

# Policy



STRATEGIC/GOVERNANCE SG 34

## PROVISION OF TRANSPORT NETWORK

### Head of Power

Section 60 of the *Local Government Act 2009* sets the parameters for a local government's control of roads.

#### Key Supporting Council Document

Lockyer Valley Regional Council Corporate Plan (2017-2022):

4.2 Provision of fit-for-purpose infrastructure which meets the current and future needs of the region

### Definitions

<b>Road</b>	<p>in accordance with the <i>Local Government Act 2009</i>, a road is an area of land that is dedicated to public use as a road; or</p> <ul style="list-style-type: none"><li>a. an area of land that—<ul style="list-style-type: none"><li>(i) is developed for, or has as one of its main uses, the driving or riding of motor vehicles; and</li><li>(ii) is open to, or used by, the public; or</li></ul></li><li>b. a footpath or bicycle path; or</li><li>c. a bridge, culvert, ferry, ford, punt, tunnel or viaduct.</li></ul> <p>However, a road does not include—</p> <ul style="list-style-type: none"><li>(i) a State-controlled road; or</li><li>(ii) a public thoroughfare easement.</li></ul> <p>Note that a “road” means an area of land that has been dedicated, notified or declared to be a road for public use. A physical vehicular track need not have been created.</p>
<b>Formed road</b>	<p>is a public road reserve that has been cleared and shaped to provide drainage and where existing natural material or imported gravel form the road pavement.</p>

<i>Gravel road maintenance</i>	is grading, re-tying, re-sheeting or spot gravelling of the road.
<i>Formed track</i>	is a public road reserve that has had minor works undertaken by Council and is open to and used by the public. Formed tracks provide very low volume access to rural and rural residential properties.
<i>Unmade road</i>	is a public road reserve that has no capital improvements undertaken by Council.
<i>Transport network</i>	includes footpaths, cycleways, walking tracks, roads, bridges, bus stops, street lighting and the like forming part of the asset stock lawfully created within a road (as defined above) for transport purposes. The transport network includes the likes of traffic signs, linemarking and stormwater systems.

## Policy Objective

The objective of this policy is to provide the general standards which Council aims to achieve in the provision of the transport network.

## Policy Statement

Council is responsible for a large transport network consisting of roads, bridges, footpaths and trails, and drainage structures across the region. Council uses standards and a risk-based approach for the purposes of determining the type of infrastructure delivered and the level of maintenance required in the provision of the road network.

### Capital Works Programming

Capital Works are those works that create, renew, or upgrade transport assets. Council uses a prioritisation system to determine programming of transport-related Capital Works. This system is based on a number of factors including renewal and upgrade projects identified in the respective Service Management Plans, and new projects identified in Council's Local Government Infrastructure Plan. A ten-year collation of transport projects is produced for planning purposes and integrated with the Long Term Financial Plan.

Factors influencing the prioritisation process include the condition of the asset, legislative requirements, safety improvements, community benefit, environmental impacts and financial cost.

### Construction and Maintenance Standards

Design and construction of transport assets by external parties and Council will be in accordance with relevant Australian and Queensland Standards which outline the requirements to be met for new, upgraded, or renewed infrastructure assets within Council-controlled areas.

### Gravel Road Maintenance

Council will generally undertake programmed maintenance on gravel roads in the region based on asset performance, condition and safety.

Due to damage suffered through storms or other weather events, further un-programmed maintenance may be required on a particular road. In this event Council will attempt to incorporate this work with a programmed maintenance activity in so far as safety and resources permit.

### Formed Tracks and Unmade Roads

Council is not required to construct a road solely on the basis of there being a road reserve leading to a property. The owner is entitled to legal access to their property within the road reserve; however Council has no obligation to form a road to provide this access.

Once a road is deemed a Council asset, Council will maintain that road to a reasonable standard suited to the function of that road.

Upon application, Council may grant approval for the construction of a track within the road reserve on an unmade road, which the applicant will continue to be responsible for the maintenance of.

From time-to-time, Council may review the road network it maintains, and determine to make changes to the extent of the network, including the removal of some maintained roads from Council's register that do not provide sufficient benefit to the wider community.

### Stormwater System

Within the road reserve, a stormwater system may be provided by Council to ensure rainfall runoff is collected and discharged at suitable locations. This system may consist of concrete kerb and channel, or drainage pits and pipes, usually in urban areas, and formed table drains and associated infrastructure in rural areas.

Only stormwater runoff is allowed to enter the stormwater system. Foreign substances entering and illegal connections to the system contravene Council's local laws, and may result in harm to the environment, and fines. An application to connect to the stormwater system is required, and if the connection is allowed by Council, a permit with conditions will be issued.

### Traffic Sign Standards

Council erects signage on roads in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). The manual contains the design, methods, standards and procedures in relation to every sign, signal, marking, light or device, installed on a road. <https://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications/Manual-of-uniform-traffic-control-devices.aspx>

For a variety of reasons, particularly for the improvement of road safety, Council may review and change speed limits on Council-controlled roads. This is undertaken in accordance with MUTCD requirements, and is endorsed by a Traffic Safety Working Group, which includes representation from Council, Queensland Police Service, and Department of Transport and Main Roads.

In addition to street name signs, Council may allow the erection of community facility name signs. In accordance with Council's Community Facility Sign Guideline and MUTCD (Part 5), these signs are allowed for community facilities (generally non-commercial) which may be sought by a significant number of visitors to the district.

### Load Limits

Council may deem it necessary to impose load limits to parts of the transport network as a temporary or permanent measure. Where reasonably practicable, this measure will only be undertaken when there is an alternative route available, other than in the case of damage to a network or an individual asset or structure.

### Slashing and Mowing Standards

Council will generally only slash or mow footpaths in urban areas if they are adjacent to Council-controlled land. The responsibility to mow grass and maintain the nature strip in urban areas between the kerb and property boundary remains with the property owner.

Sealed rural roads and rural residential roads will generally be slashed approximately twice per year, to a width of one to two slasher passes where the road and drainage infrastructure allows. High risk areas such as intersections and established bus stops will generally be slashed more regularly where a safety risk is apparent.

Dependent on traffic volumes, practicality and road safety, Council will at times slash some rural unsealed gravel roads. The frequency of slashing may be increased or decreased based on the aforementioned measures and resource availability. For the purpose of improved road safety, certain locations, such as intersections on gravel roads, may be slashed more regularly.

Council has no obligation to maintain unmade road reserves, and generally will not undertake any maintenance such as slashing, tree removal, burning or weed control, etc., in such road reserves.

Approaches to townships may be slashed or mowed to a higher standard as deemed appropriate by Council from time-to-time.

### Trees and Vegetation

Trees and vegetation that are deemed dangerous by Council shall be removed from the road reserve at Council cost, including dead or leaning trees should Council determine they are a significant risk or hazard to a council or private asset or person.

Planting of trees and vegetation within the road reserve is to be undertaken in accordance with Council's streetscaping guidelines, plantings that do not comply may be removed at Council's sole discretion.

Upon request from a rural property owner, and at the discretion of Council, Council may clear vegetation from the front of a property to allow the owner to mow and maintain the road reserve.

Property owners wishing to undertake clearing of vegetation within the road reserve must apply to and obtain approval from Council before any clearing proceeds. Property owners are responsible for ensuring they comply with all State and Federal legislation for vegetation clearing.

## Property Addressing

Council recognises the importance of rural property addressing that assists all road users, particularly emergency services. Upon application, Council will issue a property number in accordance with its adopted numbering system. Replacement numbers are also supplied upon application and the appropriate fee being paid.

## Road Closures

Council may close a road either permanently or temporarily. Temporary road closures of part or the entire road may be required when special events are taking place, and will only be allowed if prior approval has been granted by Council. An application to Council including compliance with MUTCD signage is required for a road closure.

## Bus Stops

Council will locate bus stops at locations it deems the most appropriate and beneficial to the public. Council may remove bus stops from locations where they are deemed no longer necessary.

Developers may be required to contribute infrastructure charges for future bus stops if they do not provide bus stops.

## Street Lighting

New developments are required to provide street lighting in accordance with AS/NZS 1158 "Lighting for roads and public spaces" and other relevant prevailing standards.

Existing streets will only be retrofitted with street lighting in special circumstances as deemed appropriate by Council following a review of the safety of the street.

## Parking

Parking of vehicles in the road reserve should be in accordance with the Queensland Road Rules and Council's *Local Law No. 5: Parking*.

## **Related Documents**

*Local Law 1 (Administration) 2011*

*Local Law 4 (Local Government Controlled Areas, Facilities and Roads) 2011*

*Subordinate Local Law 1.1 (Alteration or Improvement to Local Government Controlled Areas and Roads) 2011*

*Subordinate Local Law 1.15 (Carrying Out Works on a Road or Interfering with a Road and its Operation) 2011*

*Subordinate Local Law 1.18 (Gates and Grids) 2011*

*Subordinate Local Law 4 (Local Government Controlled Areas, Facilities and Roads) 2011*

Community Facility Sign Guideline

Road Reserve – Street Tree and Landscape Guidelines