Rural Road Sealing Policy

This policy is set by Council for use by the community and council administration

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Date of Current Version 24 September 2019

Responsible Team Strategy and Policy

Other Key Internal Stakeholders City Operations, Assets and Projects

Initial Date of Adoption 24 September 2019

Last Reviewed 24 September 2019

Authorised By Council

Resolution No.: 3745

Legal Requirement N/A

Date of Next Review 30 June 2021

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1. **Purpose**  
The Rural Road Sealing Policy provides Council with a framework for decisions regarding sealing of unsealed rural roads and the process for funding works.

2. **Scope**  
This Policy applies to all unsealed roads owned and maintained by the City of Playford.

3. **Legislation and References**  
Nil.

4. **Definitions**

   **Arterial Road** refers to a road that is owned and maintained by the State Government through the Department of Planning, Transport and Infrastructure.

   **Commercial Vehicles** refers to vehicles 8.8m long or greater with higher axle loads than average cars.

   **Growth Areas** refers to areas that are proposed for change in land use to accommodate residential, commercial and/or industrial growth.

   **Local Road** refers to a road that is owned and maintained by Council.

   **Metropolitan Road** refers to a road that is located within a built up environment.

   **Road Stabilisation Treatment** consists of a seal applied to the existing road configuration, with limited need for road drainage, road formation and road pavement reconstruction.

   **Rural Road** refers to a road located within a non-built up environment.

   **Rural Sealed Road** refers to a road that has a bitumen seal but differentiates from a Metropolitan Sealed Road in that it does not include kerbing, lighting or underground storm water infrastructure.

   **Unsealed Road** refers to roads that have been constructed with a high clay or limestone content rubble material to provide an all-weather surface.
5. Policy

5.1 Background

Council’s Rural Road Sealing Program was established in 1999 with the intention of sealing unsealed roads across the horticultural areas of Virginia. Over time the program was expanded to include all rural roads across the city, except for roads located in designated Growth Areas. Since the inception of the Rural Road Sealing Program approximately 95km of unsealed road has been sealed across the city.

For context the below table details the length of Council's road network:

<table>
<thead>
<tr>
<th>Length (km)</th>
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<tbody>
<tr>
<td>Total Local Road Network</td>
</tr>
<tr>
<td>Metropolitan Road Network</td>
</tr>
<tr>
<td>Rural Road Network</td>
</tr>
<tr>
<td>Unsealed Rural Road Network (Non-Growth Areas)</td>
</tr>
<tr>
<td>Unsealed Rural Road Network (Growth Areas)</td>
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<tr>
<td>Sealed Rural Road Network</td>
</tr>
</tbody>
</table>

The aim of the Rural Road Sealing Program has been to improve safety and comfort for road users, provide transport connections, and reduce noise and dust production. The reduction in dust production can provide a positive economic impact across the horticultural areas, especially where fruit, vegetables and flowers are grown above ground adjacent an unsealed road.

The sealing of an unsealed road represents an increase in service level, with funding for projects (road upgrades) allocated on a annual basis through the Annual Business Planning process.

5.2 Rural Road Sealing Prioritisation Criteria

Unsealed Rural Roads are prioritised for sealing by Council’s Administration using the following criteria: (each criterion has an equal weighting)

Road Safety
Road Safety takes into account the road gradient (its steepness), road geometry (road curve), and safety improvements required (signage, guardrail etc.)
Traffic Volumes
Traffic Volumes takes into account the estimated volume of traffic using the road per day.

Road Maintenance
Road Maintenance takes into account the amount of road maintenance undertaken, and the annual cost to Council.

Crop Sensitivity
Crop Sensitivity takes into account the types of crops grown adjacent the road. Crops grown adjacent to roads that are dust sensitive are given a higher priority.

Housing Density
Housing Density takes into account the number of houses or dwellings per kilometre along an unsealed road.

As per 4.3.6 in the Policy Statement below, all private roads that are gifted to Council will be prioritised last on the Rural Road Sealing Priority List.

5.3 Policy Statement

5.3.1 Council is committed to providing a safe, fit for purpose rural road network that facilitates improved transport connections, prevents crop damage and facilitates economic development.

5.3.2 Individual road upgrade projects will be considered for funding via the Annual Business Plan. Consideration will only be given following a staff assessment process which will include the following detail:

- Estimated capital cost of constructing the road including the cost of any rectification or improvements required prior to sealing, such as:
  - Drainage improvements
  - Adequate pavement thickness and material quality (road base)
  - Changes to geometrics and pavement shape
  - Existing (unsealed) and future (sealed) maintenance costs
- Native vegetation impact of upgrading the road, including the recommended approach to implementing Council's Native Vegetation Mitigation Hierarchy. This will include any Significant Environment Benefit (SEB) offset payment requirements
- Number of residents and road users expected to benefit from the road upgrade
5.3.3 The above information will be compiled to form a business case for the road upgrade project. The business case will be submitted to Council for consideration prior to funding being allocated to detailed design and construction through the Annual Business Plan.

5.3.4 Council may not seal roads that require significant removal of native vegetation and significant trees. In the hills area, the offset payment for native vegetation and trees may be substantial and becomes cost prohibitive.

5.3.5 Rural Unsealed Roads in the Growth Areas will be excluded from the Rural Road Sealing Priority List. It is considered the Developer’s responsibility to upgrade the specific road to the required standards due to significant traffic demand resulting from the development. If the unsealed roads are currently not within the urban development horizon of 20 years and beyond, Council will consider upgrading the road on a priority and merit basis.

5.3.6 Council will not seal private roads. The maintenance and upgrade of a private road is the responsibility of affected land owner(s). All private roads that are gifted to Council will be prioritised last on the Rural Road Sealing Priority List.

5.3.7 Where relevant, Council will seek a funding contribution from the relevant adjoining Council(s) if the maintenance responsibility of the road is shared with another Council.

5.3.8 Council will have regard for community feedback when determining whether to proceed with proposed road sealing. Community feedback will be considered against other factors relating to broader community needs.

5.3.9 If the sealing of an unsealed road is not supported by Council following a staff assessment process, Council may choose to implement a road stabilisation treatment. This approach will be considered by Council following the staff assessment described in 4.3.2.

5.3.10 Council may seek external funding contributions through the Special Local Roads Program and Heavy Vehicle Safety and Productivity Program to
supplement the cost of road upgrades.

5.3.11 Designs for road upgrade projects will aim to conform to Austroad Standards and Guidelines, however exceptions may be made due to site constraints and limitations.

6. Responsibilities

<table>
<thead>
<tr>
<th>Role</th>
<th>Function</th>
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<tbody>
<tr>
<td>Transport Planner</td>
<td>Forward planning and concept design</td>
</tr>
<tr>
<td>Manager Assets and Projects</td>
<td>Detailed design and construction</td>
</tr>
<tr>
<td>Manager Environment and Waste</td>
<td>Native vegetation and tree impact assessment</td>
</tr>
<tr>
<td>Manager Roads and Stormwater</td>
<td>Rural road maintenance</td>
</tr>
</tbody>
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Strategy & Policy are responsible for the management of this policy.

7. Relevance to Strategic Plan

The Policy supports the Council’s Strategic Plan 2016-2020 with the following key aspects:

Smart Living
- Infrastructure to meet the City’s needs.
- Supports on-going development of the City.

8. Accessibility

This policy is available on Council’s website.

9. Feedback

We invite your feedback on this policy which can be directed to Councils Transport Planner at playford@playford.sa.gov.au.

10. Approval and Change History

<table>
<thead>
<tr>
<th>Version</th>
<th>Approval Date</th>
<th>Approval by</th>
<th>Change</th>
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<tbody>
<tr>
<td>1</td>
<td>24 September 2019</td>
<td>Council Resolution No. 3745</td>
<td>New Policy</td>
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