

Policy Number:	4. Infrastructure & Environmental Services
Policy Name:	Management of Unsealed Rural Roads
Classification:	Public – Council Policy
Adopted:	10 November 2019
Frequency of Review:	Every four years
Last Review:	October 2019
Next Review Due:	October 2023
Responsible Officer(s):	Manager Infrastructure & Engineering Services
Policy and Code of Practice Manual File Ref:	CC10/2601
Council File Reference:	CR19/68014
Legislation Authority:	Roads (Opening and Closing) Act 1991
Related Policies and Codes:	Asset Management
Related Procedures:	N/A

1. BACKGROUND / INTRODUCTION

The purpose of this Policy is to set guidelines for the management of unsealed rural roads throughout Town of Gawler.

2. POLICY OBJECTIVES

This Policy seeks to:

- 2.1 Provide for efficient movement of people and goods throughout the Council area according to social and economic needs by:
 - 2.1.1 Specifying guidelines for assessing the priority of requests to upgrade suitable unsealed roads to bituminous sealed roads; and
- 2.2 Plan, provide, maintain and renew assets so that they continue to meet the service delivery needs of the public within the context of providing best value to the community by specifying principles for the treatment of unsealed low volume roads.

3. TREATMENT OF UNSEALED RURAL ROADS

- 3.1 As bituminous sealing of low volume roads is not sustainable and provides minor benefit to the wider community, efforts shall be focused toward stabilisation of unbound surfaces to address concerns relating to dust incursions and road safety issues associated with inappropriate driver behaviour.
- 3.2 Through investigation findings the use of Recycled Asphalt Products (RAP) has demonstrated viability and proven to have far better resistance to ravelling and dust than available untreated and treated conventional quarry materials. All future re-sheeting of unsealed low volume roads shall be done so utilising this material until such time as a more economical and effective product becomes available.
- 3.3 Transitional zones at intersections of sealed and unsealed roads shall be progressively sealed to improve road safety and minimise surface defects within the braking and accelerating zone subject to annual budgetary considerations.

4. BITUMINOUS SEALING OF UNSEALED RURAL ROADS

- 4.1 Whilst sealed roads are more costly over the life of the pavement, it is still common for road authorities to progressively upgrade rural roads as traffic volumes increase over time in a planned manner.
- 4.2 It is important that these roads are designed and maintained to levels comparable with expected traffic volumes and the importance of the road in hierarchy to minimise financial risks associated with whole of life costs.
- 4.3 Traffic volumes, strategic significance, geometric design and road safety shall be the focus of consideration when assessing the requirement to seal an unsealed rural road.
- 4.4 To adequately manage progressive sealing of rural roads, customer requests will be initially measured to confirm whether or not the subject road can demonstrate a traffic volume in excess of 150 Annual Average Daily Traffic (AADT) prior to being considered for further evaluation. Roads that meet this initial condition will then be analysed against the evaluation criteria detailed within Table 1 where a score in excess of 275 points is required to qualify for bituminous sealing. Eligible roads will then be considered within the Annual Road Reseal Program subject to annual budgetary considerations.

Table 1 – Evaluation criteria for justification to seal rural roads

Criteria	Points	Weighting
Traffic Volumes	Add 1 point per vehicle. (i.e. 150 AADT = 150 points) Additional 1 point for every commercial vehicle to a maximum of 20%. Additional 10 points if the road is a school bus route.	1
Strategic Significance	Nil 0 – (No Through Roads < 5ha) Low 2 – (No Through Roads > 5ha) Med 4 – (Local Roads) High 6 – (Collector Roads)	10
Geometric design and safety features of the unsealed road	0 - Pavement Width < 6.0m 6 - Poor horizontal, vertical alignment and > 6.0m width. 8 - Good horizontal, vertical alignment and > 6.0m width.	5

5. UNFORMED ROADS

There are road reserves across the Town where the roadway has not been formed to provide safe, effective or efficient use by vehicles. At the discretion of the Council, where there is no economic justification to construct a roadway, the unformed road reserve shall remain in its current state and be maintained in accordance with existing operational procedures.

6. SURPLUS ROAD RESERVES

If there is no current or perceived future need or justification for any road, the Council shall consider divesting the road through the Roads Opening and Closing Act. These will be assessed respectively on a case by case basis.

7. REVIEW AND EVALUATION

The effectiveness of this Policy will be reviewed every four years or as required.

The Chief Executive Officer will report to Council on the outcome of the evaluation and if relevant make recommendations for amendments, alteration or substitution of a new Policy.

The Policy will not be altered or substituted so as to affect a process already commenced.

The Policy will be reviewed after each general election of Council.

8. FURTHER INFORMATION

Further information about this Policy can be obtained by:-

Telephone: 8522 9211
Email: council@gawler.sa.gov.au
Appointment: Town of Gawler Administration Centre 43 High Street, Gawler East.
Letter: PO Box 130, Gawler SA 5118

9. AVAILABILITY OF POLICY

The Policy is available for inspection during ordinary business hours at the Council principal office, Town of Gawler Administration Centre 43 High Street, Gawler or is available on the Council website at www.gawler.sa.gov.au.

A copy of this Policy will be provided to interested parties upon request, for a fee as contained in the Register of Fees and Charges.