# POLICY 3.04
## Transport
## Roads Level of Service
**Version: 3 | Next Review:** August 2030

DISTRICT COUNCIL of TUMBY BAY

### 1. INTRODUCTION

This Policy establishes the framework for the management and delivery of the District Council of Tumby Bay's (the Council) road network, including defined Levels of Service and road classifications adopted by Council.

The Roads Level of Service Policy (the Policy) provides guidance to Council Members, staff, stakeholders and the community regarding the planning, prioritisation, maintenance and potential upgrade of transport infrastructure assets. It supports consistent, transparent and financially responsible decision-making aligned with Council's strategic, financial and asset management planning frameworks.

Council recognises that its road network is a significant public asset requiring sustainable management over the long term. As such:

- There is no automatic obligation for Council to upgrade existing roads or construct unmade road reserves.
- Requests for upgrades or new road construction will be assessed against demonstrated need, strategic alignment, and whole-of-life cost implications.
- Unplanned works not identified in Council's adopted Asset Management Plans or Annual Business Plan and Budget will generally be considered unfunded.

Council will not normally fund road upgrades or the opening of unconstructed road reserves where the need arises from private benefit or land use change initiated by an applicant. This includes, but is not limited to, circumstances where:

- reasonable alternative access exists via public or private infrastructure,
- demand is generated through subdivision or sale of land previously under single ownership,
- the request services development established after adoption of the Council Road Level of Service Policy on 11 October 2016, or
- the request is associated with a change in land use.

In such cases, Council may consider the works subject to full cost recovery from the applicant and any conditions deemed necessary to protect Council's long-term financial sustainability.

### 2. POLICY OBJECTIVE

The objective of this Policy is to:

1.1 define and communicate Council's Levels of Service for its road network,

1.2 provide a clear and equitable framework for assessing requests for road upgrades, reclassification, or construction of new roads,

1.3 ensure decisions are informed by asset condition, function, usage, risk and lifecycle cost considerations,

1.4 support the sustainable management of transport assets in accordance with Council's Long Term Financial Plan and Asset Management Plans,

1.5 promote transparency, consistency and fairness in responding to community and stakeholder requests,

1.6 balance service provision with financial capacity, ensuring that infrastructure decisions deliver long-term value to the community, and

1.7 support economic activity, including primary production, through appropriate access arrangements while managing risks to infrastructure and road users.

## 3. LEGISLATIVE REQUIREMENTS

This Policy is to be applied in accordance with relevant legislation, regulations and standards, including but not limited to:

*3.1 Local Government Act 1999*

Establishes Council's roles, responsibilities and powers including Council's responsibilities for infrastructure management, service provision, asset management planning and financial sustainability.

*3.2 Road Traffic Act 1961 and associated regulations*

Governs road use, traffic management and safety requirements.

*3.3 Roads (Opening and Closing) Act 1991*

Provides the statutory framework for the opening, closing and alteration of public roads.

*3.4 Heavy Vehicle National Law (South Australia) Act 2013*

Provides the legislative framework for heavy vehicle access, including Restricted Access Vehicles (RAVs), administered by the National Heavy Vehicle Regulator (NHVR).

*3.5 Planning, Development and Infrastructure Act 2016*

Provides the framework for the land use planning, development approvals and infrastructure contributions.

*3.6 Civil Liability Act 1936*

Defines Council's duty of care and provides limitations of liability in relation to public roads, including principles of reasonable maintenance and resource allocation.

*3.7 Local Government (Financial Management) Regulations 2011*

Supports responsible financial planning and asset management practices.

Council will ensure that all decisions made under this Policy are consistent with legislative obligations, risk management principles, and best practice asset management.

## 4. ROAD SERVICE LEVELS & ROAD CATEGORIES

The Council has developed a desirable standard for road construction and asset management for various categories of roads with each constructed road within the Council district being assigned to a road category in accordance with this Policy.

Road categories are reviewed and endorsed by Council.

## 5. REQUESTS FOR UPGRADING ROAD CATEGORY

A request for upgrade of an existing constructed road to a higher Service Level must be made to the Council in writing.

All such requests will be assessed by Council Officers and a report and recommendation prepared for Council.

In providing a recommendation, the Council Officer will consider:

a) the current classification and condition of the road,

b) the current purpose and level of usage of the road,

c) the future purpose and potential usage of the road,

d) alternative access options, either via another constructed road or on the applicant's private access roads,

e) capital cost of the requested upgrade,

f) lifecycle cost of the requested upgrade, including renewal and maintenance costs, and

g) demonstrated community benefit

In considering a recommendation from the Council Officer, the Council shall have regard to all of the above items, as well as the financial impact on Councils suite of strategic plans.

## 6. REQUEST FOR OPENING OF UNCONSTRUCTED ROAD RESERVE

It is not the intention of Council to increase the length of its existing road assets by opening of currently unconstructed road reserves. It is acknowledged that in some extenuating circumstances there may be merit in the construction of an extension to the existing constructed road network.

A request for opening of a currently unconstructed road reserve (i.e. not identified on the Road Categories map as part of the Council constructed road network) must be made to the Council in writing.

All such requests will be considered by the Council Officers, who will make a recommendation to Council on a response to the request.

In providing a recommendation, the Council Officers will consider:

a) the future purpose and potential usage of the road,

b) the required construction standard of the road for the intended purpose,

c) alternative access options, either via another constructed road or on the applicant's private access roads,

d) capital cost of the requested road opening, and

e) lifecycle cost of the requested upgrade, including renewal and maintenance costs.

In considering a recommendation, Council shall have regard to all of the above items, as well as the financial impact on Council's suite of strategic plans.

## 7. RESTRICTED ACCESS VEHICLE ROAD NETWORKS

Council understands the importance of providing and maintaining a safe and efficient network of roads for heavy restricted access vehicles (RAVs) to support primary production.

It is accepted that most Council roads are not constructed to a geometric design standard or pavement strength to accommodate uncontrolled access by RAVs or allow roads to be accessed by Notice or Gazettal.

Council supports Commodity Route (seasonal access limited to grain, stock and fertiliser movement) access to the road network where it can be demonstrated that the level of risk to road users and road infrastructure can be managed to an acceptable level.

The Council has an existing network of approved general freight and commodity routes for use by vehicle types up to and including A-double road trains. The published network map can be found via the National Heavy Vehicle Regulator National Network Map (https://www.nhvr.gov.au/road-access/route-planner/national-network-map).

*7.1 Restricted Access Vehicles*

An operator seeking access to a new road not currently approved for RAV access is required to:

a) Make formal application for access to the National Heavy Vehicle Regulator for access.

b) Commission a Route Assessment Report by a Department of Planning, Transport and Infrastructure approved Route Assessor in support of the application.

c) Meet the costs of the report and any upgrade works required to address identified risks.

*7.2 Higher Mass Limit (HML) Vehicles*

Where an operator seeks a change to an existing RAV route to increase from General Mass Limits (GML) to Higher Mass Limits (HML):

a) They must make formal application to the National Heavy Vehicle Regulator for access at HML.

b) An internal risk assessment is to be conducted by Council staff, primarily limited to assessing the incremental risk of increased mass limits on the roads.

c) Unless a significant and high-risk deficiency is noted it should be assumed that, on the basis of historical access over a sustained period of time, the route is suitable for continued access by RAVs.

d) As a general principle the Council accepts the increased risk of pavement damage associated with the introduction of higher mass limit vehicles.

## 8. POLICY REVIEW

This Policy will be reviewed every four (4) years. The Council has the right to review this policy at any time, if considered desirable.

## 9. AVAILABILITY OF THIS POLICY

This Policy will be available for inspection at the Council's Office during ordinary business hours and via the Council's website, www.tumbybay.sa.gov.au. Copies will also be provided to the public upon request and upon payment of a fee in accordance with the Council's Schedule of Fees and Charges.

## 10. FURTHER INFORMATION

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| Applicable Legislation | *Local Government Act 1999*<br>*Local Government (Financial Management) Regulations 2011*<br>*Road Traffic Act 1961*<br>*Civil Liability Act 1936*<br>*Heavy Vehicle National Law (South Australia) Act 2013*<br>*Roads (Opening and Closing) Act 1991*<br>*Planning, Development and Infrastructure Act 2016*<br>National Heavy Vehicle Regulator (NHVR) Notices and Access Determinations<br>National Network Map (NHVR)<br>Austroads Guides and relevant industry standards for road design, maintenance and risk management |
| Related Policies | |
| Related Procedures & Documents | Council's Annual Business Plan & Budget<br>Council's Infrastructure & Asset Management Plans<br>Council's Long Term Financial Plan<br>Works Programs<br>Tumby Bay Road Category Map |

**AUTHORITY:**

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|---|---|---|
| Adopted by Council: | 11/10/2016 | {Motion 15c/102016} |
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**SIGNED:** ..... .....

Responsible Officer