

Hi all

I've just got home from wasting 5 hours pulling my truck out of being bogged on maroona lane - see the first picture.

The second picture was in August of last year. Same truck. Same road. Same [REDACTED]. Different driver that time though.

For a bit of history, the eastern half of starling lane, all of Maroona lane and all of John Flint lane were built at private expense by the landowners adjacent those roads.

In 1990 my father built the eastern half of starling lane, at private cost, on council road reserve, while still paying rates. In 1993 he did the southern half of Maroona lane also at private cost while also paying rates. In the mid 2000s to early 2010s my brother and I extended Maroona lane north to John flint lane, also at private cost while still paying rates. In 2019 I extended the gravel on the eastern part of John flint lane, at my own personal cost, while paying rates. Incidentally, that year I also had to pay John Clarke to grade Maroona lane from Starling lane to John Flint lane in order for him to get his equipment onto my place to do the work because he refused to drive his gear down it in the state it was in. I also personally carted 150 cubes of material to fill the worst holes on the northern end of maroona lane before John graded it. Evan Flint built the western part of John flint lane at his own cost too, council didn't build that either.

As deputy mayor Parkins said the other day: there's no point buying a dog and barking yourself. Me and everyone else whose properties are accessed by these roads wonder why we're building and fixing them at private expense while paying rates as well.

I'm going to check the assessment record but I'd confidently say that the 10 rate payers (of which I am one) whose properties are serviced by those 3 roads (Starling lane, John flint lane, maroona lane) are paying well over \$100k per year in rates.

The eastern end of Starling lane is in pretty poor condition. My brother put 30 cubes of gravel on it in the worst spots a couple of months ago. Nevertheless it is not yet preventing access to properties or to Maroona lane. Maroona lane however is impassable in anything other than a quad bike or tractor for up to 6 months a year.

I suggest that the remaining capital budget allocated to Starling lane be instead allocated to Starling lane and Maroona lane. The majority of the landowners and users of Starling lane are the same people who also use Maroona lane and own land along it. Dave Worthley can then spend that budget where it will have the greatest benefit. There's no point making a trafficable road better, while the next road isn't even trafficable at all.

They don't need to be super highways they only need to be one lane wide and out of the water. Plastic culverts are b double rated when covered with 100mm of gravel and work fine on my private roads and are significantly cheaper than concrete versions. Maroona lane needs a lot more of them to allow water to pass through rather than building up until it flows over the road and takes all the gravel with it as has happened with a few hundred linear metres of the gravel we put there last summer.

I encourage you to go for a drive and have a look at these roads for yourselves. See the attached pics.

James