

Road Management Plan

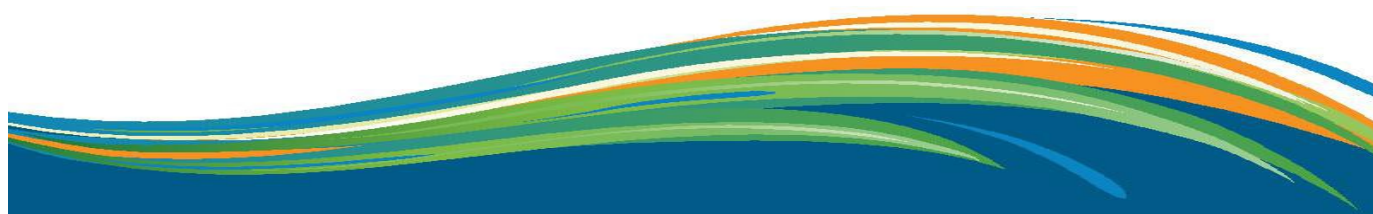
Responsible Officer	Director Infrastructure & Field Services
Adopted	6 September 2022
Last reviewed at Council Meeting	
Minute Number	21379/2
Due date of next Review	September 2026

1. Purpose

- 1.1 Mid Murray Council (Council) is the road authority for those roads within the local government area for which it accepts management responsibility. The Road Management Plan (referred to in this document as the 'Plan') sets the relevant standards and policy decisions in relation to the discharge in the performance of its road management functions.
- 1.2 The Plan details the management principals and systems that Council will implement to maintain, renew and upgrade its physical road assets cost effectively. The aim of the Plan is to combine engineering principals, an understanding of road demand and consumption with sound financial practices to facilitate an organised logical approach to decision making.
- 1.3 This Plan is a direct result of the regionally adopted Road Transport Strategy of the Murraylands and Riverland Local Government Association (MRLGA).
- 1.4 This Plan is to be read in conjunction with the associated Asset Management Plan, which outlines how Council will fund the implementation of the Plan to achieve its objectives, and Council's Roadside Vegetation Management Plan, which outlines how tree and vegetation management within roadside verges is managed.

2. Background

- 2.1 The Murraylands Riverland Local Government Association (MRLGA) is a subsidiary of eight (8) Councils and undertakes regional strategies aligning with the member Councils. The MRLGA commenced a Regional Road Transport Strategy (the Strategy) for the development of priority setting and future applications under the Special Local Roads Program.
- 2.2 In conjunction with the Strategy, cross boundary and uniformity of road infrastructure is being assessed and aligned for the suitability of each road's own specific "use or purpose" as a road standard. The road use is defined as the principle primary road use or purpose demanded of the road, whether freight, tourism, residential and paddock access.
- 2.3 A structured road hierarchy has been adapted from the Strategy to provide a consistent approach to the full regional road network, road structure and accessibility.



3. Management Plan

- 3.1 Council utilises the following data and standards to ensure a formalised and consistent approach to road management.

Locality

Service Centres

These areas have been identified in line with Council's Development Plan and Service Centre definition. Including townships and service centres, these areas have a higher concentration of residential dwellings and a number of community services, including but not limited to schools, commercial businesses, libraries, medical and service stations. The identification of these areas is important to this plan as the access and utilisation of the road network to these services is directly linked to the priority and investment required.

Shack Areas

Shack settlement areas are a concentration of residential dwellings where access demands are similar to service centre demands but seasonal in nature. The MRLGA identifies and differentiates these areas as regionally important where properties exceed 50.

Rural

All areas outside service centres and shack areas, primarily servicing low concentration rural residential living and primary production properties. Although road utilisation is generally lower than the previously listed areas, there are certain roads that are regionally significant freight roads and those that experience high levels of seasonal commodity demand.

Surface

Asphalt

Primarily consisting C170 5mm asphalt surface used selectively in areas of higher traffic stress. Surface is more durable and is applicable to areas such as high use or heavy vehicle intersections or road curve alignments which generate greater stress.

Spray Seal

Generally, a two coat 14/7mm spray sealed surface used on all sealed service centre, shack and rural roads where utilisation is greater than 100 vehicles per day.

PM2/40 Crushed Rubble

A locally quarried and crushed limestone equivalent to the 40 mm Class 2 Quarried Pavement Material specified by the Department of Transport & Infrastructure. Material is suitable for rural roads (appropriate PI - plastic index) that provide access primarily for rural residential (passenger vehicles) with utilisation at less than 100 vehicles per day.

Raw

A locally quarried material applied to the road surface in a raw state and crushed in-situ during the construction process. Although the resultant road surface may be at a higher roughness than those constructed with a PM2/40 material, the surface structure is stronger and is more suitable for commodity access roads.

Utilisation

Heavy Freight - Roads that support inter/intra state freight access and with vehicle types exceeding

Commodity - Commodity Freight is defined as a homogeneous bulk freight load (primary products) that is



transported on an adhoc or seasonal basis from the place of production to the place of processing.

Commercial & Community Precincts – These roads supports access to key community and commercial areas within or connecting service centres.

Service Centre – local roads within service centres generally servicing residential properties.

Shack Areas – holiday home settlement areas, which experience high levels of seasonal variability with the roadways often utilised by shared use between vehicles, cyclists and pedestrians.

Rural Roads – All other made and maintained roads not listed in the above criteria. Often sparsely populated and utilised.

Mannum Waters – A unique development on the outskirts of the Mannum Service Centre. Road and other infrastructure within the development is unique to this area.

Private – roads and access located within private land. A number of shack roads are privately owned.

Nil – No established use or benefit.

Classification

Please note that Classes 1 and 2 are solely state managed roads.

Class 3 – State and regional significance (potentially a Department of Infrastructure and Transport (DIT) managed road).

The only road that fits this classification is Murraylands Road, between Morgan and Blanchetown. This section of road currently receives over 40% of all Council's National Heavy Vehicle Permit requests and strongly supports the States regional freight network.

A significant portion is presently unsealed and although an unsealed standard is included, this is not accepted as a long term and sustainable standard.

Class 4A – Regionally significant community and tourism access and local freight roads.

The majority of Council's community and tourism access roads are owned and controlled by the State. The identified local freight routes meet the MRLGA standard established being roads that are to be gazetted GML/HML standard and are locally important. These are not identified as known commodity routes.

Class 4B – Local tourism, commodity route (freight), collector roads.

These roads are identified and recognised as significant commodity routes, with unsealed standards being acceptable due to the otherwise low daily vehicle count. Localised tourism routes and significant through traffic roads are also part of this classification. Typically these roads will experience in excess of 100 vehicles per day and connect locally important community and tourism destinations.

Class 5A – Residential access within service centres, shack areas and rural; (subject to vehicle type and frequency (i.e. between 10 vehicles per day (VPD) and 100 VPD).

Split into three (3) categories, these roads are located within service centres, rural areas and shack roads servicing 50 properties and more. The longer term aim would be to ensure all Class 5A roads within service centres and the aforementioned shack roads are sealed, as is suitable to these urban type environments. Any current unsealed roads meeting this standard will only be considered for upgrade subject to budget implications in Council's Long Term Financial Plan.

Rural roads in this class that are utilised by less than 100 vehicles per day are to remain unsealed. In line with the recommendations made by the Australian Road Research Board's publication *Best Practice Guide for Unsealed Roads (2020)*, if traffic volumes are less than 100 vehicles per day, there is little economic justification to seal the road. Other factors, such as the steepness of the road and the cost to re-sheet and maintain will also be considered.



Class 5B & 5C – 5B - Residential access within service centres, shack areas and rural; (subject to vehicle type and frequency (i.e. < 10VPD), **5C** - Primary production/paddock access).

The purpose and use of these two (2) classes of roads means the vehicle use is considerably low, with some potential higher seasonal use. For Class 5B, rural residential access is identified and surface roughness or drivability will be a factor, different than Class 5C, which provides paddock access only.

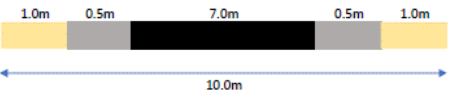
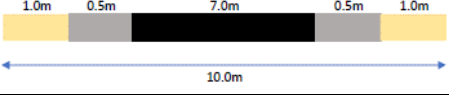
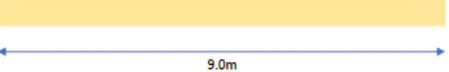
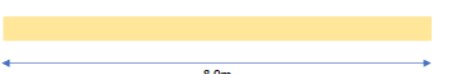
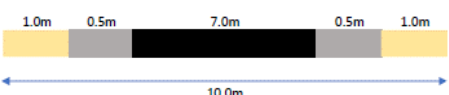
Both classes should be able to be maintained without future capital investment and under operational funding only.


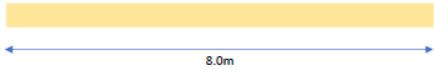
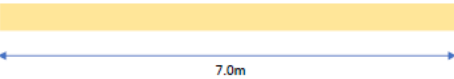
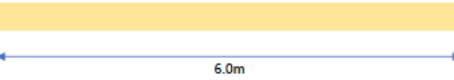
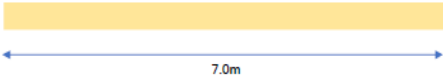
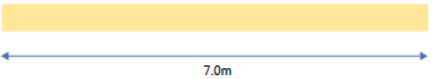
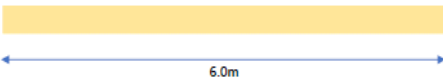
Class 5D – Unmade/unmaintained road corridors.

There are a significant number of unmade road reserves, almost the equivalent to made roads by length. The activating and upgrading of these roads will only be considered under matters relating to development and upon consideration and impact to Council's Long Term Financial Plan. Tracks or unmaintained roads that are historic and are located within Council's road reserves may be identified by name but will not be considered for any upgrade investment and the current service level in-situ will remain.

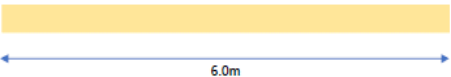
Private roads are not considered or part of this draft classification and any potential, future investment will be in line with other related policies and on Council approval only.

4. Construction & Maintenance Standards

Road Class	Cross Section	Construction Principals	Construction Standards	Maintenance Standards
3		Design vehicle PBS L3A	Pavement depth 200mm SB + 150mm B + 14/7 SS	5.5m vertical vegetation clearance, 3m horizontal vegetation clearance from carriageway. Annual shoulder grading
		Not to required standard - interim standard	Pavement depth 150mm	Grading 4-6 times per year. 5.5m vertical vegetation clearance, 2m horizontal in line with RVMP
4A		Design vehicle PBS L2B	Pavement depth 150mm SB + 150mm B + 14/7 SS	5.5m vertical vegetation clearance, 3m horizontal vegetation clearance from carriageway. Annual shoulder grading
			Pavement depth 100mm SB + 100mm B + 14/7 SS	5.5m vertical vegetation clearance, 3m horizontal vegetation clearance from carriageway. Annual shoulder grading
		Not designed	Pavement depth 100mm	Grading 4 times per year. 5.5m vertical vegetation clearance, 2m horizontal in line with RVMP
		Not designed	Pavement depth 100mm	Grading 4 times per year. 5.5m vertical vegetation clearance, 2m horizontal in line with RVMP
4B		Design vehicle PBS L2A	Pavement depth 150mm SB + 150mm B + 14/7 SS	5.5m vertical vegetation clearance, 3m horizontal vegetation clearance from carriageway. Annual shoulder grading

			Pavement depth 100mm SB + 100mm B + 14/7 SS	5.5m vertical vegetation clearance, 3m horizontal vegetation clearance from carriageway. Annual shoulder grading
		Not designed	Pavement depth 100mm	Grading 4 times per year. 5.5m vertical vegetation clearance, 2m horizontal in line with RVMP
		Not designed	Pavement depth 100mm	Grading 3-4 times per year. 5.5m vertical vegetation clearance, 2m horizontal in line with RVMP
5A	Various	Not designed	Pavement depth 100mm SB + 100mm B + 14/7 SS or AC10	Vegetation management in township, see Vegetation Management Policy*
		Not designed	Pavement depth 100mm	Grading 2 times per year. Vegetation management in township, see Vegetation Management Policy*
	Various	Not designed	Pavement depth 100mm SB + 100mm B + 14/7 SS or AC10	Vegetation management in township, see Vegetation Management Policy*
	No Set Standard	Not designed		Vegetation management in township, see Vegetation Management Policy*
		Not designed	Pavement depth 100mm	Grading 3-4 times per year. 5.5m vertical vegetation clearance, 2m horizontal in line with RVMP
	Width dependent on site limitations	Not designed	Pavement depth 100mm SB + 100mm B + 14/7 SS	4m vertical clearance & 2m horizontal vegetation clearance
		Not designed	Pavement depth 100mm	4m vertical clearance & 2m horizontal vegetation clearance
		Not designed	Pavement depth 100mm	4m vertical clearance & 2m horizontal vegetation clearance
	Width dependent on site limitations	Not designed	Pavement depth 100mm	4m vertical clearance & 2m horizontal vegetation clearance
		Not designed	Pavement depth 100mm	4m vertical clearance & 2m horizontal vegetation clearance



5B		Not constructed, maintenance investment only	Not constructed, maintenance investment only	4m vertical clearance & 2m horizontal vegetation clearance
5C	Width dependent on site limitations	Not constructed, maintenance investment only	Not constructed, maintenance investment only	4m vertical clearance & 2m horizontal vegetation clearance
	N/A	N/A	N/A	No clearance
5D	N/A	N/A	N/A	No clearance

5. Upgrades & New Road Acquisitions

Council is not obliged to assume responsibility for any road until a decision under Section 208 of the Local Government Act 1999 to declare them. Council presently has no strategic plans or funding to expand on its current network.

Presently, the only upgrade demanded of in the current network is Murraylands Road (Morgan to Blanchetown) as it is a Class 3 Unsealed Road. Except for this particular road, there are also no strategic plans or funding to upgrade roads within the current network.

Council will accept applications to formally construct a road and in order for the request to be acceptable, it must be in line with a multiple of items listed in the below criteria. Requests received, outside of sub-division development applications, will be presented to Council for their assessment and how they meet this criteria. Conditions and standards of construction provided by Council's Infrastructure & Field Services Department to the Developer to follow. The formation/construction of a road to Council standard does not automatically imply that Council will include the road in the Register of Public Roads and assume care and control. Council will only inherit a road if it provides a wider community benefit:

- The road has been constructed to a standard acceptable to Council
- The complete costs and responsibilities for construction are covered by the applicant
- The road provides primary access to at least one full time occupied residence
- The construction of the road provides clear benefit to more than one property owner
- The road provides access to declared public open space or community facilities
- The road is fenced on both sides

6. Public Roads on Private Land

Council is aware that some publically accessible roads have been constructed and encroach on private land. Budget and resource permitting, Council will peruse resolution of these matters through the authority under the Roads (Opening & Closing) Act 1991. Council will continue to maintain and indemnify these roads until whilst these matters are being resolved.

7. Road Network Register

Pursuant to Section 231 of the Local Government Act 1999, the Council is required to keep a Register of Public Roads of its area. Mid Murray Council is responsible for maintaining the roads outlined in the Register of Public Roads (see Appendix A).

8. Policy Responsibility

The Director Infrastructure & Field Services is responsible for ensuring the proper operation of this Policy.



9. Availability/Accessibility

- 9.1 This Policy and Council's Fees & Charges Register are available to be downloaded free of charge from Council's website: www.mid-murray.sa.gov.au.
- 9.2 This Policy is available for inspection at Council's principal office during ordinary business hours. Hard copies, for a fee in accordance with Council's schedule of [Fees & Charges](#), can be provided upon request.

10. Legislative Framework / Other References

Document	Description
Local Government Act 1999	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.
Road Traffic Act	An Act to consolidate and amend enactments relating to road traffic; and for any other purpose. Application of Act to vehicle and road users on roads.
Occupational Health and Safety Act and Regulations	Sets out the rules and responsibilities to secure the health, safety and welfare of persons at work
Highways Act	Provides for the appointment of a Commissioner of Highways and provisions for the construction and maintenance of roads and associated assets
Australian Standards	Provides guidance for transport asset managers in use of transport services such as 1742; Manual of Uniform Traffic Control Devices
Roadside Vegetation Act	Provides incentives and assistance for landowners for preservation and enhancement of native vegetation and to control the clearance of native vegetation
Environmental Protection Act	An Act to provide for the protection of the environment; to establish the Environmental Protection Authority and define its functions and powers; and for other purpose.
Australian Road Rules	The Australian Road Rules have been made into regulations under the Road Traffic Act (SA) and came into operation throughout Australia on 1 December 1999.
Development Act	An Act to provide for planning and regulate development in the State; to regulate the use and management of land and buildings, and the design and construction of buildings; to make provision for the maintenance and conservation of land and buildings where appropriate
Roadside Vegetation Management Plan	Provides clear guidance on roadside vegetation protection and management
Austroads Guide to Road Design	Provides designers with a framework that promotes efficiency in design and construction, economy, and both consistency and safety for road users
The Murray & Mallee Local Government Association - 2030 Regional Transport Plan	A strategic level assessment of transport needs and priorities within the Murray and Mallee Region for the period from 2013 to 2030

Austroads Guide to Asset Management	Provides guidance to road agencies on the application of contemporary 'whole of organisation' asset management practice to road networks
Roads (Opening & Closing) act 1991	An Act to provide for the opening and closing of roads
Civil Liability Act 1936	The Civil Liability Act 1936 (SA) states that a 'road authority' cannot be held negligent for a failure to maintain, repair or renew a road; or to take other action to avoid or reduce the risk of harm that results from a failure to maintain, repair or renew a road [s 42]
Austroads Guide to Traffic Management	Provides comprehensive traffic management guidance for practitioners involved in traffic engineering, road design and road safety
Austroads Guide to Pavement Technology	Has been designed for practitioners and students seeking to learn more about the fundamental concepts, principles, issues and procedures associated with pavement technology
MMC Risk Management Framework	An integrated approach to risk management to assist Council in setting appropriate strategies, achieving our objectives and making informed decisions, in the best interests of our community

11. Document History

This Policy shall be reviewed at least every four (4) years or more frequently if legislation or Council requires.

Version	Adopted	Minute	Description of Change
1	5 September 2022	21379/2	Adopted

