POLICY NAME:	**(REVIEW)** **ROAD MAINTENANCE AND RENEWAL**
POLICY REF:	**R01**
MEETING ADOPTED:	**28 August 2014** **Resolution No. 280814/3**
POLICY HISTORY:	

TABLE OF CONTENTS

11.3   Policy (Review) - Road Maintenance and Renewal.DOC

OBJECTIVE

The purpose of the Road Maintenance and Renewal Policy is to establish the framework for implementing consistent and equitable road management processes throughout Ballina Shire Council.

POLICY

Council's aim is to provide a safe and secure road network that contributes to an improved quality of life for the community.

The road network in Ballina Shire is separated into various components and funded from different sources.

For example, regional roads are funded through State Government grants managed and maintained by Council while the local road network is funded, managed and maintained by Council, with the assistance of Federal Government grants.

Council will maintain its road network and associated infrastructure following the guidelines included in the Council's RTAMP. The RTAMP incorporates an array of road management techniques aimed at achieving policy outcomes and significant elements of this approach are summarised as follows.

Road Hierarchy

The road asset hierarchy groups the road network into a number of categories and sub-categories; i.e.

- Road functional class
    o   Arterials and sub-arterials
    o   Distributers
    o   Local road and street system
- Traffic volumes and heavy vehicle volumes
- Pavement material
- Wearing course type

As an example, a road with low traffic volumes providing access to an urban area would fall into a different category than a major distributor road with a higher volume of traffic.

A weighted ranking can be applied to the various categories and an analysis of the outcomes provides vital data for the decision making process for maintenance and capital expenditure.

Location System

The RTAMP uses the following hierarchy to locate roads:

- Urban area / rural area
- Suburb or rural village or rural locality
- Road name and road number
- Road segment number

The key component of this hierarchy is the road segment number. This number is unique and defines uniform sections of pavement of up to 400m length in urban areas and up to 3km length in rural areas. The road segments are referenced by chainage distance from an origin unique to each road as well as GPS coordinates at the start and end of each segment.

This system is important in determining and implementing a raft of maintenance measures designed to prolong the life of the road.

Roads Register

The RTAMP includes a Road Register which records details of all public roads maintained by Council.

Under this Road Maintenance and Renewal Policy Council will only maintain road lengths included in the Road Register.

Not all public roads under the care and control of Council are included in the Road Register, as roads to be maintained by Council.

The Road Register has been developed over a long period of time and the register reflects that it is not economically feasible, or reasonable, to provide maintenance services to all of the public roads under the control of Council.

Typically roads not maintained by Council are road lengths that serve none, one or two dwellings only.

It is acknowledged that the historical development of this register may, arguably, have resulted in inconsistent outcomes, which could be perceived as being unfair to some residents.

To address this would require Council to establish agreed criteria for inclusion in the register and undertake a comprehensive review of each road segment. This would be a substantial project.

It would also be difficult for Council to reduce existing service levels for a road currently maintained that did not meet any newly defined criteria.

It is also possible that such a review, dependent on the approach, could lead to increased maintenance costs to Council by expanding the length of network maintained.

On this basis, the Council Policy is to maintain the current Road Register as the limit of its maintenance service. This decision is based on the opinion that the current level of service is reasonable, recognising the resource constraints that all councils face in managing roads.

Requests can be made, in writing, to Council to consider further inclusions in the Road Register. These requests will be determined by the General Manager or nominated delegate, on a merit basis. However, the primary purpose of this Policy is to limit Council's maintenance liabilities to existing levels, due to the high demand for Council services and the limited financial resources.

Therefore, applications for inclusion on the Road Register will be subject to relatively high standards and will only be successful where there is or has been:

- A major change in the traffic demands for the road

- A gross inequity when compared to other road segments within the register
- Exceptional circumstances that warrant inclusion

Where an application for inclusion on the register is unsuccessful, this decision will only be reviewed through a Councillor Notice of Motion presented to the Council in accordance with the Code of Meeting Practice.

Levels of Service / Intervention Levels

Levels of service describe what Council intends to deliver within an acceptable timeframe. Performance indicators and targets are used to measure how Council meets it obligations.

In regards to the road network, factors such as the condition of the asset, capacity and projected demands can have an influence on Council's ability to meet levels of services.

Intervention levels are linked to the levels of service. They define trigger points in asset conditions that determine the types of work to be carried out on an asset.

The intervention levels and maintenance programs are the primary source of determining requests for service from members of the community. This approach aims to support consistent and equitable outcomes to our decisions. At this point in time these service standards are determined by Council's technical officers, having regard to the available funds.

Risk Management

In terms of the road network, risk management is the identification and prioritising of risk followed by a coordinated application of resources to minimise any possible impact to the travelling public.

Budgeting

In formulating the road component of the Council's annual budget, every effort will be made to allocate appropriate funding to maintain and enhance the long term condition of the road network. However budget constraints will always have a bearing on the allocation of finances and resources and the implementation of Policies and Procedures associated with the road network.

BACKGROUND

Council has a duty of care under common law to ensure that the road network is as safe as it can be within the limited resources available. To achieve this Council is committed to implementing a systematic management regime across the road network that falls under Council's responsibility.

The aim is to strike a balance between optimal maintenance, minimising whole of life costs, user amenity and value for money in a risk management context.

Roads vary in their construction and the environment in which they are required to function. Competing demands for resources across a full range of Council services means that the resources available to undertake new construction work and maintenance activities may not always meet community expectations.

11.3   Policy (Review) - Road Maintenance and Renewal.DOC

A strategic approach to road management will ensure Council delivers the highest level of service within budget constraints.

In terms of an overall Asset Management Process Council has adopted an Asset Management Policy, Asset Management Strategy and Asset Management Plans. This policy draws on elements of the Asset Management Process and is also linked to the delivery of the community's priorities and expectations captured in Council's Community Strategic Plan, Delivery Program and Operational Plan.

DEFINITIONS

Risk Management: The culture, processes and structures that are directed toward managing adverse effects and realising potential opportunities.

SCOPE OF POLICY

This policy applies to:

- Council employees
- Members of the public

RELATED DOCUMENTATION

As a minimum this policy should be read in conjunction with:

- Council's Asset Management Policy
- Council's Asset Management Strategy
- Council's Roads and Transport Asset Management Plan (RTAMP)

REVIEW

The Road Maintenance and Renewal Policy is to be reviewed every four years.

11.3   Policy (Review) - Road Maintenance and Renewal.DOC

Appendix XXX – Road maintenance and renewal for roads on the Road Network Register

Background

Council has a duty of care under common law to ensure that the road network is as safe as it can be within the limited resources available. A strategic approach to management of the road network as set out in this Roads & Transport Asset Management Plan (RTAMP) will ensure Council delivers the highest level of service within budget constraints.

Roads vary in their construction and the environment in which they are required to function. Competing demands for resources across a full range of Council services means that the resources available to undertake new construction work and new maintenance activities may not always meet community expectations.

The aim is to strike a balance between optimal maintenance, minimising whole of life costs, user amenity and safety, and value for money in a risk management context. The primary purpose of this report is to limit Council's maintenance liabilities to existing levels, due to the high demand for Council services and the limited financial resources.

Road Network Register

The Asset Register in Council's Authority Asset Management System (AM) includes a *Transport and Stormwater Infrastructure* group, which contains the Road Network Register (RNR). The RNR records details of all public roads maintained by Council.

Under this RTAMP Council will only maintain road lengths included in the RNR. Not all public roads under the control of Council are included in the RNR, as roads to be maintained by Council.

The RNR has been developed over a long period of time and it reflects that it is not economically feasible, or reasonable, to provide maintenance services to all the public roads under the control of Council. Typically, roads not maintained by Council are road lengths that serve none, one or two dwellings only.

It is acknowledged that the historical development of this register may, arguably, have resulted in inconsistent outcomes, which could be perceived as being unfair to some residents. To address this would require Council to establish agreed criteria for inclusion in the register and undertake a comprehensive review of each road segment. This would be a substantial project.

It is possible that such a review, dependent on the approach, could lead to increased maintenance costs to Council by expanding the length of network maintained.

It would also be difficult for Council to reduce existing service levels for a road currently maintained that did not meet any newly defined criteria.

On this basis, the Council Policy is to maintain the current RNR as the limit of its maintenance service. This decision is based on the opinion that the current level of service is reasonable, recognising the resource constraints that all councils face in managing roads.

Requests for Inclusion on the Road Network Register

Requests can be made, in writing, to Council to consider further inclusions on the RNR. These requests will be determined by the General Manager or nominated delegate, on a merit basis.

Applications for inclusion on the RNR will be subject to relatively high standards and will only be successful where there is or has been:

- A major change in the traffic demands for the road
- A gross inequity when compared to other road segments within the register
- Exceptional circumstances that warrant inclusion

Where an application for inclusion on the register is unsuccessful, this decision will only be reviewed through a Councillor Notice of Motion presented to the Council in accordance with the Code of Meeting Practice.