



TATIARA DISTRICT COUNCIL

ROAD NETWORK EXTENSION AND UPGRADE POLICY

Version:	1
Last revised date:	n/a
Minutes reference:	14/06/2022 Agenda Item 16.11 (Res# 2022/686)
Next review date:	Council will endeavour to review this policy every 4 years
Applicable Legislation:	<i>Local Government Act, 1999 Roads (Opening and Closing) Act, 1991 Accounting Policy – Infrastructure, Property, Plant & Equipment Road Hierarchy and Levels of Service Guidelines</i>
Related Policies:	n/a
Related Procedures:	n/a
Other relevant documentation:	Asset Management Strategy Transport Asset Management Plan Long Term Financial Plan Strategic Pathway Plan for the Tatiara

1. Purpose of Policy

This Policy provides a basis for Council to determine applications to extend or upgrade the Tatiara District road network and road related infrastructure such as paths, street lighting, kerb and gutter and stormwater assets.

Tatiara District Council recognises that care and management of its existing road infrastructure assets is an essential element in achieving the organisation's stated vision and to meet the present and future needs of the community.

2. Definitions

Applicant	The land holder (or prospective land holder) making application to the Council in writing either through a Development Application or other request.
Asset Management	The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.
Whole of Life Cost	The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal costs.
Road Upgrade	To upgrade a road is to alter the road's classification within Council's Road Hierarchy, changing the purpose for which the road was designed. Examples include; <ul style="list-style-type: none"> • upgrading a road from a formed track to an all-weather formed rubble surfaced road to facilitate traffic movement, • upgrading a road from an unsealed to sealed surface
Extension	To build additional tracks, roads or infrastructure to provide improved or additional access. This will generally only occur where there is new development or there is significant benefit to the community.

3. Background

Council carries out numerous maintenance activities on a substantial road network with limited resources, both financial and physical.

Council's road network comprises approximately 1,675 km of constructed road plus many kilometres of unmade road reserves:

• Rural Roads (Sealed)	454km
• Rural Roads (Unsealed)	1066km
• Urban Streets (Sealed and Unsealed)	86km
• Tracks (formed and unformed)	180
• Unmade Road Reserves	779km

Funding for road works is available from:

- Rate Revenue
- State Government Grants
- Federal Government Grants
- Private Contributions

It is recognised that there is a substantial shortfall, both State and Nation-wide, for the maintenance of roads and associated infrastructure assets, and that Council's current road budgets are supplemented by Grants Commission Funding, Supplementary Road Funding and Roads to Recovery funding. There is no guarantee that the Supplementary Road or Roads to Recovery Funding will continue in the future.

Additional funding programs such as the Heavy Vehicle Safety Productivity Program and Regional Growth Fund provide opportunities to attract funding and accelerate capital works programs.

Therefore, Council's opportunities to fund road extensions or upgrades are very limited and any decision to proceed with such works should be founded under the guiding principles of this Policy and Council's Strategic Management Plans.

4. Principles

Urban Network	Council aims to provide all urban streets with adjacent residential properties with sealed road access.
Rural Network	Council will maintain a network of unsealed roads and consider upgrade to sealed where vehicle movements exceed 100 per day (subject to available funding).
Rural Living Network	Will generally be maintained as an unsealed network unless an assessment warrants upgrading to a sealed surface subject to available funding.

Council is committed to directing available resources to the most cost-effective outcomes for the community, based on sound Asset Management and Town Planning principles.

Council will achieve this objective by:

- Giving priority to funding the maintenance of existing road infrastructure ahead of extending or upgrading the road network in order to maximise Council's limited

financial resources

- Undertaking works which reduce the future maintenance costs of Council and/or significantly extend the useful life of existing assets.
- Undertaking structure (integrated land use and transport) planning to identify strategic opportunities for growth in the road network
- Only considering applications for extension or upgrade to the road network where no other all-weather access (gravel road) or road frontage is available
- Requiring applicants generally to pay for any extension or upgrade to the road network where the applicant is the primary beneficiary
- Only considering funding of an extension or upgrade of the existing road network where significant benefit to the community exists

5. Guidelines to Good Practice – Rural Roads

The “Unsealed Roads Manual – Best Practice Guide” published by the Australian Road Research Board states that it may be difficult to economically justify sealing a road carrying less than an annual average daily traffic (AADT) of 100 vehicles per day (VPD) unless there are special circumstances.

There may be exceptions to the general principles of this philosophy where there are, for example, exceptional maintenance or safety issues. The extension of the rural sealed road network may be considered subject to a detailed evaluation including the following assessment of:

- Current and future volumes, and functional suitability of the road including consideration of the commercial vehicle usage
- Road user costs in terms of travel time, accident costs and vehicle operating costs
- Whether the proposal will divert traffic from other routes or generate new traffic
- Cost to maintain the road over the pavement lifecycle including consideration of existing maintenance costs and any reduction that may be obtained by the upgrade
- Cost of the proposal, which may be staged over a construction period
- Safety features of the unsealed road taking into consideration a road safety audit and crash statistics
- Industry/residential benefits e.g. consideration be given to sealing short segments fronting properties as an alternative to sealing a full section of road
- The number of properties/premises served by the road

6. Requests for Road Extension or Upgrade

Requests for upgrades from the community should be received in writing and include details of the extent and justification for the upgrade. Staff will investigate the proposed upgrade, prepare relevant information such as traffic counts and cost estimates to be provided to the Council for consideration during the budget preparation process.

Opening a New Public Road (generally by way of land division)

Providing that all relevant Development Approvals are given, Council will approve the opening of a new public road subject to the applicant meeting the full cost (including all legal costs) of opening the public road and providing a road surface and associated infrastructure commensurate with Council’s Standards and the adopted *Road Hierarchy & Levels of Service Guidelines* as referenced in the development approval.

Unless otherwise required by a Condition of Development or Agreement, Council will maintain the new road, after they are constructed and after any applicable defects liability periods, at Council's cost, in accordance with the applicable category within Council's adopted *Road Hierarchy and Levels of Service* detailed in Council's *Transport Asset Management Plan*.

Upgrading an Unsealed (Gravel) Road to a Sealed Road

Council may approve the upgrade of a gravel road to a sealed road standard subject to the applicant meeting the full cost of providing a sealed road pavement to Council's standards and Council's adopted *Road Hierarchy and Levels of Service* in Council's *Transport Asset Management Plan*.

Subject to there being sufficient funds available and in consideration of the additional benefits to the Community in excess of those to be received by the Applicant, Council may consider contributing a percentage of the cost towards the provision of a sealed road access based on the public/private benefit and where the whole of life cost to provide a sealed road is less than the whole of life cost to provide a gravel road.

Opening a Public Road Reserve to Traffic or Upgrading an Unformed Track

Where no other all-weather access (gravel road) or road frontage is available, Council may upgrade a public road reserve or an earthen track to a trafficable standard commensurate with Council's standards and the adopted *Road Hierarchy and Levels of Service* in Council's *Transport Asset Management Plan* subject to the applicant meeting the full cost of the upgrade.

Where development approval (building, planning or land division) is sought, the requirement to pay the full cost of upgrading the public road reserve or Unformed track and associated infrastructure should be referenced as a development condition.

Where no other all-weather access (gravel road) or road frontage is available, and subject to there being sufficient funds available and in consideration of the additional benefits to the Community in excess of those to be received by the applicant, Council may consider contributing a percentage of the cost towards the provision of the all-weather access (gravel road) to the subject property boundary by the shortest approved route from the existing road network.

Where the road is a very low volume road (less than 10 vehicles per day). Council may consider upgrading the road with seconds rubble material (usually left over from road upgrade projects) to provide all weather access. This will occur based on the following assessment criteria:

- Availability and suitability of seconds rubble material
- Cost to upgrade the road (predominately impacted by the vicinity of the stockpile site in relation to the road)
- Ongoing maintenance costs of the formed track
- Number of properties served by the formed road and whether another road frontage is available

Road Related Assets

Other road related assets include but not limited to:

- Paths (footpaths and shared bicycle/pedestrian paths)
- Kerb and gutter
- Street lighting
- Stormwater

The cost of constructing or upgrading the above road related assets is generally undertaken at Council's expense except for new public roads due to a development or subdivision.

Paths

Consideration of footpaths to be upgraded works will be prioritised based on the following criteria:

- The provision of access to the CBD areas of the township and high foot traffic areas of schools, hospitals and community facilities;
- To facilitate and encourage walking within and around townships;
- In consideration with any strategic footpath/bicycle path plans.

Kerb & Gutter

Consideration of new kerbing upgrade works will be prioritised based on the following criteria:

- The location with higher priority given to CBD areas.
- Improve drainage with priority given to the highest severity drainage problems.
- The number of properties fronting the kerbing with priority given to denser residential areas
- The amount of time the residences have been established

Stormwater

Consideration of new stormwater upgrade works will be prioritised based on the following criteria:

- Improve drainage with priority given to the highest severity drainage problems.

Street Lighting

Consideration of new street lighting will be prioritised based on the following criteria:

- The location with higher priority given to CBD areas.
- The cost and extent of the upgrade and the associated benefits.

7. Availability of Policy

The public may inspect a copy of this policy, without charge, at the Council's offices located at 43 Woolshed Street, Bordertown and 34 Hender Street Keith, during office hours.

Council employees can access a copy of the policy on Council's network or by contacting the Responsible Officers.

The Policy is also available on Council's website www.tatiara.sa.gov.au

8. Record of Amendments

DATE	REVISION NO:	REASON FOR AMENDMENT
7 June 2022	Rev: 00	Draft Policy prepared.
14 June 2022	Rev: 01	Adopted Council Meeting (Res# 2022/686)