

RURAL ROADS POLICY

Policy Details

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Supporting documentation

Legislation	<ul style="list-style-type: none"> • Local Government Act 2009 • Local Government Regulation 2012
Policies	-
Delegations	-
Forms	-
Supporting Documents	<ul style="list-style-type: none"> • ARRB Unsealed Roads Manual – Guidelines to Good Practice • LGAQ Roads off Alignment and Undedicated Roads – Guidelines for Local Governments • Local Government Act 2009 • MUTCD Works on Roads Part 3

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1 Intent

The intent of this policy is to provide definitive guidance to Council staff, contractors, land owners, asset valuers and external auditors on how Council intends to construct and maintain roads under its control within the Carpentaria Shire Council area.

2 Objectives

- 1.1. To establish guidelines for the management and administration of rural road networks and road reserves controlled by Carpentaria Shire Council.
- 1.2. To establish a road classification framework supported by current engineering standards.
- 1.3. To enable Council to make an informed decision as to the classification of local rural roads included on the road register.
- 1.4. To define guidelines that can be applied to all requests for maintenance on local rural roads.

3 Scope

- 2.1 This policy provides guidance as to the classification of local rural roads and the level of service to provide for the construction and maintenance of local rural roads.
- 2.2 This policy applies to all local rural roads within the Carpentaria Shire Council area.

4 Policy

Policy Statement

- 2.2 Carpentaria Shire Council controls a large network of local rural roads which are mostly unsealed rural roads. This policy will assist in categorising these roads and providing further guidelines in terms of construction, maintenance and operational activities performed on this road network.
- 2.2 Council is not legally required to maintain or administer all gazetted road reserves within its council area.
- 2.2 Council has developed a road register (Appendix A – Local Rural Road Register and Appendix B – Mapping) that lists the roads that are currently maintained by Council. Roads that are maintained on this list are considered public roads open to the public for access, as stated in the *Local Government Act 2009*.
- 2.2 For a road to be considered on the road register, it has to meet the Local Government Act 2009 and has to be approved by Council and placed on the road register. The Act states:

“A public road is an area of land dedicated to public use as a road, is open to, or used by the public. A purely private thoroughfare, one made available to and used only by the owner of the area and the owner’s visitors, is not considered a public road.”

“If an off-alignment area satisfies it being public, it does not matter that the area is state-owned or privately owned; it is a road under Council control via the Local Government Act.”

2.2 Roads will only be added to the road register after consideration from Council and taking into account:

- the cost to bring the road up to a minimum standard as defined by Council;
- its impact on the total roads program; and
- the section of concern has been surveyed by a registered surveyor to ensure the existing or proposed roadway will be contained fully within the existing road reserve and not generate any encroachments or off alignment issues. This will be at the cost of the applicant.

2.2 The following categories of roads will not be maintained by Council:

- Crown/State Government roads except those covered under Routine Maintenance Performance Contracts (RMPC)
- Private Roads
- Unspecified classifications (fire breaks and other private access tracks) Access for the improved management of a property is the responsibility of the landowner.

5 Standards

PART 1 – LOCAL RURAL ROAD NETWORK

Road Classification

2.2 Council’s local rural road network is classified into the following categories:

Table 1: Road Classification Criteria

<p>Category 1: LRRS Roads</p>	<p>The criteria for a LRRS Roads is defined by “The Roads and Transport Alliance: Operational Guidelines” and require approval by the Regional Road Transport Group. They consist of one or more of the following:</p> <ul style="list-style-type: none"> ▪ Provides a primary connecting function across more than one local government area within a regional road network. ▪ Form an important part of the economic development strategy of the region, including access to natural resources, agricultural areas, industrial zones and attractions of regional significance; ▪ Provide access to rail heads, freight depots, ports or major airfields from a higher order road; ▪ Connect shires, towns, cities, and regions and provide travel time and distance savings; ▪ Provide a connecting function across a local government boundary; ▪ Acts as a significant commuter route; ▪ Provide the only access to a remote community
<p>Category 2: Primary Roads</p>	<p>Primary roads have at least one of the following characteristics:</p> <ul style="list-style-type: none"> ▪ Roads that connect between higher order roads within the shire; or ▪ Roads that connect with neighbouring council’s roads or interstate roads where these roads are of a comparable standard. ▪ Roads that service more than one property.
<p>Category 3: Access Roads</p>	<p>Access roads have at least one of the following characteristics:</p> <ul style="list-style-type: none"> ▪ No through roads; or ▪ service one property;

	<ul style="list-style-type: none"> ▪ a road that is the main access to a property ▪ A secondary access to a town/property where a higher order road exists.
Category 4: Point of Interest	<p>These roads are defined as:</p> <ul style="list-style-type: none"> ▪ A no through road connecting a point of interest (ie lookout, historical site)

Identification

- 2.2 Each local rural road has a start point at the designated beginning of the road. The starting point for all local rural roads is at either of the following points:
- the major carriageway (starting with the highest order roads); or
 - the intersection of major carriageways in urban areas.
- 2.2 The start and end of the road is defined in Appendix A.
- 2.2 The end of a category 3 access road will be marked by a “Road Ends” sign.
- 2.2 This is the point at which Council’s responsibility for the maintenance of the road and public access ceases.
- 2.2 Where a category 3 access road ends at a grid or gate, the road ceases 50 metres prior to the gate or grid and therefore, the gate or grid does not need to be licensed under Subordinate Local Law No: 1.15 (Carrying out Works on a Road or Interfering with a Road or its Operation) 2015.

Subdivision

- 2.2 Where the subdivision of land creates a new road, a condition of the development approval will be that the developer constructs the new road in accordance with Council requirements at the developer cost.
- 2.2 Where the subdivision of land or a new development involves the upgrading of a road within an existing road reserve and the upgrade is solely for the development, a condition of approval will be that the developer, at the developer’s expense, upgrade the existing road to a standard sufficient to service that development.
- 2.2 In other cases Council may negotiate with the proponent for a contribution to the cost of the upgrade to enable the application to meet the requirements of the development.
- 2.2 The approval of a dwelling on a property, to which no constructed road exists or the access does not meet a particular standard; does not commit the Council to the construction or repairs of that road. This will be the responsibility of the landowner.
- 2.2 Where an existing lot which currently forms part of a larger aggregation is sold to a third party, access to this land via a gazetted road will be at the new owners cost.

Closing of Roads

- 1.24. The Local Government Act 2009 empowers a local government to close any road (not just a dedicated road) permanently to all traffic, if there is another route reasonably available for the use by the traffic.
- 1.25. If Council elects to close a road, then it will be advertised locally and appropriately signed at each end, to inform users that this road is not a public roads.

Roads off Alignment

1.26. Many of the roads within the Council area are off alignment. These roads will be treated as per the “Roads off Alignment and Undedicated Roads – Guidelines for Local Governments”. This will particularly be the case where a grazing lease is to be renewed.

Budget

- 1.27. The annual budget adopted by Council may include allocations for local rural road maintenance and upgrades in accordance with the Asset Management Plans adopted by Council.
- 1.28. Expenditure against the road budget will be driven by service levels and intervention levels.

PART 2 - DESIGN

Design Criteria

- 1.29. Road design criteria for local rural roads will be in accordance the standard set out in tables 4, 5 and 6 and industry best practice as determined by Council.
- 1.30. Where a road is upgraded, the road will be built to the vision standard set out in Table 4, Table 5 and Table 6. The vision standards below are a future goal for each road category.

Table 4: Width and Running Surface

Road Category	Formation Width	Pavement Width	Running Surface
Cat.1 LRRS	10m	8m	Gravel* and upgrade to seal** where funds permit
Cat.2 Primary Roads	8m	6m	Gravel – Best local quality available
Cat.3 Access Roads	6m	6m	Gravel – Best local quality available
Cat.4 Point of Interest	8m	6m	Gravel/Seal

* Gravel Type 2 Sub Type 2.2 Sourced Locally

**Seal width is 6m wide

Table 5. Road Furniture

Road Category	Signage	Guideposts
Cat.1 LRRS	Fully compliant to MUTCD	Fully compliant to MUTCD
Cat.2 Primary Roads	High risk areas only*	High risk areas only*
Cat.3 Access Roads	High risk areas only*	High risk areas only*
Cat.4 Point of Interest	Fully compliant to MUTCD	Fully compliant to MUTCD

*High risk areas are identified through Risk Assessments or Road Audit.

Table 6. Floodway's

Road Category	High Flow Areas	Low flow areas
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	(with records of repeat damage)	
Cat.1 LRRS	Concrete floodways with RCBC or RCP structures	Bound Pavement Gravel* and Sealed**
Cat.2 Primary Roads	Bound Pavement Gravel* and Sealed**	Gravel
Cat.3 Access Roads	Gravel	Gravel
Cat.4 Point of Interest	Gravel	Gravel

* Gravel Type 2 Sub Type 2.2 Sourced Locally

**Seal width is 6m wide

PART 3 – MAINTENANCE STANDARDS

Maintenance Levels

- 1.31. The majority of the local rural road network is unsealed. Consequently, the road condition at any time will be dependent on previous heavy vehicle usage and weather conditions. The level of service for the maintenance of local rural roads is largely dependent on the available budget. The below levels of service are indicative only.
- 1.32. Maintenance levels will also be assessed through asset management condition ratings to determine maintenance levels of rural roads.
- 1.33. The timing of when work is undertaken is dependent on weather conditions and available resources.

Table 3. Maintenance Levels of Service

Road Category	Light Formation Grading (Dry)	Heavy Formation Grading (Wet)	Re-sheeting	Upgrade: Pave and Seal
Cat.1 LRRS	Annually	Every 1-2 years and based on condition assessment	Every 7 years nominally, sections as required	Based on funding availability from external sources
Cat.2 Primary Roads	Annually	Every 2-3 years and based on condition assessment	Sections as required	
Cat.3 Access Roads	Annually or as determined by condition assessment	Every 5 years and based on condition assessment	Sections as required	
Cat.4 Point of Interest	As determined by condition assessment			

PART 4 - ALTERATION OR IMPROVEMENT TO COUNCIL CONTROLLED ROADS

- 1.34. If a property owner wishes to make improvements on a council controlled road they must make application under Council Subordinate Local Law No. 1.1 Alteration or Improvement to Local Government Controlled Areas and Roads) 2015.
- 1.35. Any proposed roadworks effecting Council infrastructure will require the issue by council of an approved permit in accordance with Council Local Law No: 1 (Administration) 2015 and Subordinate Local Law No: 1.15 (Carrying out Works on a Road or Interfering with a Road or its Operation) 2015.

1.36. Sections of roadway improvements undertaken by third parties at their cost will not be maintained or improved by Council unless they are included on the adopted road register.

Grids and Gates

1.37. Gates and Grids are managed in accordance with Subordinate Local Law No: 1.15 (Carrying out Works on a Road or Interfering with a Road or its Operation) 2015.

1.38. The property owner is responsible for the supply of the grid to Councils standard.

1.39. Grid and gates are the responsibility of the property owner adjoining the reserve land (those that obtain benefit from the gate or grid).

1.40. The property owner is responsible for all costs associated with the maintenance of an existing gate or grid (including signage) or the construction costs associated with the installation of a new grid or the replacement of an existing gate or grid.

1.41. Table 2 sets out the minimum widths where gates and/or grids are allowed on a particular road category.

1.42. Where new or replacement grids/gates are to be installed, the minimum widths set out in Table 2 must be met.

1.43. The exception to this may be where a road is being realigned requiring the gate/grid to be relocated. Council will make a reasonable contribution towards these costs depending on the condition of the existing grid at the time.

Table 2. Grid/Gate Permitted Options

Road Category	Grids allowed	Gates allowed	Minimum width Required	Comments
Cat.1 LRRS	Yes	No	8m	Two Lane
Cat.2 Primary Roads	Yes	No	4m	Single Lane
Cat.3 Access Roads	Yes	Yes	4m	Single Lane
Cat.4 Point of Interest	Yes	No	4m	Single Lane

6 Responsibilities

Compliance, monitoring and review

- The administration of this policy is the responsibility of the Director of Engineering

Reporting

7 Definitions

To assist in interpretation of this policy and associated standards and procedures, the following definitions shall apply:

Council means Carpentaria Shire Council

Local Rural Road means a road open to and used by the public which is under the control of Council in accordance with the Local Government Act 2009 and which is located outside the boundary of a town common.

Adopted by Council on 24th October 2018 by Resolution 1018/015.

Mark Crawley
Chief Executive Officer