

Prioritisation of Council Road Upgrades Policy

Policy type	Council
Function	Infrastructure Services
Policy Owner	Infrastructure Services
Effective date	22 August 2024

1. Purpose

To provide a framework for Council's consideration and assessment of proposals to upgrade roads.

2. Background

Council will benefit from having a structured and transparent approach to upgrading unsealed roads.

3. Scope

This policy applies to roads covered by the Road Network Policy, and which are maintained. It does not apply to State roads, private roads or unmaintained roads.

Where there is an offer by others to contribute to the capital cost of upgrade of a road, this policy may be used inform decision making.

4. Definitions

Maintained road – means a road, which is listed as maintained on Council's road register.

Private road – is a shared Vehicle Access Crossover that services more than five properties, 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.

Road and **road area** means:

- (a) an area of land that is dedicated to public use as a road; or
- (b) an area of land that—
- (c) is developed for, or has as one of its main uses, the driving or riding of motor vehicles; and
- (d) is open to, or used by, the public; or
- (e) a footpath or bicycle path; or
- (f) a bridge, culvert, ford, tunnel or viaduct.

Whole of life cost benefit – for the purpose of preparing a report, use (Capital Cost / Expected Useful Life) + Annual Maintenance Costs.

5. Principles

In consideration of proposals or requests to upgrade an unsealed road by applying a sealed surface, and for related works, using uniform criteria will allow for ranking and prioritisation.

Final decision of upgrading requests and proposals is a matter for Council, in consideration of available funds and the comparative assessment.

6. Policy

Council will receive a Report from the Director of Infrastructure Services with assessment of each proposal against the following criteria:

- (a) Whole of life cost benefit
- (b) Safety
- (c) Traffic volume
- (d) Environment
- (e) Impact of sequential staging of works
- (f) Any other matter considered relevant by the Director of Infrastructure Services.

The report scope will be limited to road sections identified by the Director of Infrastructure Services as providing the best whole of life cost benefit outcomes and others requested by Councillors.

A Guideline will contain details of the general assessment categories, as well as the scored and weighted assessment.

For the weighted assessment the following applies:

- whole of life cost benefit 45%
- traffic volume 20%
- safety 15%
- environment 10%
- sequential staging 10%

Related forms, policies and procedures	CCRC Unsealed Roads Improvement Plan 2022-2025
Relevant legislation	<i>Local Government Act 2009</i> <i>Local Government Regulation 2012</i>
Reference and resources	

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