



E.04 Road Network Standard Policy

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Policy Owner: Council
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1 OBJECTIVE

The purpose of this policy is to provide direction as to the frequency of maintenance, upgrade and renewal works on roads managed by Quilpie Shire Council (Council).

2 SCOPE

This Policy applies to all roads in Council's adopted Road Register.

3 STATEMENT

3.1 GENERAL

Within the financial constraints of Council, Council roads will generally be designed and maintained to comply with a geometric standard to satisfy a driving speed of at least 80 kph. Geometric standards to cater for vertical and horizontal curves, sight and stopping distances will be applied where possible, but may not be possible for an 80 km/hr design speed. The overarching principle however is that on all gravel or natural soil roads, the motorist must drive to the conditions on the road on the day they encounter them. Council cannot guarantee the condition of the road at all times.

In general advisory or mandatory speed signs will be placed at locations where hazards exist. The principle that drivers should travel at speeds which suit the prevailing road conditions at all times must be recognised and observed by all road users.

Maintenance practices are intended to maintain driver/passenger safety at design speeds however because of maintenance frequency or weather this may not always be possible. Maintenance frequency is always based on budgetary financial considerations.

Maintenance works will be carried out as resources and funding allows with priority given to those sites where it is considered that there is a higher risk to the safety of users. Scheduled maintenance will be prioritised according to the volume of traffic using the road and the function of the road within the established hierarchy. There is no specified time between maintenance treatments set down by Council.

3.2 RURAL ROADS

3.2.1 Scheduled Maintenance – Unsealed ROADS

As a guide scheduled maintenance frequency for paved or formed roads may be undertaken as per the schedule below.

Road Class	Description	Maintenance Frequency	
		Light Maintenance Grade	Heavy Maintenance Grade
3	Rural Arterial	*	*
4A	Rural Collector – Major	*	*
4B	Rural Collector - Minor	*	*
5A	Rural Access – Primary	*	#

5B	Rural Access Secondary	-	*	#
	Minor Access	-	-	-
	Unformed Track	-	-	-

Maintenance on roads in the category of Minor Access will only be undertaken when external funds are available to fund the works. Roads in this category will not be renewed or upgraded at the cost of Council.

* Light maintenance grading is dependent upon funding availability and the condition of the road..

Heavy maintenance grades on Rural Access class roads will be carried out on an as-needed basis as determined through inspection by a Council Officer. In general, these works will be scheduled at a maximum of approximately every 5 years however actual scheduling will be as funds and resources allow.

3.2.2 Scheduled Maintenance – Sealed roads

Maintenance of sealed rural roads will be undertaken as required to rectify defects identified through regular inspection of all components.

Consideration will be given to the hierarchical function of the road and volume of traffic impacted by the defect when prioritising the works. Local Roads of Regional Significance will receive higher prioritisation.

3.3 URBAN STREETS

3.3.1 Scheduled Maintenance

Maintenance of urban streets will be undertaken as required to rectify defects identified through regular inspection of all components.

Consideration will be given to the function of the street and volume of traffic, both vehicular and pedestrian, impacted by the defect when prioritising the works.

Maintenance on streets deemed to be in the category of Minor Access will only be undertaken only when external funds are available to fund the works. Streets in this category will not be renewed or upgraded at the cost of council.

3.4 RENEWAL OF ROADS

Renewal of council’s road network, specifically gravel resheeting and bitumen resealing, will be undertaken as funds and resources permit. Prioritisation of works will consider the overall condition of the component and any increase in maintenance costs that would result should the renewal work not be undertaken.

As with road network maintenance, the volume of traffic on the road and the function of the road will be considered prior to determining what renewal works can be funded and undertaken.

3.5 UPGRADE OF ROADS

Wherever possible Council will actively pursue external sources of funding (grants) to upgrade rural roads and urban streets.

3.6 PRIORITY OF WORKS

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Policy Owner: Chief Executive Officer
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Upgrade, renewal and maintenance works on council roads will be scheduled as funds and resources allow. After consideration of works necessary to manage road sections which present a high risk to the safety of users, priority will be given to projects and works on those roads on which higher traffic volumes and those considered to have a higher function in the road hierarchy.

3.7 REVIEW OF STANDARDS

Council will, where possible, review the volume of traffic using a public road as a means to determine the standard required for the road.

4 HUMAN RIGHTS COMPATIBILITY STATEMENT

This Policy has been assessed as compatible with the Human Rights protected under the Human Rights Act 2019.

5 DEFINITIONS

<u>Road</u>	<p>a) an area of land that is dedicated to public which contains a built road; or</p> <p>b) an area of land that-</p> <ul style="list-style-type: none">i. is developed for, or has a 1 of its main uses, the driving or riding of motor vehicles; andii. is open to, or used by, the public; or <p>c) a footpath or bicycle path; or</p> <p>d) a bridge, culvert, ferry, ford, punt, tunnel or viaduct.</p> <p>(3) However, a road does not include-</p> <ul style="list-style-type: none">a) a State-controlled road; orb) a public thoroughfare easement;c) an undeveloped Road Reserve or Stock Route Reserve
<u>Urban</u>	Developed area which may comprise densely developed uses such as residential, commercial, industrial, education, recreation or a mix of these. In general, this is characterised by evenly spaced street lighting, kerbed streets, and frequent closely spaced driveways. This will also include land designated for future urban development;
<u>Rural</u>	Sparsely developed area which may comprise rural development, rural residential lots greater than 1ha and isolated industrial sites. In general this is characterised by un-kerbed streets, both sealed and unsealed roads, infrequent driveways and large tracts of undeveloped land.
<u>Hierarchical Classification</u>	Refer to E.02 Register of Roads Policy
<u>Light Maintenance Grade</u>	includes a light grading to remove transverse scours and wheel ruts and the clearing of drains as required. Machinery – Grader only

Heavy Maintenance Grade includes ripping the existing pavement, mixing water, relaying and compacting with a roller. All diversion drains are to be reinstated. Machinery – Grader, Water Truck, Roller.

6 RELATED POLICIES | LEGISLATION | OTHER DOCUMENTS

IX #	Details
241268	E.02 Register of Roads Policy

7 VERSION CONTROL

V1	19-Mar-15	Developed and adopted
V2	10-Jun-16	Reviewed and adopted
V3	13-Apr-18	Reviewed - no changes
V4	17-May-19	Reviewed – no changes
V5	19-Feb-21	Reviewed and adopted
V6	28 May-24	Reviewed, new format and adopted