



Council Policy

Policy Title:	Road Management
Policy Number:	11.7
Focus Area:	Transport and Infrastructure
Responsibility:	Asset Planning
Meeting Adopted:	23 June 2015 - 230615/14

OBJECTIVE

The objective of this policy is to:

1. Set guidelines for implementing consistent road management processes and to outline Council's response to road management issues throughout Richmond Valley Council.
2. Identify the circumstances under which Council will consider the acceptance of roads for maintenance.
3. Provide for efficient movement of people and goods throughout the Council area according to social and economic needs.
4. Contribute to effective fire control within the Council area.
5. Treat ratepayers equitable in the allocation of transport services.
6. Provide access throughout the Council area to facilitate the provision of assistance in times of emergency.

POLICY

Background

Richmond Valley Council is in the business of providing services to the community. The assets of Richmond Valley Council enable and support the provision of most of these services. Council has a responsibility to manage its assets to ensure cost effective delivery of its services and elected members have a stewardship role to ensure that Council's assets are cared for and protected for future generations.

This policy aims to provide guidance to Council staff and the community on the procedures that Council will follow in making decisions on road associated issues.

Scope

This policy outlines its procedures for the management of its road network. In particular the policy covers the following areas:

- Road hierarchy;
- Acceptance of roads to the maintenance schedule;

- Roads not accepted for maintenance;
- Future road classification changes;
- Crown roads.

1. Road Hierarchy

A road hierarchy is a method of classifying roads and determining construction and maintenance standards according to their importance as part of the transport network within the Richmond Valley Council area.

The methodology used to develop the classification system which is used to define the road network hierarchy is detailed in Section 4.4 of the Local Transport Plan and Car Parking Strategy prepared by GHD and previously adopted by Council. Table 1 – The Road Hierarchy Classification Table developed by GHD is reproduced below and will apply to all roads under the care and control of Council.

URBAN				RURAL			
CLASS	HIERARCHY	AADT	STANDARD	CLASS	HIERARCHY	AADT	STANDARD
STATE	SU1	>3000	RTA 60/50kph	STATE	SR1	>3000	RTA 100kph
	SU2	1000-2999	RTA 60/50kph		SR2	1000-2999	RTA 100kph
	SU3	0-999	RTA 60/50kph		SR3	0-999	RTA 100kph
REGIONAL	RU1	>3000	RTA 60/50kph	REGIONAL	RR1	>3000	RTA 100kph
	RU2	1000-2999	RTA 60/50kph		RR2	1000-2999	RTA 100kph
	RU3	0-999	RTA 60/50kph		RR3	0-999	RTA 100kph
LOCAL	LU1	>3000	13m carriageway	LOCAL	LR1	>3000	7.5m seal, sealed shoulders
	LU2	2000-2999	11m carriageway		LR2	2000-2999	7.5m seal, sealed shoulders
	LU3	1000-1999	9m carriageway		LR3	1000-1999	7.5m seal, 1.5m shoulders
	LU4	500-999	7m seal		LR4	500-999	7m seal, 1m shoulders
	LU5	200-499	7m seal		LR5	200-499	6m seal, 1m shoulders
	LU6	80-199	6m seal		LR6	80-199	7m gravel pavement
	LU7	30-79	6m seal		LR7	30-79	6m gravel pavement
	LU8	5-29	6m seal		LR8	5-29	5m gravel pavement
	LU9	<5	4m formation Only		LR9	<5	4m formation only
	LUU		Unconstructed road reserves		LRR		Unconstructed road reserves
LUC		Crown roads		LRC		Crown roads	

A record of all roads on Council's maintenance schedule, together with their road classification is detailed in Council's Roads Asset Register.

2. Budgeting

Council will assess in formulating its annual road budget (in context of its overall budget), the appropriate allocation of funding to maintenance works in such a way as to generally achieve the best possible long term overall condition of the road network.

3. Acceptance of Roads to the Maintenance Schedule (Roads Asset Register)

3.1. Existing Maintained Roads

Council may accept existing maintained roads for inclusion as part of Council's road maintenance schedule if they meet all of the following criteria:

- The subject road must be the sole means of access to at least one residence. If a residence is able to obtain access from another maintained road, the road shall not be included.
- The maximum maintainable length shall be the distance to the access point of the last residential property which contains at least one residence, unless the road serves as a significant thoroughfare to other maintained roads.
- The road shall be a dedicated public road:
 - Where Council accepts maintenance over a Crown road that was previously maintained by Council, it shall approach the State Government to have the road reclassified as a public road over the maintenance length. If the road is accepted for inclusion to the roads asset register, all costs for reclassification will be met by Council.
 - Current maintained roads that are within a National Parks and Wildlife Service or State Forest controlled road reserve will be taken off the road register and are not to be maintained in the future.
 - Current maintained roads that are located on private property will be taken off the road register and are not to be maintained in the future.
- The constructed road shall be wholly located within the designated road reserve. If this is not attainable then Council will work towards that goal within Council's funding limits.

3.2 New Roads

Council may accept new roads for inclusion as part of Council's road maintenance schedule if they meet all of the following criteria:

- The subject road must be the sole means of access to at least one residence. If a residence is able to obtain access from an existing maintained road, the road shall not be included.
- The maximum maintainable length shall be the distance to the access point of the last residential property which contains at least one residence,

unless the road serves as a significant thoroughfare to other maintained roads.

- The road shall be a dedicated public road:
 - Where Council accepts maintenance over a Crown road that was not previously maintained by Council, it shall approach the State Government to have the road reclassified as a public road over the maintenance length. If the road is accepted for inclusion to the roads asset register, all costs for reclassification will be met by the applicant.
 - Proposed roads that are within a National Parks and Wildlife Service or State Forest controlled road reserve will not be considered.
 - Proposed roads that are located on private property will not be considered.
- The road and appropriate structures shall be constructed or upgraded at no cost to Council to the required standard specified in the Northern Rivers Development and Design Manual (current version), the Northern Rivers Construction Manual (current version), AUSPEC and Councils current hierarchy standard.

Council will endeavour to provide a minimum of a LR8 hierarchy road to the access point of the last residential property which contains at least one residence in accordance with this policy and funding constraints.

Further additions to the roads asset register will only be considered on a written request to Council. In determining an application Council will consider the above criteria, Council's financial position and the ability to maintain the additional road length.

Council may consider acceptance of roads that do not meet the above criteria but serve as an access requirement for Council's operations (e.g. access to Council's infrastructure) or to State Government operations where a contribution is made to the road.

All roads created by Council approved subdivisions shall be added to Council's roads asset register at the end of the construction maintenance period. This does not include subdivisions of community title or the like where the assets are maintained by the various owners.

4. Roads Not Accepted for Maintenance

Where Council approves the transfer (refer Section 3) or creation of roads but does not accept maintenance of those roads, Council will make a resolution to that end. Council will also amend the Roads Asset Register to record that decision and ensure the future s.149 certificates issued with respect to all properties requiring access from the road shall include a relevant notation. This can be taken to occur when roads are added to the roads asset register but funding limitations prevent any maintenance being done on the subject road.

Current maintained roads that do not comply with Section 3 will be taken off the road register and are not to be maintained in the future.

Requests for roads to be included in the Roads Asset Register that are outside this Policy will be addressed by Council on their individual merit.

5. Future Road Classification Changes

If a ratepayer requests a public road that exists in Council's Roads Asset Register to be upgraded for access purposes in the future, to a sealed or gravel surfaced road, then the cost of doing so must be borne by the applicant. This rule also applies if the applicant is applying for the road to have a higher classification than it already has, e.g. upgrading a LR7 road to a LR6 road, or the applicant is applying for a gravel road to be sealed. Developments that generate extra traffic will be treated the same.

Upgrading works would only be permitted following Council agreement to accept responsibility for future maintenance of the road to the standard of the classification it would be upgraded to.

Once the upgrade is approved and works completed then Council would accept the maintenance of this road at its new classification.

6. Crown Roads

Council acknowledges that the Land and Property Management Authority will not allow the upgrading of Crown roads for access purposes, requiring that the roads be transferred to Council as Public roads.

Council may accept roads to be transferred from Crown roads to Public roads (under the control of Council) where Council has accepted the maintenance responsibility for the road as per Section 3 but in doing so may specify that the Council will not accept future maintenance of the road (refer Section 4).

7. Authorisation of Works on Private Property

Many kilometres of road meander outside of the road reserve. The intent of the policy is still to undertake maintenance and to work towards legalising these discrepancies. However, legally Council is not permitted to carry out works on roads that do not lie within a Council controlled road reserve. The adoption of this policy authorises Council staff to enter private property and work on Council's assets where sections of the formed road lie outside of the designated road reserve in accordance with the provisions of the Local Government Act (1993), Section 67 Private Works, Part 1, the Local Government Act (1993), Section 67 Private Works, Part 2(a) and the Local Government Act (1993), Division 2 of Part 10 of Chapter 15, Section 610B, Part 2.

A fee of zero dollars (\$0) applies to these works.

Related Documents and Legislation

- Roads Act 1993 (NSW)
- Crown Lands Act 1989 (NSW)
- Local Government Act 1993 (NSW)
- Local Transport Plan and Car Parking Strategy (GHD)

Responsibility

Councillors are responsible for adopting the policy and ensuring that sufficient resources are applied to manage the assets.

REVIEW

This policy will be reviewed by Council at the time of any relevant legislative changes, compliance requirements or at least every four years.