



Urban Roads and Drainage Improvement Policy 2019

Bass Coast Shire Council manages an extensive network of infrastructure including roads, pathways and stormwater drains. Prior to the implementation of the Town and Country Planning Act 1961, Council's had no authority to ensure developers considered community needs and wellbeing as part of development. As a result, Bass Coast Shire's road network comprises approximately 125 kilometres of unmade roads and insufficient drainage, which do not meet Infrastructure Design Manual standards required by Council Policy for urban areas.

To address this legacy, and work towards improved conditions for all its residents and visitors, Bass Coast Shire Council adopted the Urban Streets Improvement Policy in 1996. Subsequently, this has become the Urban Roads and Drainage Improvement Policy.

Policy objectives

This policy outlines how Council will endeavour to deliver improved road, pathway and drainage infrastructure, by identifying and prioritising under-developed urban areas to be considered for inclusion in Council's Capital Works Program.

It provides the strategic context for ensuring Council's investment in urban roads and drainage infrastructure is delivered in an integrated manner to address strategic service delivery needs.

The objectives of this policy are to:

- Establish Council's commitment to:
 - improve the liveability of the built and natural environment by endeavouring to provide effective upgrades in urban infrastructure that meet the needs of an increasing population;
 - enhance economic, social, environmental and cultural wellbeing of the community and ensure increasing community expectations are considered in decision making;
- Ensure that infrastructure upgrades aid the achievement of the Council Plan, Planning Scheme and related Asset Management Plan objectives;
- Enable and ensure the effective planning and implementation of urban road and drainage infrastructure upgrade projects by defining the principles to be applied.

Intended outcomes

This policy is based on sound asset management principles and provides guidance to Councillors and staff involved in urban road and drainage improvement projects to ensure appropriate rigour is applied in the decision making process.

This policy is designed to:

- Enable a robust and impartial priority based system for allocating finite Council resources for investment in urban road and drainage improvement projects;
- Ensure that investment is undertaken in a financially sustainable manner and with the wellbeing of the Bass Coast community in mind; and
- Enhance transparency and public confidence in Council's decision making process surrounding urban road and drainage improvement projects.

More detail on the practical application of this Policy is provided in the supporting documentation outlined in the 'Reference to Other Documents' Section below.

Policy principles

This policy is underpinned by the following principles:

- The upgrade of road, pathway and stormwater drainage infrastructure within urban residential, commercial or industrial areas across the municipality shall be funded in a fair and equitable manner for all current and future ratepayers.
- Council may pursue the implementation of a special rate or charge, where it can be demonstrated that properties will receive special benefit from a potential road and drainage improvement.
- Delivery of any identified infrastructure requirement will be consistent with the objectives of the Council Plan and Planning Scheme.

Details of Policy

Prioritisation of urban areas for upgrade

The Urban Upgrade Evaluation List (Evaluation List) identifies all under-developed or un-serviced urban road and drainage areas throughout the Shire requiring improvement to bring them up to standard with contemporary planning requirements. These are referred to as designated project areas.

Recognising the quantum of infrastructure works and the finite resources available to deliver the Evaluation List, an Urban Upgrade Priority Program (Priority Program) for the upgrade of urban areas has been adopted based on prioritisation in accordance with the Evaluation List.

As well as ensuring alignment with Council's Asset Management Plans and strategies, the Priority Program has been developed in line with community service levels adopted to reflect the sentiments of Bass Coast residents and visitors. More specifically, decisions made under this policy should be informed by the criteria established around:

- enhancing Liveability, Health and Wellbeing through:
 - ✓ providing access to safe road, pathway and drainage infrastructure that meets current and future community needs
 - ✓ improving the safety and utility of all road users through urban road and drainage improvement projects
 - ✓ improving the amenity and enjoyment of overall streetscape of identified areas
- promoting Economic Development, through:
 - ✓ improved connectivity of safe paths and tracks providing separation of vehicular and pedestrian traffic as well as linkages to open space

- ✓ ensuring best practice investment in identified areas, considering whole-of-life cycle costs and value for money infrastructure
- maintaining and protecting the natural environment, through:
 - ✓ enhancing the amenity of overall streetscape while minimising the existing net impact on the natural environment
 - ✓ effectively managing stormwater and drainage control.

More information on the application of these criteria to the road and drainage improvement program is provided in the supporting documentation to this policy.

Urban road and drainage improvement works falling within the scope of this policy will be undertaken with extensive community engagement in line with the formal legislative process outlined in what is currently the *Local Government Act 1989*.

Program funding and reprioritisation

The funding mechanism for each designated project area shall be adopted through Council resolution. Funding sources may include:

- direct Council contribution;
- external grants, funding or contributions;
- A special rate or charge in accordance with Section 163 of the *Local Government Act 1989*; and / or
- a combination of the above.

The delivery of the individual projects included in the Priority Program is dependent on Council's financial capacity, resource allocation and budgetary decisions and the approximate value of each designated project area. The relative ranking of all other projects identified in the Evaluation List will be reviewed at a frequency nominated and adopted by Council resolution.

The calculation of Council's contribution may vary for each project and will be based on factors specific to each designated project area. These factors consider existing and potential external traffic volumes, Council owned land and the extent to which the criteria outlined above (liveability, health and wellbeing, economic development and environment) are met/unmet.

Council will consider reprioritising an urban road and drainage infrastructure improvement project for a specific designated project area only where the project is identified within the existing Evaluation List, but does *not* form part of the current Urban Upgrade Priority Program.

Council will consider including projects outside of the adopted Urban Upgrade Priority Program only if an approved percentage of property owners included within that project area actively support the project. The percentage of community support required for the project to be included in the Program, currently 70 per cent or more, can be set and altered by Council resolution only. In this instance the project will be funded through 'user pays' principles in accordance with Council's Special Rates and Charges Policy.

In the case of a community-supported project being included in the adopted Urban Upgrade Priority Program, the project will become an addition to the adopted Priority Program through Council resolution only, and will not impact delivery of the current adopted Priority Program.

Additional supporting documents

The following documents accompany, and should be read in conjunction with, this Policy:

- Urban Upgrade Evaluation List
- Urban Upgrade Priority Program
- Urban Road and Drainage Improvement Framework including Project Plan Timelines

Reference to other documents

The following documents inform and support this Policy:

- *Road Management Act 2004*
- *Local Government Act 1989*
- Special Rates and Charges Ministerial Guidelines 2004
- Bass Coast Shire Council – Council Plan 2017-21
- Bass Coast Shire Council – Planning Scheme
- Bass Coast Shire Council – Asset Management Policy
- Bass Coast Shire Council – Road Asset Management Plan 2019 (subject to Council adoption)
- Bass Coast Shire Council – Drainage Services Asset Management Plan 2015
- Bass Coast Shire Council – Community Engagement Policy
- Bass Coast Shire Council – Debt Management Policy
- Bass Coast Shire Council – Stormwater Management Plan 2003
- Infrastructure Design Manual

Review accountability and review

The Policy, and accompanying Urban Upgrade Evaluation List will be reviewed at no more than five year intervals.

Accountability for the effective administration and implementation of the Policy rests with the General Manager Infrastructure and Environment.

Approval

Approved by Council at its meeting held on 20 March 2019.....	
Signed by the Mayor (Name)	
.....	Date



Urban Roads and Drainage Improvement Framework 2019

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1. Introduction

Bass Coast Shire Council manages over 900 kilometres of roads. Of this, around 125 kilometres comprises of unmade roads within urban areas that do not meet Infrastructure Design Manual standards required by Council Policy. These unmade urban road networks, combined with inadequate stormwater drainage, hinder Council's ability to ensure the provision of a safe, effective and sustainable road network that performs to the needs of the community.

Further to this, community expectation on the level of infrastructure within urban areas is increasing. This is reflected in the considerable number of requests from residents and ratepayers to upgrade road and drainage infrastructure within urban areas, alleviate issues with dust, loss of material, mud, poor road surface and address inadequate stormwater drainage. In this regard, unmade roads and insufficient drainage across the Shire's urban areas incur considerable additional maintenance costs to ratepayers to ensure compliance with *Road Management Act 2004* and Council's Asset Management Policy 2017 - 2021.

In today's dollars, the cost of upgrading the entirety of this network within Council's finite resources is prohibitive, at around \$1.5- \$2 million per kilometre of road and drainage. As a result, urban areas within the Shire identified as requiring upgrade must be rigorously assessed and prioritised in line with best practice and value for money of Council's funding and resources.

2. Scope

When considering all of the factors above, it is essential that there is sufficient information to enable well-informed decisions to the betterment of the broader community.

This Framework applies to all Council staff responsible for, or involved in the identification and delivery of urban road and drainage improvement projects included within the Urban Upgrade Priority Program (Priority Program) and the Urban Upgrade Evaluation List (Evaluation List), described in more detail throughout this Framework.

3. Purpose

The purpose of this Framework is to enable Council to make robust decisions about the order in which urban road and drainage improvement projects are prioritised and delivered, by providing a mechanism to assess current and future service levels.

This Framework should be read in conjunction with the:

- Urban Road and Drainage Improvement Policy (Policy) – outlines the overarching objectives, intended outcomes and principles when making decisions around urban road and drainage upgrade projects; and
- Urban Road and Drainage Improvement Guidelines (Guidelines) – provides practical advice on how to apply the Policy and Framework in an operational setting.

This Framework elaborates on the principles outlined in the Policy by:

- detailing the strategies to accurately assess the need and priority of urban road and drainage upgrades across the Shire in the context of:
 - the Council Plan, Long-term Financial Plan, Planning Scheme and relevant Asset Management Plans
 - asset management principles surrounding the whole-of-life cycle infrastructure costs.
- providing a robust and impartial prioritisation approach for the allocation of Council’s finite resources against the approved assessment criteria;
- ensuring Council Officers have sufficient resources and information available to prioritise and implement works in accordance with the Policy.

4. Roles and responsibilities

The roles and responsibilities of each party vary throughout the phases of an urban road and drainage improvement project. However, the key parties involved include:

- Service Manager
- Project Working Group
- Executive Management Team (EMT) and Capital Works Steering Group (CWSG)
- Council

Service Manager

In the case of urban upgrade projects, the Service Manager will usually be an officer from Council’s Infrastructure and Environment division. The Service Manager’s responsibility is to:

- work with relevant Council staff and community to identify and drive the request/need for the upgrade
- establish relevant Project Working Groups
- lead the review of the existing Priority Program and Evaluation List
- coordinate stakeholder engagement
- develop and submit individual cases to the EMT, as required

- pending EMT approval, present project areas to Council for consideration/adoption within the Priority Program and/or Evaluation List (and Capital Works Program)



Project Working Group

The Project Working Group consists of representatives from key service areas across Council including, but not limited to, Sustainable Environment, Strategy and Growth, Infrastructure Delivery, Asset Management and Infrastructure Maintenance. Its role in the urban road and drainage improvement process is to:

- work collaboratively to define and rank the urban road, area or street project area based on the adopted prioritisation criteria, and prioritisation mapping process, for Council consideration
- review the Priority Program and Evaluation List at required intervals and in line with the Urban Road and Drainage Improvement Policy and Framework



Capital Works Steering Group

The CWSG is a working group consisting of senior officers from a number of service areas across Council. Its role in the urban road and drainage improvement process is to consider and advise on how the Priority Program and Evaluation list can be delivered in the context of the Annual and Long Term Capital Works Program



Executive Management Team

The EMT consists of Council's Divisional General Managers. Its role in the urban road and drainage improvement process is to:

- review any proposed changes to the Policy or Framework prior to Council consideration
- oversee that all projects listed have been developed in accordance with the Urban Road and Drainage Improvement Policy and Framework



Council

Council is responsible for the overall allocation of funds to provide services to their community. Their role in the urban road and drainage improvement process is to:

- consider all investment decisions in terms of how best to meet community need within limited available resources
- review and scrutinise projects put forward for further consideration, or inclusion in the Priority Program or Evaluation List, by the Service Manager
- approve/adopt the Urban Road and Drainage Improvement Policy and

Framework

- approve/adopt the Urban Upgrade Priority Program and Evaluation List

5. Project identification and prioritisation

Due to the volume of works required to deliver all of the urban road and drainage improvement projects, Council needs to program the delivery of urban upgrade projects in an order which will maximise liveability for the community, whilst ensuring value for money for all ratepayers. To enable this, an Urban Upgrade Evaluation List has been developed to prioritise urban areas and roads that are unmade and have insufficient drainage infrastructure.

5.1. Project identification

The basis for inclusion of an urban area/road/street into the Evaluation List is that it:

- comprises of formed, but unsealed or unconstructed roads and/or there is insufficient or no underground stormwater drainage; and
- is within an urban residential, commercial or industrial area in accordance with Bass Coast Planning Scheme.

5.2. Designated project areas

To determine the extent to which an urban area is prioritised as an individual road and drainage improvement project, and included in the Evaluation List, and to ensure economies of scale where possible, projects are grouped into designated project areas.

A designated project area is generally classified as a group of roads and drainage catchment areas that are either adjacent, intersecting or in the vicinity of others that require an infrastructure upgrade.

5.3. Project appraisal and prioritisation

Each project must be assessed to determine the level of community benefit and the extent to which it aligns with the Council Plan. The Evaluation List mapping process allows this by assessing a proposal against the Council Plan objectives. This is achieved by assessing each project against a range of adopted criteria within each Council Plan objective. This creates a weighted score against each objective. These scores are then combined to form a total score which results in each project being ranked accordingly. The criteria, and how projects are assessed against them, are outlined in Attachment A – Assessment Criteria Summary Urban Upgrade Improvements.

The appraisal and prioritisation ranking forms the Evaluation List and is used to inform which projects should be recommended for Council consideration and prioritised for inclusion in the Priority Program.

All proposals presented to Council must have been through the rigorous assessment process. As outlined in Section 4, the role of the EMT is to provide oversight and ensure that projects considered for inclusion in the Priority Program have been reviewed in line with the Policy and Framework prior to going to Council for consideration. This ensures Council's appraisal is supported by appropriate information, and projects are providing Council with value for money and the best possible service outcomes. Council will then be in a position to consider whether to support the next highest priority Designated Project Area for funding allocation in the capital works program.

5.4. Alterations to project prioritisation

The ranking of the Evaluation List is generally static. However, due to the intricacies of urban upgrade works, the feasibility of each project and designated project area must ultimately be considered on a case-by-case basis. To this end, there may be some circumstances in which the prioritisation of project or designated project area included within the Evaluation List, or the scope of works related to it, may be altered. Such reasons include:

- community lead support resulting in a project receiving an agreed percentage, currently set at 70 percent by Council resolution, of community support. In this instance the ranking of the project within the Evaluation may rise and it may be added to the Priority Program. This may also see some alteration to the scope of the project (i.e. increasing or decreasing the size of the Designated Project Area). The Urban Road and Drainage Improvement Guidelines provide more detail on how this can unfold in an operational sense;
- where living density of the designated project area has increased dramatically and would alter the relative ranking of the project against the adopted criteria; and
- where there has been an unanticipated increase in the number of complaints/requests from residents living in the designated project area.

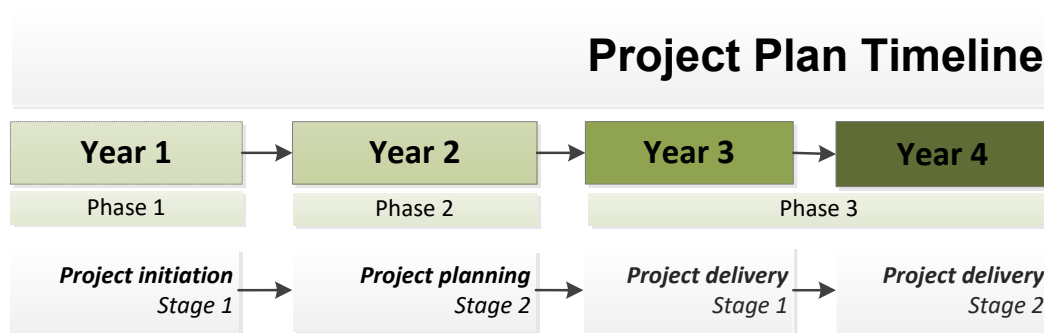
The impact of changes in living density and resident complaint/requests mentioned above, and all other assessment criteria, will be reviewed at prescribed intervals in line with the scheduled review of the URDI Policy itself, at no more than five year intervals. This may result in changes to overall project scores and ranking within the Evaluation List.

6. Project time frames

The successful identification, planning and implementation of an urban upgrade project includes a raft of activities that must be clearly and comprehensively undertaken, including but not limited to:

- development of service level and financial modelling;
- drainage and traffic studies;
- development of concept plans and funding models;
- legislative process; and
- extensive stakeholder consultation and engagement.

A phased approach is employed to effectively plan and implement an improvement project, and usually spans around four years with the various stages as outlined below.



A more detailed breakdown of the activities undertaken within each phase can be found at Attachment B.

The projected delivery timeframe for an urban upgrade project is ultimately determined by:

- community support for the project
- the level of funding available;
- the size of the area to be upgraded; and
- its overall ranking on the Evaluation List.

7. Project funding mechanisms

In today's dollars, the cost of constructing one kilometre of urban road, and associated drainage, identified as requiring improvement can be around \$1.5- \$2 million. With around 125km road requiring upgrade, this would require around \$250 million of funding.

Recognising that Council's need assistance to provide improved infrastructure for their communities, the State Government's *Local Government Act 1989* allows Council's to pass on the cost of constructing sealed roads, kerb and channel,

footpaths, underground drainage and other infrastructure to owners of a property that generally receive a unique benefit from the works. This is referred to as a Special Charge Scheme and allows Councils to recover the cost of delivering certain infrastructure where local property owners are deemed to receive a special benefit from the works.

As outlined in the Policy, the funding mechanism for a designated project area is adopted through Council resolution. Funding sources may include:

- direct Council contribution;
- external grants, funding or contributions;
- A special rate or charge in accordance with Section 163 of the *Local Government Act 1989*; and / or
- a combination of the above.

Timeframe for delivery of the projects included in the Evaluation List are dependent on Council's financial capacity and the approximate value of each designated project area, and Council's contribution may vary for each project based on area-specific factors assessed through the prioritisation model and detailed planning.

8. Interdependencies

As well as the comprehensive assessment criteria outlined above, it is essential that the impacts and interactions with other Council adopted Plans be considered to inform any decisions around planned upgrades of urban roads and drainage networks. Council endeavours to integrate the impacts of a range of policies and plans relevant to the issues, and balance disparate objectives in favour of net community benefit and sustainable development for current and future generations.

8.1. Road Asset Management Plan

This Plan documents a coordinated management system for Council's roads that will help to provide an effective and efficient network that meets the community's needs.

8.2. Drainage Asset Management Plan

This Plan documents the process to enable drainage investigations to occur in a consistent manner and a standard for the drainage issues to be measured against across the Shire.

8.3. Bass Coast Shire Planning Scheme

The Bass Coast Council Planning Scheme is a legal document outlining how land across the Shire should be used, developed, protected or conserved. The Planning Scheme helps manage community expectations and needs by addressing economic, environmental and social wellbeing considerations of land use and development.

This Scheme has essential overlaps and should form part of the knowledge base and assessment of all urban road and drainage improvement intentions. Key thematic areas under the Planning Scheme include:

- Settlement
- Land use
- Environment
- Landscape and built form
- Infrastructure

Each development needs to achieve various compliance measures under each of these objectives prior to being approved.

9. Reference to other documents

The following documents accompany the Urban Road and Drainage Improvement Framework

- Urban Road and Drainage Improvement Policy
- Urban Upgrade Priority Program
- Urban Upgrade Evaluation List
- Urban Road and Drainage Improvement Project Assessment Criteria Summary
- Urban Road and Drainage Improvement Project Plan Timelines
- Urban Road and Drainage Improvement Guidelines

The following documents inform and support the Urban Road and Drainage Improvement Framework:

- *Road Management Act 2004*
- *Local Government Act 1989*
- Special Rates and Charges Ministerial Guidelines 2004
- Bass Coast Shire Council – Council Plan 2017-21
- Bass Coast Shire Council – Planning Scheme
- Bass Coast Shire Council – Asset Management Policy
- Bass Coast Shire Council – Road Asset Management Plan 2019 (subject to Council adoption)
- Bass Coast Shire Council – Drainage Services Asset Management Plan 2015
- Bass Coast Shire Council – Community Engagement Policy
- Bass Coast Shire Council – Debt Management Policy
- Bass Coast Shire Council – Stormwater Management Plan 2003
- Infrastructure Design Manual

Assessment Criteria Summary – Urban Upgrade Improvements

	Council Plan 2017-21 Objective				
	Economic Development	Liveability	Health and Wellbeing	Governance	Environment
Criteria Assessed	<ul style="list-style-type: none"> ✓ Estimated Project Cost 	<ul style="list-style-type: none"> ✓ Development Density ✓ External Development Potential 	<ul style="list-style-type: none"> ✓ Number of properties ✓ Total Road Length ✓ Total Number of Single Requests ✓ Number of Requests/Number of Properties ✓ Number of Properties per Total Road Length 	<ul style="list-style-type: none"> ✓ Maintenance Savings ✓ Community Benefit Level 	<ul style="list-style-type: none"> ✓ Risk Level in Storm Water Management Plan – Total ✓ Receiving Waterway ✓ Distance of Scheme from Waterway ✓ Existing Outfalls or Drainage Connectivity ✓ In a Melbourne Water Area ✓ Catchment > 60Ha. ✓ Land Available for Full Treatment
Scores Calculated (based on Criteria Assessed)	<ul style="list-style-type: none"> ✓ Project Cost Score 	<ul style="list-style-type: none"> ✓ Maximise Liveability Outcomes Score ✓ Development Density Score ✓ External Development Potential Score 	<ul style="list-style-type: none"> ✓ Customer Request Score ✓ Improved Pathways Score 	<ul style="list-style-type: none"> ✓ Affordability Score ✓ Minimising Maintenance Costs Score ✓ Community Benefit Score 	<ul style="list-style-type: none"> ✓ Risk Level Score ✓ Distance to Waterway Score ✓ Existing Outfalls Score ✓ Melbourne Water Area Score ✓ Catchment Area Score ✓ Land Availability Score

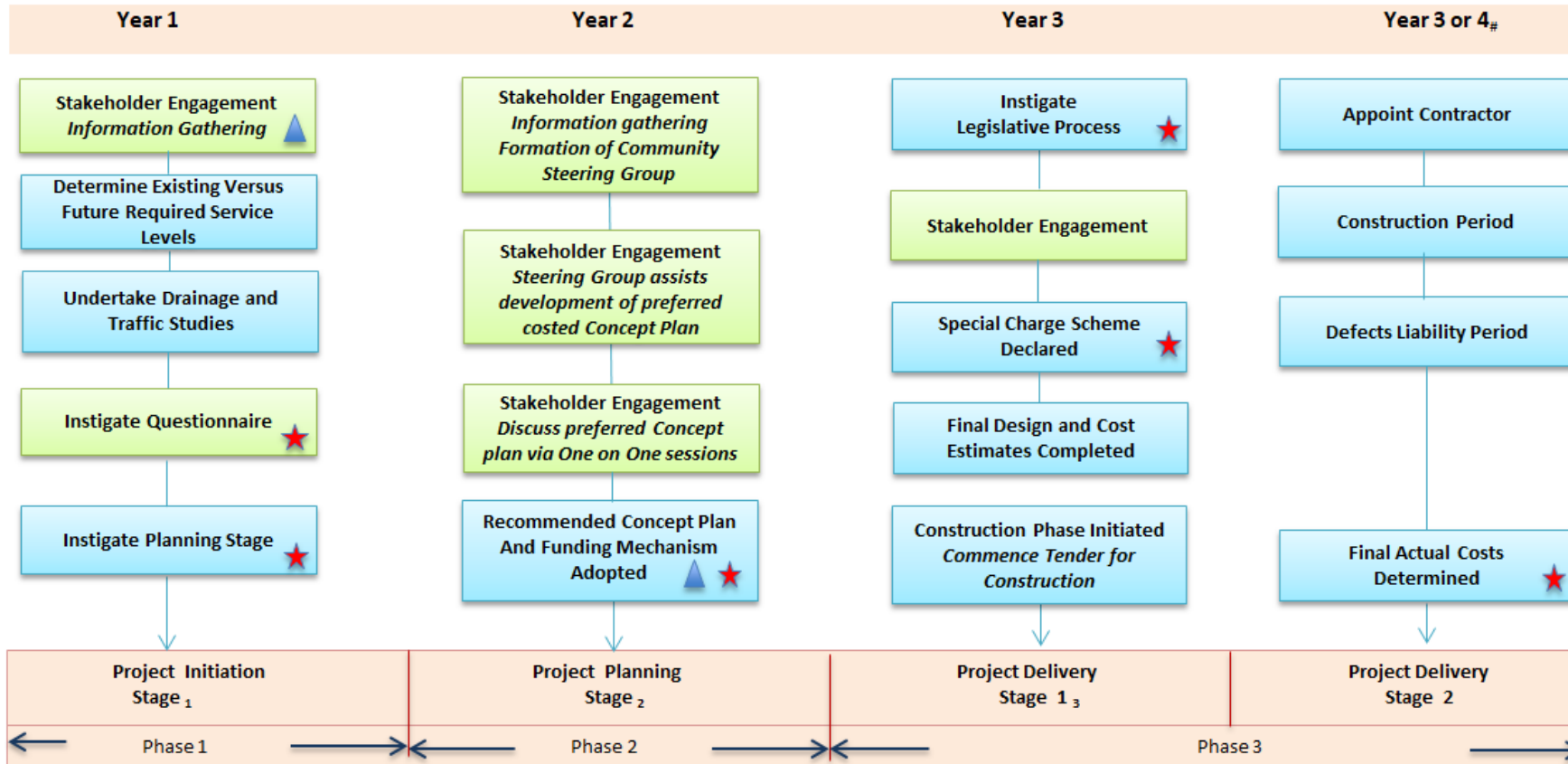


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Total Score

Urban Road and Drainage Improvement Policy

Project Plan Timeline



- ▲ Informal Policy Workshop
- ★ Formal Council Decision

Timing of Construction Phase will be dependent on Council decision to use Special rate or charge

₁ Refer to Initiation Stage Flow Chart ₂ Refer to Planning Stage Flow Chart

₃ This stage of the Project Delivery Phase is as specified as part of the legislated process

AT-3 Urban Upgrade Priority Program CM 20 March 2019

DELIVERY ORDER	DESIGNATED PROJECT AREA	LOCATION	ROADS / STREETS INCLUDED	TOTAL SCORE 2018 *	COMMENT	PROJECT STATUS
1	PIONEER BAY (Road and part Drainage)	PIONEER BAY	Alec Street, Bass Highway Service Road, Beach Boulevard, Bream Avenue, Daisy Avenue, Helen Street, Loter Avenue, Short Street, Sonia Crescent, Wendy Street, Whiting Street, Kallay Drive	1.966	Project planning commenced prior to 2014. Scheme was declared on 21 February 2018.	Scheme Declared
2	SURF BEACH ESTATE (Road and Drainage)	SURF BEACH	Alvina Crescent, Bayview Avenue, Beach Street, Bruce Avenue, Dixon Street, Elwood Avenue, Fern Avenue, Highview Crescent, Lawson Street, Links Street, Malcalm Avenue, Manly Place, Page Avenue, Park Street, Pine Avenue, Seafoam Street, Seaview Crescent, Sinclair Avenue, Stradbroke Crescent, Surf Crescent, The Esplanade, Tolley Avenue, Hopetoun Crescent, Dunvegan Crescent, Phillip Island Road (K&C), Batman Street, Glen Street	2.734	Combined with Sunderland Bay for delivery efficiency	Not Commenced
2	SUNDERLAND BAY (Road and Drainage)	SUNDERLAND BAY	Barry St, Bella Ct, Dover St, Elane St, Foam St, Gemma St, George St, Hill St, Jill St, Ozone Ct, Phillip Island Service Rd, Rowena Rd, Zephyr St, The Esplanade, Glen St, Batman St, Anglers Rd, Sunderland Bay Road (K&C)	1.984	Combined with Surf Beach for delivery efficiency	Not Commenced
3	SMITHS BEACH & BEACHCOMBER ESTATE (Road and Drainage)	SMITHS BEACH	Back Beach Road (pt), Evenglow Court, Gilmore Street, Grayden Court, Mills Court, Murray Street, Dolphin Drive, Marlin Street, Barramundi Avenue, Beach Court, California Drive, Florida Avenue, Miami Court, Bernard Court, Napoli Court, Waikiki Crescent, Hollywood Crescent, Honolulu Avenue, Beachcomber Avenue (R&D), Smiths Beach Road (K&C, Parking)	2.511		Not Commenced
4	SUNSET STRIP (Road and Drainage)	SUNSET STRIP	Clipper Crescent, Galleon Crescent, Golden Court, Bermagui Crescent, Happy Valley Drive, Panorama Ave, San Remo Crescent, Sun Court, Sunset Drive, Phillip Island Road Service Road	2.213	See relevant Council resolutions June 2016 and July 2017	Not Commenced
5	KOALA ESTATE (Road and Drainage)	COWES	Park Lane, Bayview Drive, Outlook Drive, Scenic Drive, Swan Street, Austin Avenue, Teddy Bear Lane, Little Penguin Court, Seal Court, Maxwell Street, Ventnor Road Service Road, Settlement Road (K&C), Red Rocks Road (K&C)	2.092		Not Commenced

* Refer to Urban Upgrade Evaluation List for detailed breakdown of score and any relevant explanation of delivery order.

Scores against Council Plan 2017-21 Objectives

DELIVERY ORDER (see Priority Program)	DESIGNATED PROJECT AREA	LOCATION	ROADS / STREETS INCLUDED	No. OF PROPERTIES	TOTAL ROAD LEGNTH	ECONOMIC DEVELOPMENT	LIVEABILITY	HEALTH AND WELLBEING	GOVERNANCE	ENVIRONMENT	TOTAL SCORE 2018	PRIORITY RANKING	COMMENTS
2	SURF BEACH ESTATE (Road and Drainage)	SURF BEACH	Alvina Crescent, Bayview Avenue, Beach Street, Bruce Avenue, Dixon Street, Elwood Avenue, Fern Avenue, Highview Crescent, Lawson Street, Links Street, Malcalm Avenue, Manly Place, Page Avenue, Park Street, Pine Avenue, Seafoam Street, Seaview Crescent, Sinclair Avenue, Stradbroke Crescent, Surf Crescent, The Esplanade, Tolley Avenue, Hopetoun Crescent, Dunvegan Crescent, Phillip Island Road (K&C), Batman Street, Glen Street	704	12,933	0.50	0.63	0.15	0.73	0.73	2.734	1	Combined with Sunderland Bay for delivery efficiency
3	SMITHS BEACH & BEACHCOMBER ESTATE (Road and Drainage)	SMITHS BEACH	Back Beach Road (pt), Evenglow Court, Gilmore Street, Grayden Court, Mills Court, Murray Street, Dolphin Drive, Marlin Street, Barramundi Avenue, Beach Court, California Drive, Florida Avenue, Miami Court, Bernard Court, Napoli Court, Waikiki Crescent, Hollywood Crescent, Honolulu Avenue, Beachcomber Avenue (R&D), Smiths Beach Road (K&C, Parking)	605	7,071	0.30	0.59	0.20	0.66	0.76	2.511	2	
4	SUNSET STRIP (Road and Drainage)	SUNSET STRIP	Clipper Crescent, Galleon Crescent, Golden Court, Bermagui Crescent, Happy Valley Drive, Panorama Ave, San Remo Crescent, Sun Court, Sunset Drive, Phillip Island Road Service Road	378	4,644	0.21	0.47	0.18	0.69	0.66	2.213	3	See relevant Council resolutions June 2016 and July 2017
5	KOALA ESTATE (Road and Drainage)	COWES	Park Lane, Bayview Drive, Outlook Drive, Scenic Drive, Swan Street, Austin Avenue, Teddy Bear Lane, Little Penguin Court, Seal Court, Maxwell Street, Ventnor Road Service Road, Settlement Road (K&C), Red Rocks Road (K&C)	464	4,890	0.19	0.52	0.22	0.61	0.55	2.092	4	
-	VENTNOR ST AREA/LYMINGTON AV AREA (Road and Drainage)	VENTNOR	Evans Drive, Hastings Street, Henderson Street, King Street, Griffiths Street, Devon Avenue, Lymington Avenue, Bembridge Crescent, Bingley Crescent, Gurnard Avenue, Shalfleet Avenue, The Esplanade, Ventnor Boulevard, Bowcombe Crescent, Elizabeth Cove Close (R&D) Grossard Point Road and Harris Road (k&ch), McHaffie Street (R&D), Ford Street, Ventnor Beach Road	451	7,287	0.29	0.51	0.15	0.43	0.61	1.987	5	Road length reviewed in line with Policy and Framework.
2	SUNDERLAND BAY (Road and Drainage)	SUNDERLAND BAY	Barry St, Bella Ct, Dover St, Elane St, Foam St, Gemma St, George St, Hill St, Jill St, Ozone Ct, Phillip Island Service Rd, Rowena Rd, Zephyr St, The Esplanade, Glen St, Batman St, Anglers Rd, Sunderland Bay Road (K&C)	335	4,891	0.20	0.45	0.22	0.65	0.46	1.984	6	Combined with Surf Beach for delivery efficiency
-	PALL MALL (R&D), FLINDERS ST AREA, ANGELINA/SIDFORD	VENTNOR	Aloha Drive, Anchorage Road, Crafers Crescent, Fisher Street, Ophir Avenue, Pall Mall, Regent Drive, The Crest, Graydens Road, Flinders Street, Seacombe Grove, Chatsworth Avenue, Glyndon Avenue, Angelina Avenue, Sidford Street, Lyall Street, Tyro Street	421	6,470	0.26	0.50	0.17	0.48	0.58	1.981	7	
1	PIONEER BAY (Road and part Drainage)	PIONEER BAY	Alec Street, Bass Highway Service Road, Beach Boulevard, Bream Avenue, Daisy Avenue, Helen Street, Loter Avenue, Short Street, Sonia Crescent, Wendy Street, Whiting Street, Kallay Drive	228	3,025	0.13	0.39	0.26	0.53	0.65	1.966	8	Project planning commenced prior to 2014. Scheme was declared on 21 February 2018.
-	DICKSON STREET AREA, WONTHAGGI	WONTHAGGI	Dobson Lane, Colbert Lane, Dickson Street, Garden Street, Caledonian Crescent, Tank Hill Terrace, Bell Lane, Reed Crescent, Matthew Street (K&C), Stewart Street (K&C), Broome Crescent (K&C)	281	1,852	0.05	0.51	0.38	0.58	0.37	1.880	9	Reviewed in line with Policy and Framework.
-	DALYSTON (Road and Drainage)	DALYSTON	Price Street, Tulloch Street South, Elizabeth Street, Powlett Street South, Daly Street South, Mary Street, Walker Street, Barker Street, Tulloch Street North, Bent Street, Powlett Street North, Daly Street North, Graham Street, Dalyston Glen Forbes Road (K&C)	279	3,852	0.15	0.75	0.26	0.54	0.17	1.867	10	Road length reviewed in line with Policy and Framework.
-	JANSSON ROAD & WALTON STREET AREA	RHYLL	McIlwraith Road, Underdown Court, Walton Street (North), Jansson Road (R&D).....Reid Street, Walton Street (South), Beach Road (K&C)	136	2,456	0.07	0.40	0.16	0.46	0.75	1.845	11	Road length reviewed in line with Policy and Framework.
-	FRANKLYN, WOLFENDEN, SOUTHAMPTON AREA (Road and Drainage)	RHYLL	Beach Rd service rd, Felicia Av, Zelma Dr, Franklyn St, Poulter Av, Wolfenden St, Hilltop Crescent, Waterloo St, Southhampton St, Trafalgar St, Tunbridge St, Hastings St, Rhyll-Newhaven Road (K&C), Beach Road (K&C)	286	4,931	0.18	0.42	0.17	0.53	0.52	1.804	12	Kerb only proportion reviewed in line with Policy and Framework.
-	BROWN STREET AREA, WONTHAGGI	WONTHAGGI	Old Rifle Range Rd, Brown St, Merrin Cr, Hagelthorn St, Wishart St, Broome Cr, Chambers St, King St, Baillieu Street West, Clark Dr, Campbell St (K&C)	215	3,761	0.14	0.48	0.30	0.47	0.37	1.757	13	Road length reviewed in line with Policy and Framework.
-	CORINELLA AREA	CORINELLA	Balcombe Street, Jamieson Street, Walpole Street, Anderson Parade, Cuthbert Street, Hughes Street, Palmer Street, Albon Street (R&D), Smythe Street (K&C)	175	3,881	0.15	0.45	0.20	0.45	0.50	1.743	14	Road Length (and shift to kerb only) reviewed in line with Policy and Framework.

AT-4 Urban Roads and Drainage Improvement Program
EVALUATION LIST
CM 20 March 2019

Scores against Council Plan 2017-21 Objectives

DELIVERY ORDER (see Priority Program)	DESIGNATED PROJECT AREA	LOCATION	ROADS / STREETS INCLUDED	No. OF PROPERTIES	TOTAL ROAD LEGNTH	ECONOMIC DEVELOPMENT	LIVEABILITY	HEALTH AND WELLBEING	GOVERNANCE	ENVIRONMENT	TOTAL SCORE 2018	PRIORITY RANKING	COMMENTS
-	BONWICK, MARTIN, MESSMATE AREA (Road and Drainage)	KILCUNDA	Peppermint Road, Martin Court, Bonwick Court, Coastal Rise, Ocean Street, Seaview Crescent, Messmate Road (R&D)	108	1,341	0.06	0.60	0.19	0.44	0.38	1.676	15	
-	HARTLEY & BELLAVISTA AREA (Road and Drainage)	COWES	Bellavista Road, Hartley Street, Von Mueller Way (R&D)	55	644	0.03	0.32	0.17	0.45	0.67	1.636	16	Development density reviewed in line with Policy and Framework.
-	FREDERICK DR AREA (Road and Drainage)	GRANTVILLE	Queensferry Rd and Frederick Dr kerb and channel one side only	37	726	0.03	0.53	0.29	0.34	0.39	1.585	17	Road & Drainage quantities (was previously kerb only) reviewed in line with Policy and Framework.
-	DAFYDD ST AREA (Road and Drainage)	COWES	Appley Avenue, Dafydd Street, Penguin Avenue, Rylstone Road, Red Rocks Road (K&C)	118	1,520	0.06	0.36	0.19	0.42	0.53	1.568	18	Kerb only component reviewed in line with Policy and Framework.
-	BROADBEACH, KIRRA, VISTA AREA (Road and Drainage)	CAPE WOOLAMAI	Broadbeach Road(Pt), Kirra Avenue, The Esplanade (Pt), Ritchie Avenue, Vista Drive	98	1,080	0.05	0.34	0.22	0.45	0.47	1.522	19	
-	JAM JERRUP AREA (Road and Drainage)	JAM JERRUP	Bay Road (Pt), Foreshore Road	47	1,067	0.05	0.32	0.47	0.34	0.33	1.513	20	Road length reviewed in line with Policy and Framework.
-	ADAMS ESTATE (Road and Drainage)	ADAMS ESTATE	Alma Cr, Anne St, Frank St, Mary St, June St, Stanley Rd(pt)	54	2,754	0.12	0.24	0.53	0.42	0.20	1.512	21	Number of dwellings reviewed in line with Policy and Framework.
-	GRANTVILLE GLEN ALVIE SERVICE ROAD (Road and Drainage)	GRANTVILLE	Service Road between Agnes and Acacia	22	327	0.01	0.37	0.47	0.40	0.25	1.511	22	Number of dwellings reviewed in line with Policy and Framework.
-	SHETLAND HEIGHTS ROADS AND POTTERS HILL (Country Residential)	SAN REMO	Penniells Dv to Potters Hill Road, Potters Hill Road	35	1,433	0.06	0.44	0.41	0.33	0.27	1.506	23	Road length reviewed in line with Policy and Framework.
-	GRANTVILLE HEIGHTS & SWAN ST AREAS (Road and Drainage)	GRANTVILLE	Bonney Rd, Deep Creek Street, Malcolm Dve, Panoramic Dve, Bass Highway Service Roads, Stewart St, Swan Street, Lang Street, Vision Lane	108	2,422	0.10	0.31	0.18	0.42	0.49	1.499	24	
-	STRADBROKE AVENUE (Road and Drainage)	COWES	Stradbroke Avenue	46	416	0.02	0.33	0.28	0.34	0.53	1.493	25	Number of dwellings reviewed in line with Policy and Framework.
-	MOREY ST (Road and Drainage)	WONTHAGGI	Morey St	34	226	0.01	0.26	0.39	0.51	0.26	1.436	26	Road length reviewed in line with Policy and Framework.
-	WOODLAND AVE (Road and Drainage)	SILVERLEAVES	Woodland Avenue, Coghlan Road (R&D)	65	967	0.03	0.33	0.14	0.41	0.50	1.417	27	Number of dwellings reviewed in line with Policy and Framework.
-	ELIZABETH STREET (Road and Drainage)	WONTHAGGI	Elizabeth St	20	160	0.01	0.33	0.34	0.48	0.25	1.407	28	Road length and number of dwellings reviewed in line with Policy and Framework.
-	BEACH CRES (Road and Drainage)	NEWHAVEN	Woody Point Ct	14	114	0.01	0.28	0.21	0.48	0.41	1.392	29	Road length reviewed in line with Policy and Framework.
-	BONWICK AVE (Road and Drainage)	SAN REMO	Bonwick Avenue, McCarthy Street	17	277	0.01	0.34	0.19	0.41	0.44	1.389	30	Road length reviewed in line with Policy and Framework.
-	McNAIR ST (Road and Drainage)	NEWHAVEN	McNair St	8	99	0.00	0.29	0.14	0.36	0.58	1.372	31	
-	BILSON STREET, MCKENZIE STREET, WATT STREET AREA, WONTHAGGI	WONTHAGGI	Edgar St, Queen St, Reed Cr, Fahey St, Loch St, Watt St, McKenzie St (K&C), Merrin Cr (K&C), Broome Cr (K&C), Hagelthorn St (K&C), Bilson St (K&C, Parking), Baillieu Street East (K&C, Parking)	270	4,845	0.12	0.51	0.24	0.25	0.22	1.345	32	Number of properties and adjusted kerb only length reviewed in line with Policy and Framework.
-	GRANTVILLE DRIVE (Road and Drainage)	GRANTVILLE	Grantville Drive	13	290	0.01	0.50	0.11	0.32	0.39	1.337	33	Number of dwellings and road length reviewed in line with Policy and Framework.
-	LOUGHRIDGE COURT (Road and Drainage)	GRANTVILLE	Loughridge Court	9	287	0.01	0.53	0.14	0.38	0.25	1.312	34	Road length reviewed in line with Policy and Framework.
-	DUNSMORE ROAD (Road and Drainage)	COWES	Dunsmore Road	15	511	0.02	0.26	0.14	0.35	0.53	1.310	35	Number of dwellings and road length reviewed in line with Policy and Framework.

AT-4 Urban Roads and Drainage Improvement Program

EVALUATION LIST

CM 20 March 2019

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DELIVERY ORDER (see Priority Program)	DESIGNATED PROJECT AREA	LOCATION	ROADS / STREETS INCLUDED	No. OF PROPERTIES	TOTAL ROAD LEGNTH	ECONOMIC DEVELOPMENT	LIVEABILITY	HEALTH AND WELLBEING	GOVERNANCE	ENVIRONMENT	TOTAL SCORE 2018	PRIORITY RANKING	COMMENTS
-	MARY STREET (Road and Drainage)	WONTHAGGI	Mary St	24	226	0.01	0.33	0.30	0.46	0.19	1.299	36	Road length reviewed in line with Policy and Framework.
-	SETTLEMENT ROAD (Road and Drainage)	SILVERLEAVES	Settlement Road	29	1,020	0.05	0.28	0.10	0.39	0.44	1.254	37	Road length reviewed in line with Policy and Framework.
-	RENNISON ROAD AREA (Road and Drainage)	NEWHAVEN	Rennison Road (R&D), Churchill Drive (K&C west side only)	28	551	0.02	0.33	0.15	0.39	0.33	1.220	38	
-	LONGSTAFF ST (Road and Drainage)	NORTH WONTHAGGI	Longstaff Street	20	205	0.01	0.30	0.20	0.44	0.27	1.215	39	
-	MULLIN PARADE	WONTHAGGI	Mullin Parade	2	174	0.01	0.52	0.02	0.35	0.27	1.168	40	
-	MABILIA ST AREA (Road and Drainage)	KILCUNDA	Shanty Lane, Mabilia Road, Gilbert Street, Warren Parade, Rees Street, Connor Place	83	1,292	0.06	0.30	0.16	0.44	0.20	1.157	41	
-	GEORGE STREET (Road and Drainage)	WONTHAGGI	George St	5	107	0.00	0.32	0.16	0.39	0.26	1.140	42	Road length reviewed in line with Policy and Framework.
-	EMERSON WAY (Road and Drainage)	WIMBLEDON HEIGHTS	Emerson Way	5	65	0.00	0.20	0.13	0.42	0.37	1.123	43	
-	MURRAY STREET (Road and Drainage)	INVERLOCH	Murray Street	11	144	0.01	0.33	0.19	0.43	0.17	1.114	44	Number of properties reviewed in line with Policy and Framework.
-	HARMERS HAVEN (Road and Drainage)	HARMERS HAVEN	Viminaria Road, Olearia Street, Berrys Road (Pt)	84	1,481	0.07	0.27	0.15	0.43	0.17	1.090	45	
-	KELTIE AVENUE	WONTHAGGI	Keltie Avnue	4	136	0.01	0.39	0.10	0.37	0.12	0.984	46	
-	DURHAM ST AREA (Road and Drainage)	VENTNOR	Durham St, Phillip St (R&D) Ventnor Beach Rd, Ventnor Rd (k&ch 1 side only)	15	799	0.02	0.11	0.09	0.35	0.28	0.853	47	

	CAPE PATERSON	CAPE PATERSON	Anchor Parade Mermaids Walk, Moonah Street, Neptune Street Ozone Court, Park Parade Road, Reel Street, Rod Street, Scenic Road, Sea Breeze Parade Short Street, Spear Street, Swan Street Zephyr Court Seaward Drive Cassia Street, Heath Street, Birt Street Wheeler Road Cape Paterson Road Surf Beach Road	484	6,565	0.27	0.74	0.21	0.54	0.38	2.130	N/A	Council Resolved on 21/5/2014 To abandon the Cape Paterson Area Special Charge Scheme No. 27 in accordance with section 163B(6) of the Local Government Act 1989 , by discontinuing the scheme process as a result of receiving a majority of objections to the proposed scheme.
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