.2487	Filtration Plant - Repairs & Maintenance	777	0	1,000	1,777	990	787	56%
13.04841.4031	Administration on-cost	22,482	0		22,482	11,241	11,241	50%
	Sub Total	380,089	13,462	2,000	395,551	91,821	303,730	23%

<u>Director, Engineering & Technical Services -WATER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
	Lightning Ridge Operating (Surplus)/Deficit	(553,305)	11,293	(21,919)	(563,931)	(237,190)	(326,741)	42%
Water Management Program - COLLARENEBRI								
Revenue								
14.00061.0009	Safe Secure Water Funding	(75,000)	0		(75,000)	0	(75,000)	0%
14.00061.0101	Water Charges Income	(286,741)	(17)	3,138	(283,620)	(283,620)	0	100%
14.00061.0104	Pension Rebate Write-Off	2,758	(396)	88	2,450	2,450	0	100%
14.00061.0110	Water Consumption	(92,654)	0		(92,654)	(30,545)	(62,109)	33%
14.00061.0285	Interest on Overdue Rates & Charges	(1,991)	0		(1,991)	(648)	(1,343)	33%
14.00061.0295	Interest on Overdue Rates & Charges	(6,281)	0		(6,281)	(2,203)	(4,078)	35%
14.00061.0451	Pensioner Rate Subsidy	(1,594)	0		(1,594)	(1,330)	(264)	83%
14.00061.0595	Other income	(5,560)	0		(5,560)	0	(5,560)	0%
14.00061.0600	New Water Service Connection	(2,343)	0		(2,343)	0	(2,343)	0%
14.00061.0615	Legal Income	(5,918)	0		(5,918)	(1,772)	(4,146)	30%
14.00061.0193	Interest Received from Investments	(55)	0		(55)	0	(55)	0%
14.00061.8000	Council Property Rating Offset Account	23,109	1		23,110	23,110	0	100%
14.04861.2039	Interest Write Off	58	0		58	0	58	0%
	Sub Total	(452,624)	(412)	3,226	(449,398)	(294,558)	(154,840)	66%
Expense								
14.04861.2041	Depreciation	180,000	0		180,000	0	180,000	0%
14.04861.2060	Water - Write Off	0	500	3,000	3,500	3,033	467	87%
14.04861.2304	Telemetry and Computerisation	10,793	0		10,793	0	10,793	0%
14.04861.2310	Water Meter Replacement & Repairs	3,159	0		3,159	0	3,159	0%
14.04861.2320	Software, IT, & Meter Readers	16,847	0		16,847	0	16,847	0%
14.04861.2459	Filtration Plant - Chemicals	55,278	0	(3,000)	52,278	5,760	46,518	11%
14.04861.2461	Save Water Alliance Fees	210	(19)		191	191	0	100%

<i>Director, Engineering & Technical Services -WATER</i>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
14.04861.2462	Reservoirs Operations	4,107	0		4,107	1,810	2,297	44%
14.04861.2464	Reservoirs - Repairs and Maintenance	4,211	0		4,211	129	4,082	3%
14.04861.2465	Mains - Operations	4,350	0		4,350	997	3,353	23%
14.04861.2466	Mains - Repairs and Maintenance	31,588	0		31,588	19,413	12,175	61%
14.04861.2481	Meter Readings	9,477	0		9,477	1,115	8,362	12%
14.04861.2483	New Water Service Connection	21,058	0		21,058	4,186	16,872	20%
14.04861.2484	Pumping Stations - Operations	57,384	0	(30,000)	27,384	7,281	20,103	27%
14.04861.2485	Pumping Stations - Repair and Maintenance	3,369	0		3,369	1,087	2,282	32%
14.04861.2486	Filtration Plant -Operations	128,982	40,000	25,000	193,982	135,071	58,911	70%
14.04861.2487	Filtration Plant - Repairs and Maintenance	30,220	0	5,000	35,220	24,527	10,693	70%
14.04861.4031	Engineering Administration (Internal)	69,822	0		69,822	34,911	34,911	50%
14.04861.4049	Contract VEOLA WTP Operations	23,691	0		23,691	18,020	5,671	76%
	Sub Total	654,546	40,481	0	695,027	257,531	437,496	37%
	Collarenebri Operating (Surplus)/Deficit	202,334	40,069	3,226	245,629	(37,027)	282,656	-15%
Water Management Program - CARINDA								
Revenue								
19.00021.0106	Carinda Town Bore Water Charges	(21,051)	(7)		(21,058)	(21,058)	0	100%
19.00021.0110	Water Consumption	(10,091)	0		(10,091)	(2,889)	(7,202)	29%
19.00021.0285	Interest on Overdue Rates and Charges -Villages	(728)	0		(728)	(31)	(697)	4%
19.00021.0451	Pensioner Rate - Subsidy	(688)	0	72	(616)	(616)	(0)	100%
19.00021.0615	Legal Income	(1,420)	0		(1,420)	0	(1,420)	0%
19.00021.8000	Council Property Rating Offset Account	2,448	0		2,448	2,448	0	100%
	Sub Total	(31,530)	(7)	72	(31,465)	(22,145)	(9,320)	70%
Expense								
19.04827.2041	Depreciation	8,050	0		8,050	0	8,050	0%

<u>Director, Engineering & Technical Services -WATER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
19.04827.2304	Telemetry and Computerisation	1,053	0		1,053	0	1,053	0%
19.04827.2310	Water Meter Replacements & Repairs	1,053	0		1,053	0	1,053	0%
19.04827.2462	Reservoirs - Operations	1,896	0		1,896	406	1,490	21%
19.04827.2464	Reservoirs - Repairs and Maintenance	3,686	0		3,686	2,403	1,283	65%
19.04827.2465	Mains - Operations	654	0		654	0	654	0%
19.04827.2466	Mains - Repairs and Maintenance	6,178	0	5,000	11,178	8,086	3,092	72%
19.04827.2481	Meter Readings	3,453	0		3,453	702	2,751	20%
19.04827.2483	New Water Service Connection	2,527	0		2,527	249	2,278	10%
19.04827.2484	Pumping Stations - Operations	4,211	0	(2,000)	2,211	410	1,801	19%
19.04827.2485	Pumping Stations - Repairs & Maintenance	1,053	2,000		3,053	1,033	2,020	34%
19.04827.4031	Engineering Administration (Internal)	2,215	0		2,215	1,108	1,108	50%
	Sub Total	36,029	2,000	3,000	41,029	14,396	26,633	35%
	Carinda Operating (Surplus)/Deficit	4,499	1,993	3,072	9,564	(7,749)	17,313	-81%
Water Management Program - ROWENA								
Revenue								
19.00021.0103	Pension Rebate Write off - ROWENA	1,211	(117)		1,094	1,094	0	100%
19.00021.0108	Water Charges Income - ROWENA	(8,171)	(325)		(8,496)	(8,496)	0	100%
19.00021.0111	Water Consumption	(1,891)	(1,500)		(3,391)	(1,036)	(2,355)	31%
19.00021.0296	Interest on Overdue Rates and Charges -ROWENA	(477)	0		(477)	(324)	(153)	68%
19.00021.0600	New Water Service Connection (Carinda inc)	(1,143)	0		(1,143)	0	(1,143)	0%
19.00021.0630	Sundry Income	(756)	0		(756)	0	(756)	0%
	Sub Total	(11,227)	(1,942)	0	(13,169)	(8,762)	(4,407)	67%
Expense								
19.04826.2041	Depreciation	8,904	0		8,904	0	8,904	0%
19.04826.2100	Licenses	155	0	50	205	173	32	84%

<u>Director, Engineering & Technical Services -WATER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
19.04826.2301	AvData Telemetry Standpipes	210	0		210	0	210	0%
19.04826.2304	Telemetry and Computerisation	5,264	0		5,264	0	5,264	0%
19.04826.2457	Inspections	0	0	250	250	44	206	18%
19.04826.2462	Reservoirs - Operations	4,211	0		4,211	200	4,011	5%
19.04826.2464	Reservoirs - Repairs & Maintenance	0	500	1,000	1,500	934	566	62%
19.04826.2466	Mains - Repairs and Maintenance	8,292	0	(1,300)	6,992	1,758	5,234	25%
19.04826.2469	Bore - Operations	5,264	0	(300)	4,964	0	4,964	0%
19.04826.2481	Meter Readings	1,053	0		1,053	0	1,053	0%
19.04826.2483	New Water Service Connection	372	0	300	672	445	227	66%
19.04826.2484	Pumping Stations - Operations	6,844	0		6,844	1,617	5,227	24%
19.04826.2485	Pumping Stations - Repair and Maintenance	737	0		737	0	737	0%
19.04826.4031	Engineering Administration (Internal)	1,954	0		1,954	977	977	50%
	Sub Total	43,260	500	0	43,760	6,149	37,611	14%
	Rowena Operating (Surplus)/Deficit	32,033	(1,442)	0	30,591	(2,613)	33,204	(0)
Water Management Program - CUMBORAH								
Expense								
19.04828.2304	Telemetry and Computerisation	957	0		957	0	957	0%
19.04828.2462	Reservoirs Operations	1,053	0		1,053	153	900	15%
19.04828.2041	Depreciation	480	0		480	0	480	0%
19.04828.2484	Pumping Station - Operations	0	3,000		3,000	1,233	1,767	41%
19.04828.2485	Pumping Stations - Repair and Maintenance	5,125	0		5,125	942	4,183	18%
19.04828.4031	Engineering Administration (Internal)	370	0		370	185	185	50%
	Sub Total	7,985	3,000	0	10,985	2,513	8,472	23%
	Cumborah Operating (Surplus)/Deficit	7,985	3,000	0	10,985	2,513	8,472	23%

<u>Director, Engineering & Technical Services -WATER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
Capital Programme - WALGETT								
Expense								
12.04821.2292	Emergency Water Supply Drought Funding	0	142,726		142,726	45,694	97,032	32%
12.04822.2281	Water Security Walgett (weir)	0	752,464		752,464	220,298	532,166	29%
12.04822.2356	Telemetry and Computerisation Replacement	0	144,800	(50,000)	94,800	10,300	84,500	11%
12.04822.2357	Town Bore Pump - Emergency Spare	0	0	50,000	50,000	0	50,000	0%
12.04822.2358	LMWUA Capital Projects- Walgett	0	345,610		345,610	29,094	316,516	8%
	Sub Total	0	1,385,600	0	1,385,600	305,386	1,080,214	22%
	Walgett Capital (Surplus)/Deficit	0	1,385,600	0	1,385,600	305,386	1,080,214	22%
Capital Programme - LIGHTNING RIDGE								
Expense								
13.04846.1667	Water System Asset Replacement	0	58,718	(6,000)	52,718	44,747	7,971	85%
13.04846.2356	Prepaid Billing System (Standpipe)	0	0	6,000	6,000	5,722	278	95%
13.04846.2358	LMWUA Capital Projects- L/R	100,000	0		100,000	38,879	61,121	39%
	Sub Total	100,000	58,718	0	158,718	89,349	69,369	56%
	L/Ridge Capital (Surplus)/Deficit	100,000	58,718	0	158,718	89,349	69,369	56%
Capital Programme - COLLARENEBRI								
Expenses								
14.04866.2050	Pump Station Switchboard Replacement	0	143,225		143,225	138,498	4,727	97%
14.04866.2054	Water System Asset Replacement	100,000	0		100,000	0	100,000	0%
	Sub Total	100,000	143,225	0	243,225	138,498	104,727	57%
	Collarenebri Capital (Surplus)/Deficit	100,000	143,225	0	243,225	138,498	104,727	57%

<i>Director, Engineering & Technical Services -WATER</i>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
Reserve Movements								
Revenue								
12.00021.9801	Transfer from Reserves - Capital	(437,500)	(1,399,129)		(1,836,629)	0	(1,836,629)	0%
13.00041.9801	Transfer from Reserves - Operational	0	(140,553)		(140,553)	0	(140,553)	0%
12.00021.9808	Transfer from Reserves - Unspent Grants Weir	0	(188,414)		(188,414)	0	(188,414)	0%
	Sub Total	(437,500)	(1,728,096)	0	(2,165,596)	0	(2,165,596)	0%
Expense								
12.04821.9919	Transfer to Reserves	1,086,306	0	838,249	1,924,555	0	1,924,555	0%
	Sub Total	1,086,306	0	838,249	1,924,555	0	1,924,555	0%
SUMMARY								
	OPERATIONAL (SURPLUS)/DEFICIT	(297,702)	137,095	(838,249)	(998,856)	(804,472)	(194,384)	81%
	CAPITAL (SURPLUS)/DEFICIT	200,000	1,587,543	0	1,787,543	533,232	1,254,311	30%
	RESERVE MOVEMENTS	648,806	(1,728,096)	838,249	(241,041)	0	(241,041)	0%
	Water Fund Result (Profit)/Loss	551,104	(3,458)	0	547,646	(271,240)	818,886	-50%

<u>Director, Engineering & Technical Services - SEWER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
Sewerage Operational Programme - WALGETT								
Revenue								
15.00081.0151	Sewer Charges Income	(382,828)	1,408		(381,420)	(381,420)	0	100%
15.00081.0152	Sewer Cistern Income	(19,949)	1,633		(18,316)	(18,316)	0	100%
15.00081.0153	Sewer Pedestal Income	(40,581)	972		(39,609)	(39,609)	0	100%
15.00081.0164	Pension Rebate Write-Off	4,373	(107)	109	4,375	4,375	(0)	100%
15.00081.0193	Interest on Investments	(119,089)	0		(119,089)	(34,059)	(85,030)	29%
15.00081.0295	Interest on Overdue Rates and Charges	(4,854)	0		(4,854)	(1,600)	(3,254)	33%
15.00081.0451	Pensioner Rate Subsidy	(2,302)	0	(50)	(2,352)	(2,352)	(0)	100%
15.00081.0595	Other Income	(8,077)	0		(8,077)	0	(8,077)	0%
15.00081.0921	Sundry Income	(1,264)	0		(1,264)	0	(1,264)	0%
15.00081.8000	Council Property Rating Offset Account	25,744	500		26,244	26,244	0	100%
15.00082.0126	NOW Walgett - Namoi & Gingie	(42,128)	0		(42,128)	0	(42,128)	0%
	Walgett Operating Income	(590,955)	4,406	59	(586,490)	(446,738)	(139,752)	76%
Expense								
15.04881.1805	Walgett Sewer Switchboard Repairs	150,000	0		150,000	0	150,000	0%
15.04881.1853	CCTV Sewer Inspections - Walgett	77,803	0		77,803	23,819	53,984	31%
15.04881.1903	Private Works expenditure	1,580	0		1,580	0	1,580	0%
15.04881.2038	Charges - Write Off	1,580	0		1,580	0	1,580	0%
15.04881.2039	Interest Write Off	10	0		10	0	10	0%
15.04881.2041	Depreciation	90,000	0		90,000	0	90,000	0%
15.04881.2304	Telemetry and Computerisation	1,627	0		1,627	1,080	547	66%
15.04881.2463	Sewer Main Repairs	50,992	0		50,992	6,286	44,706	12%
15.04881.2478	EPA Licence Fee	3,119	0		3,119	0	3,119	0%
15.04881.2483	House Connection Repairs	5,423	0		5,423	71	5,352	1%
15.04881.2484	Pumping Station - Operations	43,379	0		43,379	16,855	26,524	39%

<i>Director, Engineering & Technical Services - SEWER</i>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
15.04881.2485	Pumping Stations - Repair and Maintenance	32,534	0		32,534	5,131	27,403	16%
15.04881.2488	Treatment Works -Operations	65,070	0		65,070	24,195	40,875	37%
15.04881.2489	Treatment Works - Repairs and Maintenance	56,400	50,000		106,400	57,213	49,187	54%
15.04881.4031	Administration on-cost	47,702	0		47,702	23,851	23,851	50%
15.04890.1006	NOW Walgett - Namoi & Gingie	24,474	0		24,474	0	24,474	0%
15.04881.4069	EPA Monitoring System	11,969	0		11,969	975	10,994	8%
	Walgett Operating Expense	663,662	50,000	0	713,662	159,476	554,186	22%
	Walgett Operating (Surplus)/Deficit	72,707	54,406	59	127,172	(287,261)	414,433	-226%
Sewerage Operational Programme - LIGHTNING RIDGE								
Revenue								
16.00101.0151	Sewer Charges Income	(337,174)	(290)		(337,464)	(337,464)	0	100%
16.00101.0152	Sewer Cistern Income	(19,023)	(90)		(19,113)	(19,113)	0	100%
16.00101.0153	Sewer Pedestal Income	(21,346)	(18)		(21,364)	(21,364)	0	100%
16.00101.0164	Pension Rebate Write-Off	12,847	(291)	175	12,731	12,731	(0)	100%
16.00101.0193	Interest on Investments	(53,053)	0		(53,053)	(26,710)	(26,343)	50%
16.00101.0295	Interest on Overdue Rates and Charges	(3,640)	0		(3,640)	(718)	(2,922)	20%
16.00101.0451	Pensioner Rate Subsidy	(7,251)	0		(7,251)	(6,919)	(332)	95%
16.00101.8000	Council Property Rating Offset Account	8,456	(1,480)		6,976	6,976	0	100%
16.00101.0595	Sundry Income	(2,154)	0		(2,154)	0	(2,154)	0%
	L/Ridge Operating Income	(422,338)	(2,169)	175	(424,332)	(392,581)	(31,751)	93%
Expense								
16.04901.1853	CCTV Sewer Inspections - Lightning Ridge	26,421	0		26,421	7,879	18,542	30%
16.04901.2041	Depreciation	66,000	0		66,000	0	66,000	0%
16.04901.2304	Telemetry and Computerisation	1,627	0		1,627	0	1,627	0%
16.04901.2320	Software, IT	4,534	0		4,534	0	4,534	0%
16.04901.2460	Technical and Supervision	1,085	0		1,085	0	1,085	0%

<u>Director, Engineering & Technical Services - SEWER</u>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
16.04901.2463	Sewer Main Repairs	5,423	0		5,423	906	4,517	17%
16.04901.2483	House Connection Repairs	5,423	0		5,423	0	5,423	0%
16.04901.2484	Pumping Station - Operations	56,443	0		56,443	13,069	43,374	23%
16.04901.2485	Pumping Stations - Repair and Maintenance	15,232	0		15,232	0	15,232	0%
16.04901.2488	Treatment Works -Operations	13,014	0		13,014	2,311	10,703	18%
16.04901.2489	Treatment Works - Repairs and Maintenance	9,091	0		9,091	5,971	3,120	66%
16.04901.4031	Administration	11,697	0		11,697	5,849	5,849	50%
	L/Ridge Operating Expense	215,990	0	0	215,990	35,985	180,005	17%
	L/Ridge Operating (Surplus)/Deficit	(206,348)	(2,169)	175	(208,342)	(356,595)	148,253	171%
Sewerage Operational Programme - COLLARENEBRI								
Revenue								
17.00121.0151	Sewer Charges Income	(116,407)	(73)		(116,480)	(116,480)	0	100%
17.00121.0152	Sewer Cistern Income	(1,786)	(8)		(1,794)	(1,794)	0	100%
17.00121.0153	Sewer Pedestal Income	(4,157)	(3)		(4,160)	(4,160)	0	100%
17.00121.0164	Pension Rebate Write-Off	1,996	(509)	88	1,575	1,575	0	100%
17.00121.0193	Interest Received from Investments	(3,766)	0		(3,766)	(1,389)	(2,377)	37%
17.00121.0295	Interest on Overdue Rates and Charges	(3,640)	0		(3,640)	(1,054)	(2,586)	29%
17.00121.0451	Pensioner Rate Subsidy	(1,133)	0		(1,133)	(837)	(296)	74%
17.00121.0595	Sundry Income	(2,154)	0		(2,154)	0	(2,154)	0%
17.00121.8000	Council Property Rating Offset Account	6,511	5		6,516	6,516	0	100%
	Collarenebri Operating Income	(124,536)	(588)	88	(125,036)	(117,623)	(7,413)	94%
Expense								
17.04921.1853	CCTV Sewer Inspections - Collarenebri	15,270	0		15,270	0	15,270	0%
17.04921.2041	Depreciation	19,500	0		19,500	0	19,500	0%
17.04921.2304	Telemetry and Computerisation	1,085	0		1,085	0	1,085	0%
17.04921.2463	Sewer Main Repairs	7,466	0		7,466	1,471	5,995	20%

<i>Director, Engineering & Technical Services - SEWER</i>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
17.04921.2483	House Connection Repairs	1,052	0		1,052	0	1,052	0%
17.04921.2484	Pumping Station - Operations	15,725	10,000		25,725	11,486	14,239	45%
17.04921.2485	Pumping Stations - Repair and Maintenance	5,360	0		5,360	1,791	3,569	33%
17.04921.2488	Treatment Works -Operations	2,169	0	30,000	32,169	20,179	11,990	63%
17.04921.2489	Treatment Works - Repairs and Maintenance	271	100		371	132	239	36%
17.04921.4031	Administration	3,531	0		3,531	1,766	1,766	50%
	Collarenebri Operating Expense	71,429	10,100	30,000	111,529	36,824	74,705	33%
	Collarenebri Operating (Surplus)/Deficit	(53,107)	9,512	30,088	(13,507)	(80,799)	67,292	598%
Sewerage Capital Programme - WALGETT								
	Walgett Capital Income	0		0	0	0	0	NA
	Expense							
15.04881.1854	Sewer Mains replacement	200,000	(3,500)		196,500	9,150	187,350	5%
15.04881.1855	Walgett - No 4 Pump & Muffin Muncher Purchase	0	3,500		3,500	0	3,500	0%
15.04886.4060	Sewage Treatment Plant Renewal	0	27,072		27,072	13,322	13,750	49%
	Walgett Capital Expense	200,000	27,072	0	227,072	22,473	204,599	10%
	Walgett Capital (Surplus)/Deficit	200,000	27,072	0	227,072	22,473	204,599	10%
Sewerage Capital Programme - LIGHTNING RIDGE								
	Expense							
16.04902.2304	Telemetry & Computerisation	0	75,000		75,000	8,000	67,000	11%
16.04902.4096	Sewer Mains Replacement	200,000	0		200,000	0	200,000	0%
16.10000.0009	Capital WIP	30,000	0		30,000	0	30,000	0%
	L/Ridge Capital Expense	230,000	75,000	0	305,000	8,000	297,000	3%
	L/Ridge Capital (Surplus)/Deficit	230,000	75,000	0	305,000	8,000	297,000	3%

<i>Director, Engineering & Technical Services - SEWER</i>								
		Original Budget	Approved Budget Changes	Proposed QBR amendments	Revised budget	Actual YTD	Budget Remaining	% Budget
Sewerage Capital Programme - COLLARENEBRI								
Expense								
17.04922.4061	Sewer Mains Replace or Reline Program	100,000	0		100,000	0	100,000	0%
17.10000.0008	Capital WIP	150,000	0		150,000	0	150,000	0%
	Collarenebri Capital Expense	250,000	0	0	250,000	0	250,000	0%
	Collarenebri Capital (Surplus)/Deficit	250,000	0	0	250,000	0	250,000	0%
Reserve Movements								
Revenue								
15.00081.9801	Transfer from Reserves - Capital	(830,000)	(102,072)		(932,072)	0	(932,072)	0%
	Sub Total	(830,000)	(102,072)	0	(932,072)	0	(932,072)	0%
Expense								
15.04881.9919	Transfer to Reserves - Operational	508,746	(62,011)	(30,322)	416,413	0	416,413	0%
	Sub Total	508,746	(62,011)	(30,322)	416,413	0	416,413	0%
SUMMARY								NA
	OPERATIONAL (SURPLUS)/DEFICIT	(186,748)	61,749	30,322	(94,677)	(724,655)	629,978	765%
	CAPITAL (SURPLUS)/DEFICIT	680,000	102,072	0	782,072	30,473	751,599	4%
	RESERVE MOVEMENTS	(321,254)	(164,083)	(30,322)	(515,659)	0	(515,659)	0%
	Sewer Fund Result (Profit)/Loss	171,998	(262)	0	171,736	(694,183)	865,919	-404%