

# Burke Shire Council

## Road Network Policy

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## 2 POLICY PURPOSE

The Local Government Act 2009 requires council to prepare and maintain register of all roads, including private roads within its Local Government Area.

This policy has the following objectives:

- Defining the requirements and responsibilities prescribed by legislation; and
- Defining the council maintained road network and non-council road network (e.g. private roads and state controlled roads).
- Limiting Councils financial liability by ensuring that changes to the maintained road network are duly considered

## 3 POLICY SCOPE

This Policy applies to all roads under the jurisdiction of the Burke Shire Council.

## 4 ROAD HIERARCHY

The Road Hierarchy of Burke Shire is the way Council has classified its roads so that we can provide a convenient, accessible and safe road network for the residents and visitors of Burke Shire. A road hierarchy provides the basis for determination of appropriate road design elements such as widths, speeds and management devices etc. that would be compatible with the function of the road.

### 4.1 DEFINITIONS

The *Local Government Act 2009* Section 59 defines a Road as:-

*(1) This division is about roads.*

*(2) A road is—*

*(a) an area of land that is dedicated to public use as a road; or*

*(b) an area of land that -*

*(i) is developed for, or has as 1 of its main uses, the driving or riding of motor vehicles; and*

*(ii) is open to, or used by, the public; or*

*(c) a footpath or bicycle path; or*

*(d) a bridge, culvert, ford, tunnel or viaduct.*

*(3) However, a road does not include -*

*(a) a State-controlled road; or*

*(b) a public thoroughfare easement.*

"**Maintained Road**" means a road, which is listed on council's road register but does not imply a defined or agreed level of maintenance as per Section 5.

"**Private road**" is a shared Vehicle Access Crossover (Section 6) that has been constructed to a fit for purpose standard or are roads that are generally open to the public but are located on private land.

"**Unformed Road**" is a public road reserve that has been cleared and open to, and customarily used by the public.

"**Unmade Road**" is a public road reserve that has had no capital improvements including clearing, formation or gravel paving. Notwithstanding, an unmade road may be trafficable or un-trafficable and customarily used by the public.

To assist in the interpretation of this policy, various terminology relating to road cross sections (i.e. carriageway, formation, etc.) are described in Figure 2 (Distributor Road), Figure 3 (Local Road) and Figure 4 (Access Track) in Appendix A.

## 4.2 FUNCTION

The road system within the Burke Shire Council shall be designed to achieve the following objectives:-

- Provide a convenient, efficient and safe access for pedestrians, vehicles and cyclists that is economical to the community in terms of capital, cost of construction, maintenance costs and user costs;
- Provide a safe, logical and hierarchical transport linkage within the existing system;
- Provide a convenient, efficient and safe access for emergency and service vehicles;
- Provide a convenient and efficient space for public utilities;
- Have appropriate regard for the climate, geology and topography of the area;
- Provide a safe and efficient major drainage system; and
- Provide ease of recognition for the function of each street.

Generally Council roads will be designed and maintained to comply with a geometric standard to provide highest level of road user comfort within the resources available to achieve them. The Council will generally adopt the Public Works Engineering Australasia, Queensland (IPWEAQ) Lower Order Road Design Guidelines (LORDG), August 2016 as its road design standard. This document governs geometric standards to cater for vertical and horizontal curves, sight and stopping distances.

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 comfort at design speeds however as a result of maintenance frequency this may not always be possible. Regular scheduled maintenance will be prioritised according to the volume of traffic using the road and the function of the road within the established hierarchy.

Council recognises four distinct road functions, Arterial, Distributor, Local and Access Track.

### 4.2.1 ARTERIAL

These are the highest order roads, whose main function is to provide the principal links between major centres. Within Burke Shire it is considered that arterial roads are those owned and managed by the State Government.

#### 4.2.2 DISTRIBUTOR

These are roads whose main function is to connect arterial roads to local areas and supplement the arterial roads in providing for traffic movements from one area to another. These roads can be sealed or unsealed depending on local sealing programs and priorities.

#### 4.2.3 LOCAL

Local access roads exist to provide access to residential and rural properties. Within residential areas they are generally sealed. In rural areas they are generally unsealed formed gravel roads providing connection from a distributor road, which may or may not include seasonal commercial access. These roads generally do not provide connectivity between two major roads and instead may terminate at or connect to a formed track.

#### 4.2.4 FORMED TRACK

Formed tracks provide very low volume access typically to rural properties.

### 4.3 PERFORMANCE AND ACCEPTABLE CRITERIA

The LORDG provides performance criteria and acceptable solutions which have been applied to the Council's road hierarchy and are presented in Table 1.

**Table 1 - Performance criteria and acceptable solutions**

<b>Asset Classification Characteristic</b>	<b>Formed Track</b>	<b>Local Road</b>	<b>Distributor Road</b>
Vehicles per Day	0-10	10-50	50-150
Design Speed (km/hr)	50-30	70-40	100-60
Road Type	Formed	Sealed or unsealed	Sealed or unsealed
Formation Width (metres) (minimum)	4.0m	6.5m	7.0m
Seal Width (minimum)	n/a	3.5m	4.0m
Pavement Width (metres) (minimum)	n/a	3.5m	6.0m
Minimum Crossfall	Formed No Gravel 4%	Sealed 3% Gravelled 4%	Sealed 3% Gravelled 4%
Maximum Superelevation (Depending on the nature of truck traffic)	n/a	10% sealed 9% unsealed	10% sealed 7% unsealed
Gradient (maximum)	n/a	16% Sealed 10% Unsealed	16% Sealed 10% Unsealed

## 5 ROAD MAINTENANCE

### 5.1 GENERAL

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 high risk to the safety of users. Resources are allocated on

an annual basis which is made generally in accordance with adopted levels of service and taking into consideration typical usage/weather patterns.

Maintenance of roads deemed to be in the category of Formed Track will only be undertaken when funds are available. Property owners who require access through a section of road reserve which does not feature a maintained road shall construct and maintain a vehicle access crossover.

There is no legal obligation on the Council to carry out improvements, minor repairs or maintenance to unformed or unmade roads. Thus, Council will not carry out such works except where a benefit to the community can be demonstrated such as fire fighting, weed control, utility access, etc. Community benefit and thus any work is to be determined by the Chief Executive Officer (or delegate).

Council does not condone or accept any responsibility for any work carried out on a road under the care and control of Council, without its written permission. Unauthorised work will not be maintained or improved in any manner by Council, and the Chief Executive Officer (or delegate) may direct staff to remove unauthorised material or obstructions or control access if a safety risk to the public or environment has been established by the Chief Executive Officer (or delegate).

## 5.2 Grading

The Council will determine the most appropriate grading application based upon available resources and priority. The three methods available are as follows:

- Light Maintenance Grading includes a light grading to remove transverse scours and wheel ruts and the clearing of drains as required. Machinery – Grader
- Medium Formation Grading includes degrassing, incorporation of water and compaction. Does not include scarifying or addition of material to build up existing materials. Machinery – Grader, Water Truck, Roller.
- Heavy Maintenance Grading 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.

## 5.3 ASSET MANAGEMENT

### 5.3.1 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.

### 5.3.2 UPGRADE OF ROADS

Wherever possible, Burke Shire Council will actively pursue external sources of funding to upgrade rural roads and urban streets. External sources which may be considered include: Federal Government, Queensland Government and industry sources.

### 5.3.3 EXPANSION OF ROAD NETWORK

In making decisions to expand the network the Council will consider the additional funding required to fund the ongoing maintenance, operations and renewal of the asset. Increases in the operational budget to fund the increased costs and maintain the level of service across the road network will be considered by Council as additions to the road network in subsequent budgets.

Where Council is considering expanding Council's road network Council will make an assessment of the cost to upgrade the proposed expanded section of road network to a fit for purpose standard. If the existing standard of the unmaintained road is considered not fit for purpose funding for the upgrade will be provided in the Council's annual budget and upgrade works completed prior to Council adding the road to the maintained road network.

### 5.3.4 PRIORITY OF WORKS

Expansion, 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 flow and those considered to have a higher function in the road hierarchy.

## 6 DRIVEWAYS AND VEHICLE CROSSOVERS

A driveway is a vehicular crossing that provides safe and reasonable access to a property. The vehicle access crossover extends from the property boundary to the edge of the sealed formation, the shoulder point of the unsealed formation or the extent of the maintained road network.

The property owner is responsible for all costs, the standard of construction and all maintenance of driveways and crossovers. Modification of the kerb and channel, if required, is considered part of the driveway construction.

If constructing a new driveway involves crossing Council land the Burke Shire Council must be consulted to allow lawful passage across the asset. Access driveways from State Controlled Main Roads are administered by the Department of Transport and Main Roads.

Before you commence construction you must consult Council with regards to the location and design of the proposed driveway/crossover. Figure 1 illustrates the generally acceptable designs for urban and rural locations. If the landowners fails to consult Council and/or the constructed driveway or crossover is deemed to be non-compliant, Council will instruct the owner to remedy or remedy it directly and seek payment for works undertaken.

**Figure 1 - Driveway/Crossover Designs**



## 7 PERMITTING

Burke Shire Council has the authority under section 69(2)(b) of the *Local Government Act 2009* to implement temporary road closures in the interest of public safety and based upon real and/or perceived risks. Under section 69(5) of the *Local Government Act 2009* allows Council to issue a permit to use any part of a temporarily closed road, on conditions Council considers appropriate.

A “permit to use a temporarily closed road” must be obtained prior to travelling on a closed road avoid traffic infringement fines and/or loss of points. The application form must be completed and submitted to Burke Shire Council front desk for approval. Approvals will be assessed on a case by case basis.

This application is applicable to:

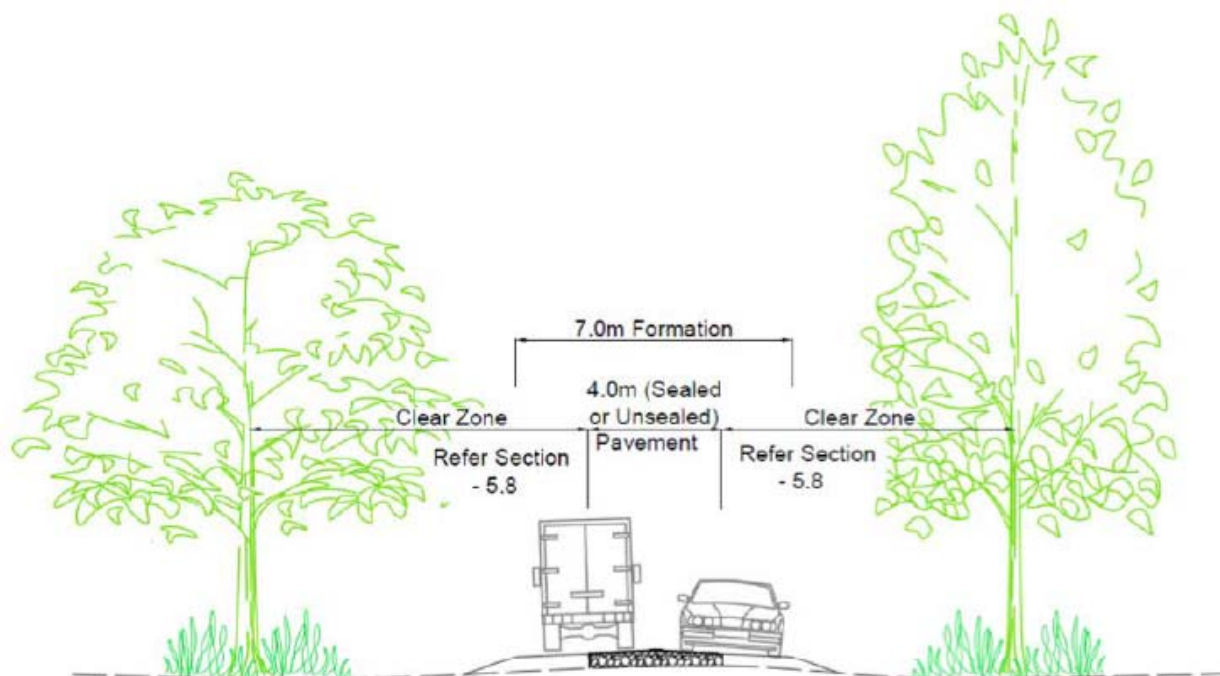
1. Local residents who have safe access to their property without crossing a flooded area;  
or
2. Those seeking to exceed temporary load limits as posted.

Once approved, the driver will be issued with a Permit Number and Conditions of Travel document which must be carried at all times when driving in a restricted area.

This permit does not replace the requirement to seek appropriate permits to travel on Department of Transport and Main Roads (DTMR) infrastructure. It is an offence under the *Transport Operations (Road Use Management – Road Rules) Regulation 2009* (“the Road Rules”) to fail to comply with a traffic control device (e.g. road closed sign), and the Police can enforce those offences.

## 8 APPENDIX A: FIGURES<sup>1</sup>

Figure 2 –Distributor Road



<sup>1</sup> Figures from Institute of Public Works Engineering Australasia, Queensland (IPWEAQ) Lower Order Road Design Guidelines (LORDG), August 2016

Figure 3 – Local Road

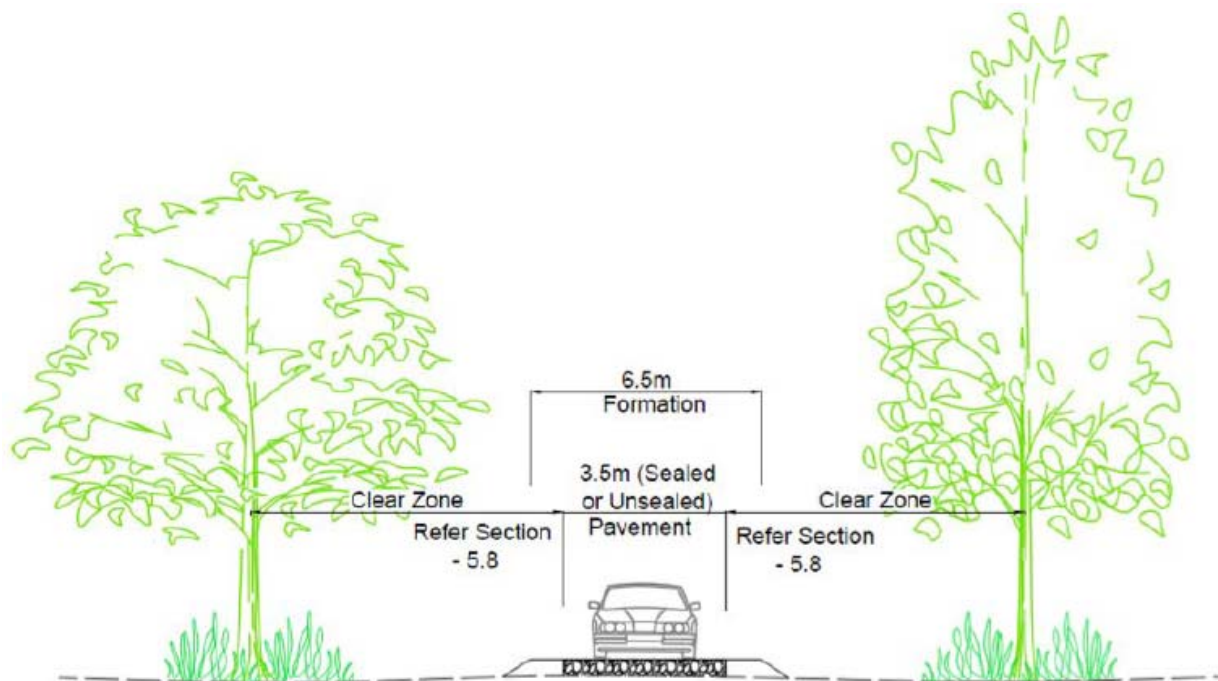
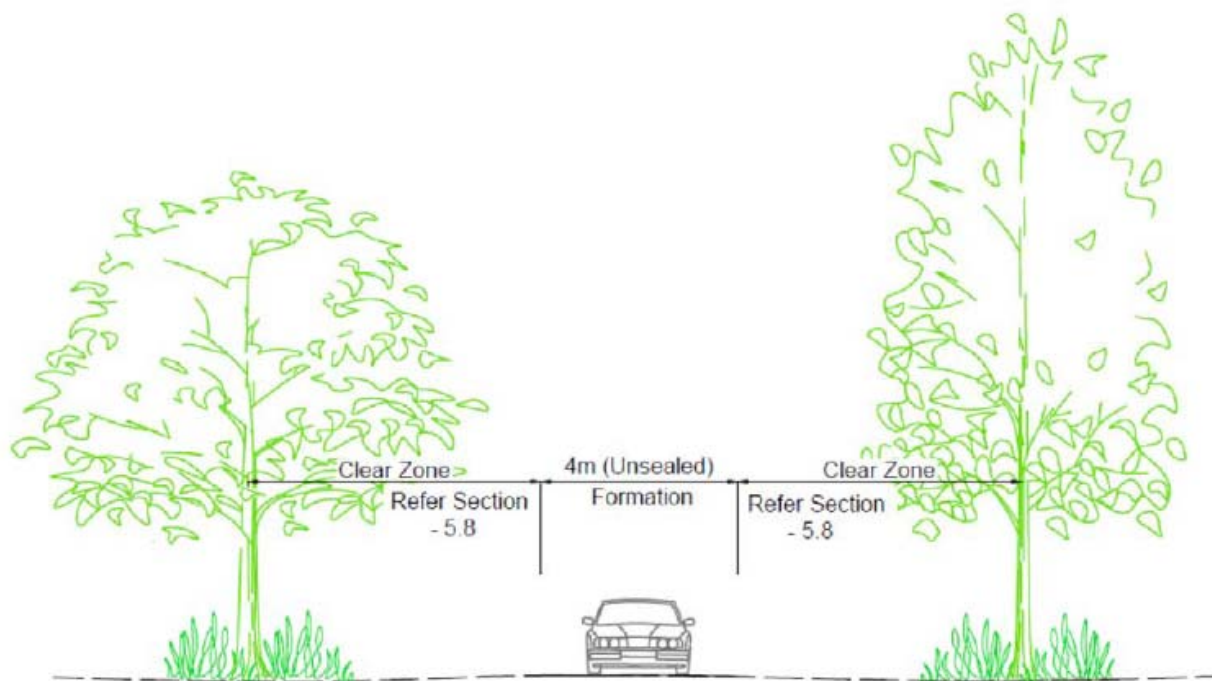


Figure 4 – Access Track

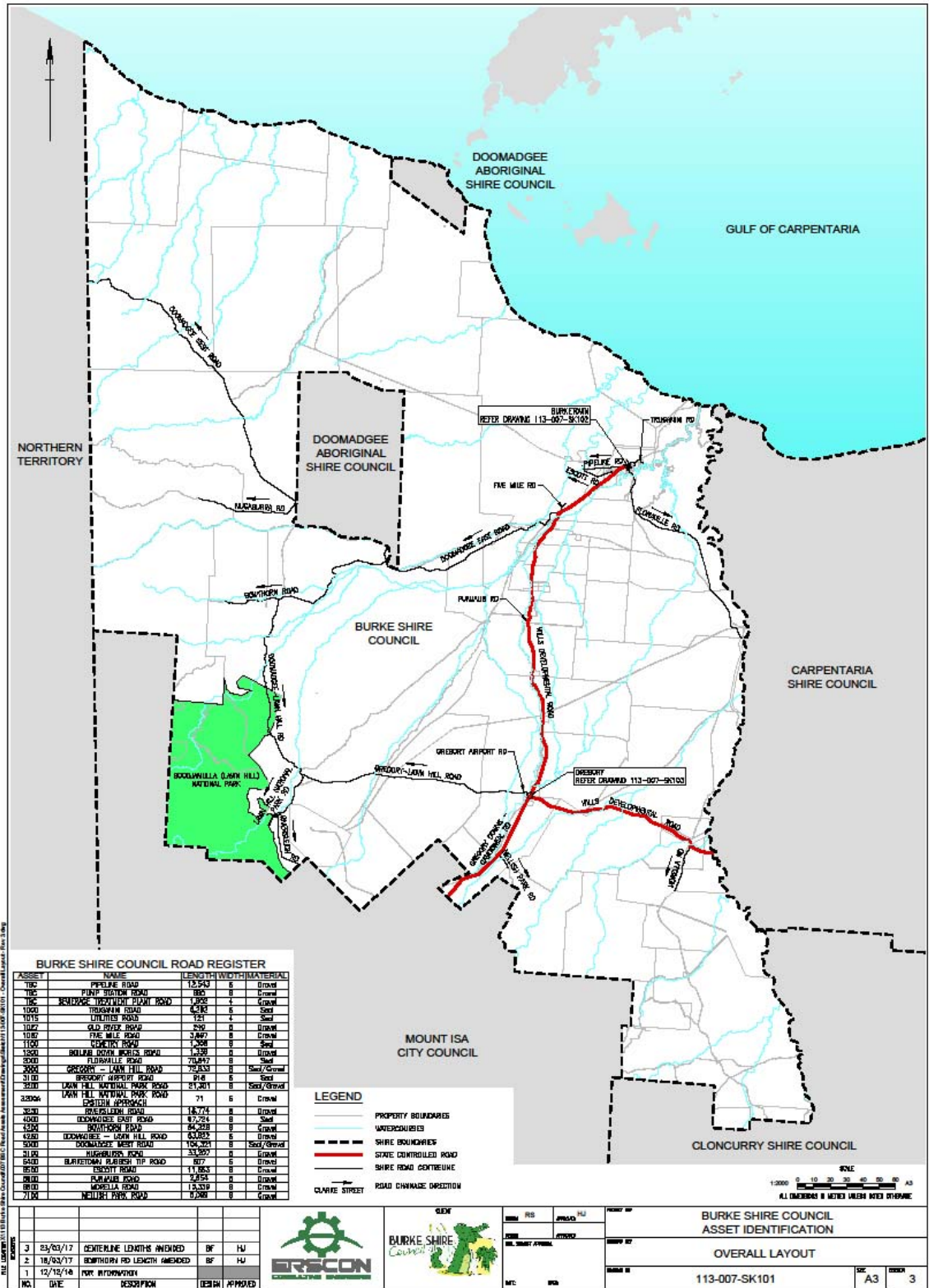


## 9 APPENDIX B:

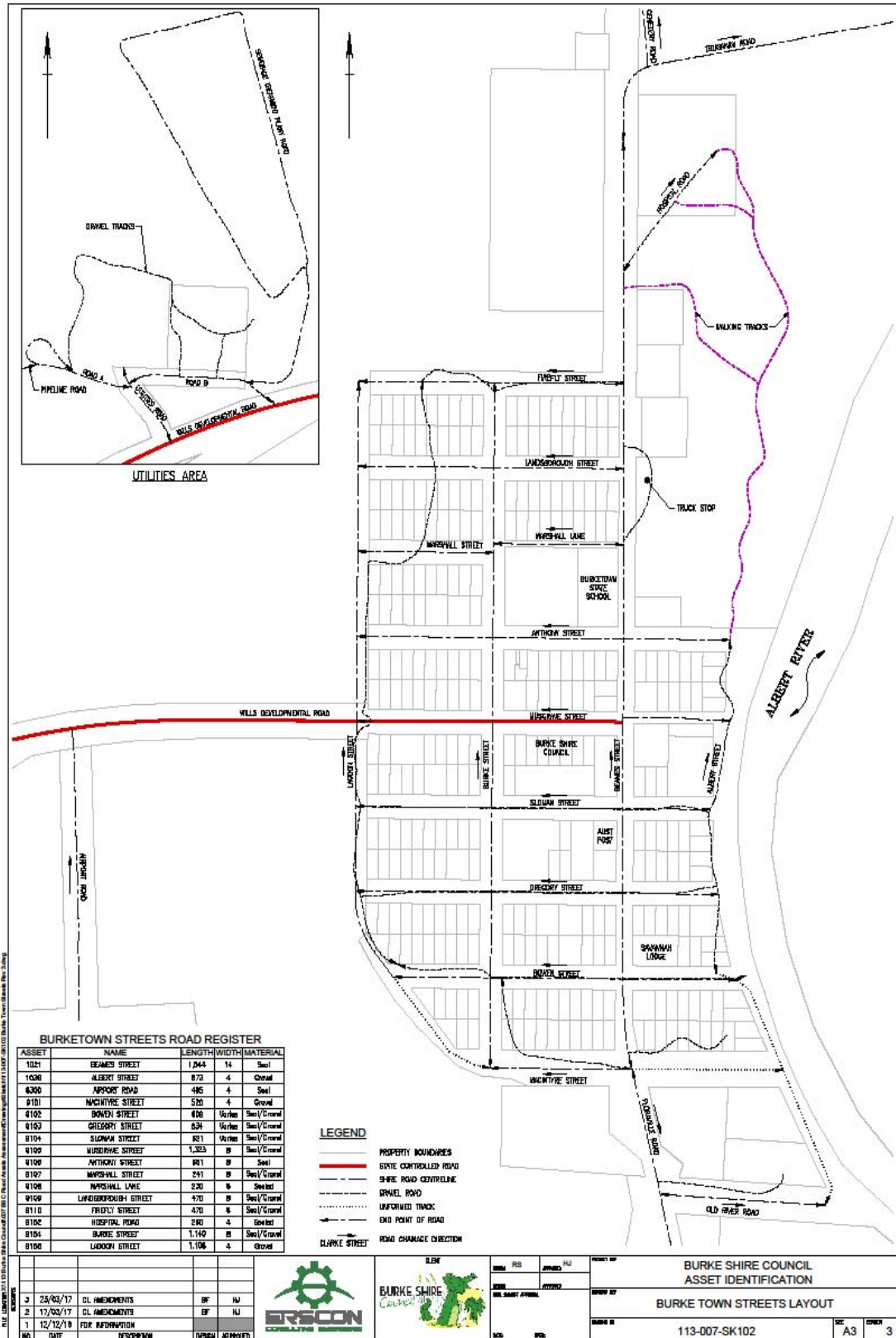
Road Name	Category	Length (km)
Albert Street	Local	1.48
Anthony St	Local	0.427
Beames St	Local	1.883
Boiling Down Works Road	Access	1.256
Bowen St	Local	0.751
Bowthorn Road	Distributor	53.83
Burke St	Local	1.12
Burketown Airport Road	Local	0.48
Burketown Rubbish Tip Road	Access	0.507
Caretakers Road	Access	0.305
Cemetery Road	Local	1.3
Clarke Ct	Local	0.189
Doomadgee East Road	Distributor	67.692
Doomadgee Lawn Hill Road	Distributor	63.052
Doomadgee West Road	Distributor	104.475
Escott Road	Access	11.63
Firefly St	Local	0.229
Five Mile Road (Escott Property Access Road)	Access	3.687
Floraville Road	Distributor	72.27
Gleeson Ave	Local	0.478
Gregory Airport Road	Local	0.92
Gregory Rubbish Tip Road	Access	0.108
Gregory St	Local	0.632
Gregory-Lawn Hill Road	Distributor	73.852
Hospital Rd	Local	0.257
Lagoon St	Local	0.565
Landsborough St	Local	0.265
Lawn Hill National Park Road	Distributor	21.424
MacIntyre St	Local	0.238
Marshall Ln	Local	0.204
Marshall St	Local	0.223
Mellish Park Access Road	Access	5.112
Morella Road	Access	15.295
Murray Ave	Local	0.396
Musgrave St	Local	1.404
Nowland St	Local	0.137
Nugaburra Road	Access	33.87
Old River Rd (Ilua Rd)	Local	0.186
Pumpstation Road	Access	0.65
Punjaub Station Road	Access	2.567
Riversleigh Road	Distributor	18.832

<b>Road Name</b>	<b>Category</b>	<b>Length (km)</b>
Scholes Ct	Local	0.027
Sewerage Treatment Plant Road	Access	0.28
Sloman St	Local	0.613
Truganini Road	Local	6.845
Utilities Road	Access	0.322

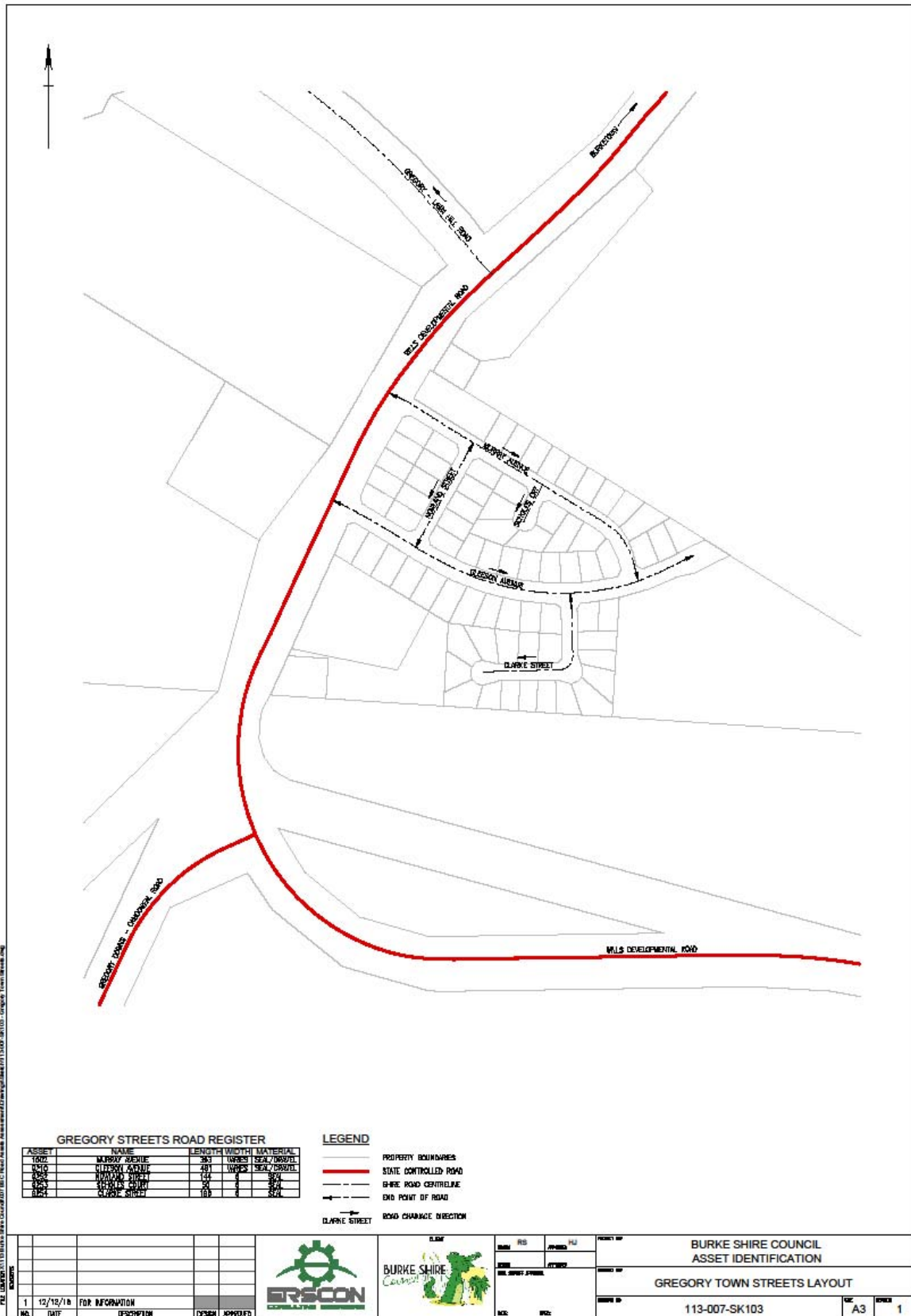
# 10 APPENDIX C MAPPING - OVERALL SHIRE LAYOUT



# 11 APPENDIX C: MAPPING– BURKETOWN TOWN STREETS



## 12 APPENDIX E: Mapping - GREGORY TOWN STREETS



## 13 APPENDIX F: Permit To Use A Temporarily Closed Road



Burke Shire Council  
Restricted Road Use I