



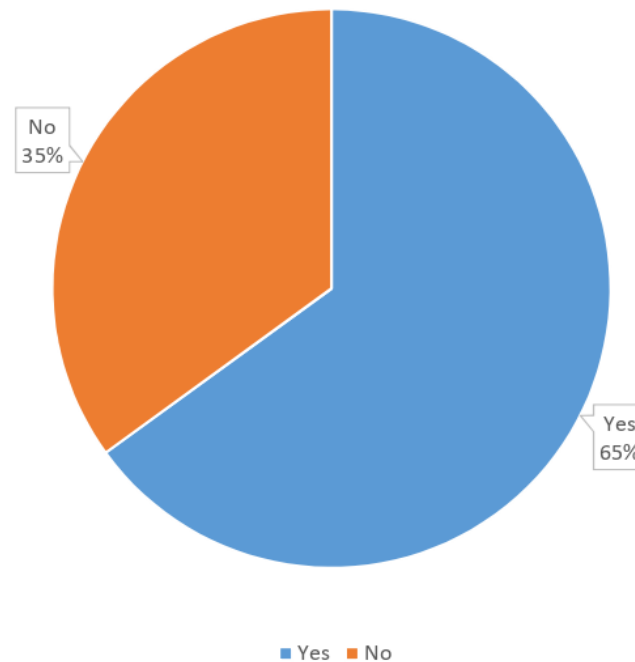
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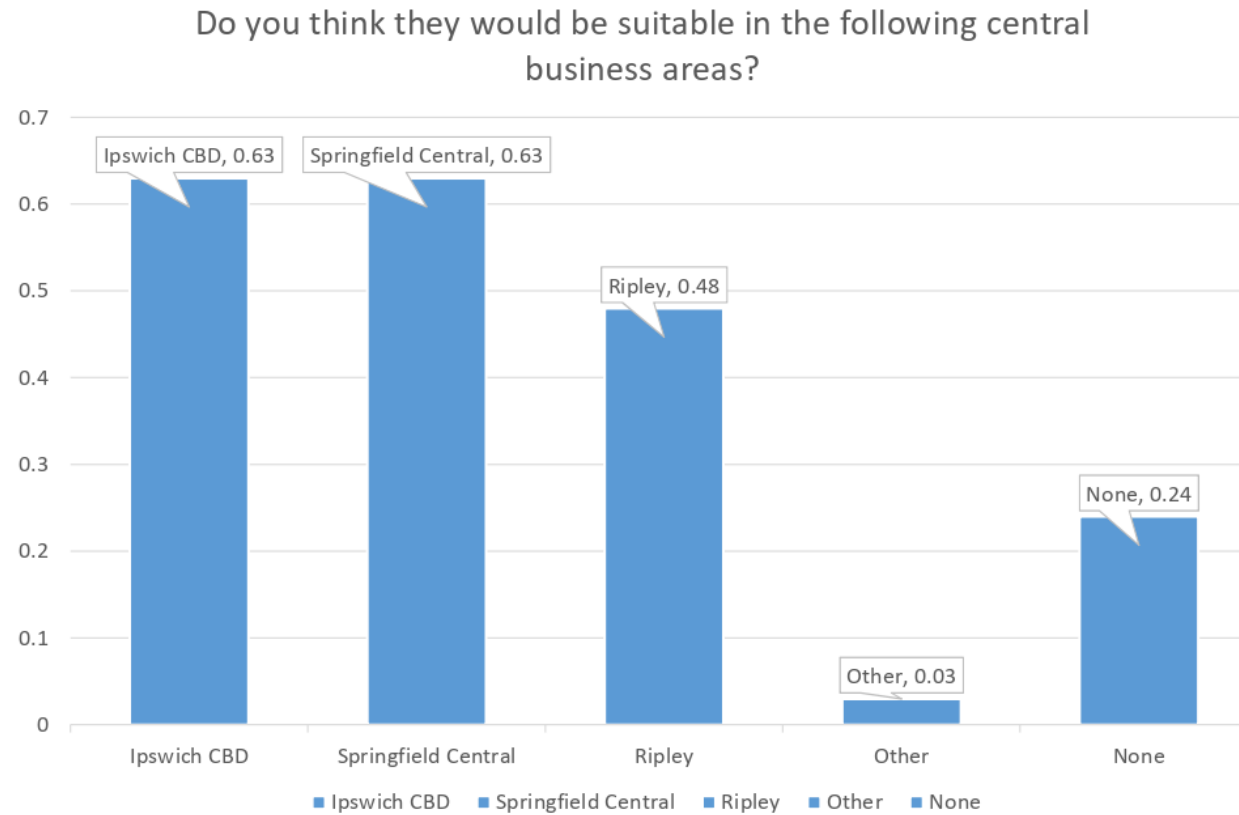
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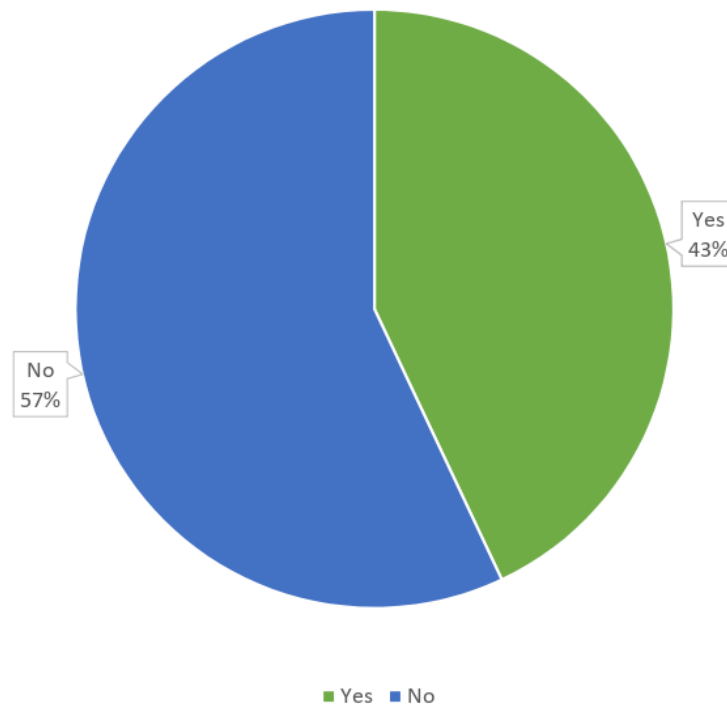
E-Scooter Survey Results

Are you open to e-scooters being used as a new form of transport
in Ipswich's local government area?

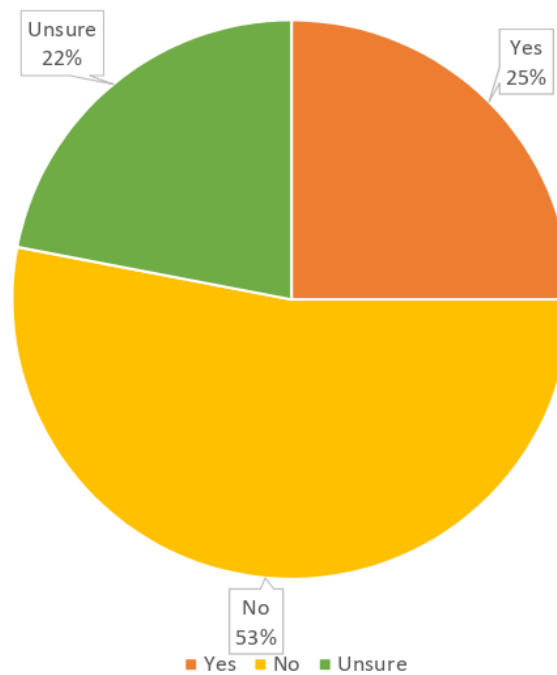




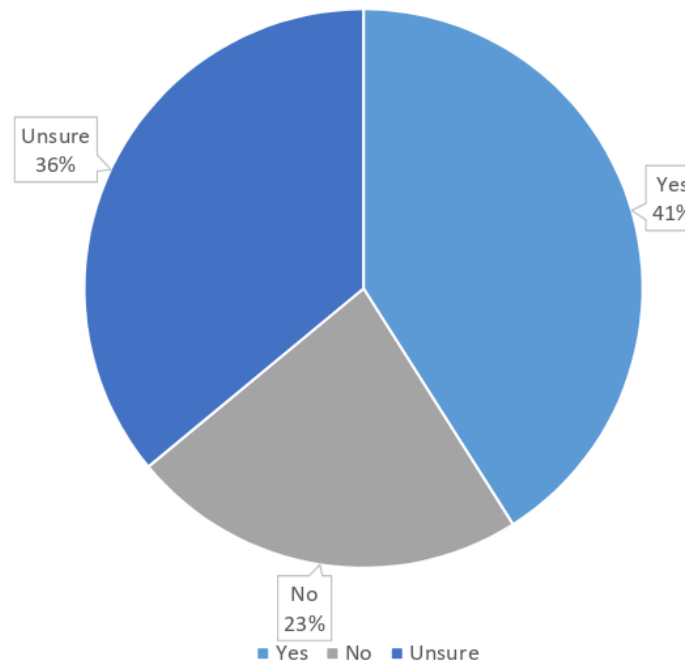
Have you ridden an e-scooter previously?



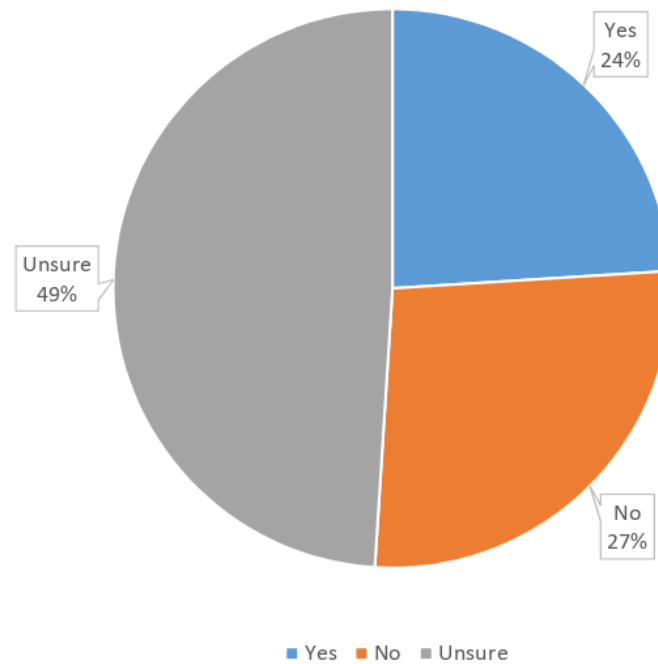
Do you think the current pathways and bike infrastructure is safe enough for the use of e-scooters in the Ipswich CBD?

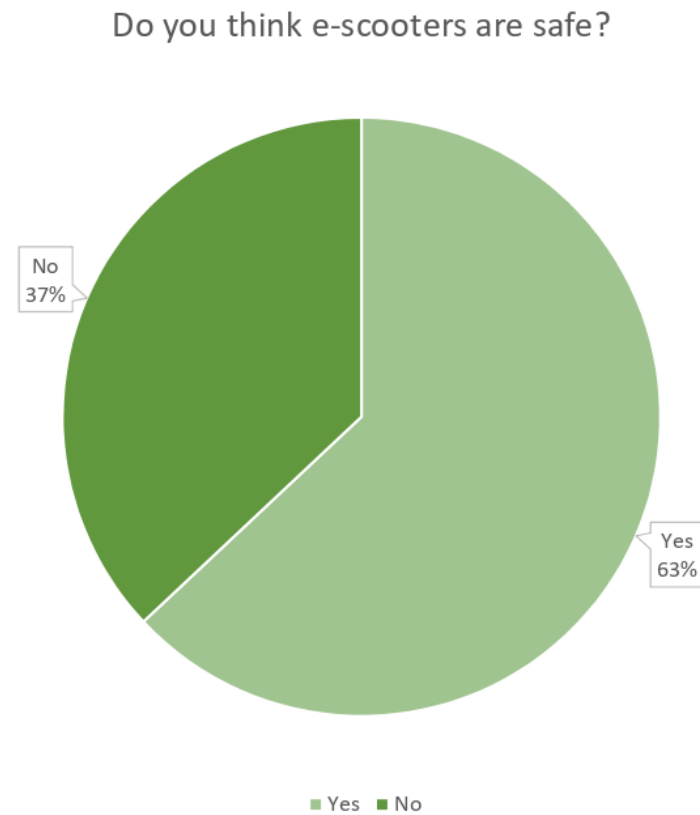


Do you think the current pathways and bike infrastructure is safe enough for the use of e-scooters in Springfield Central?

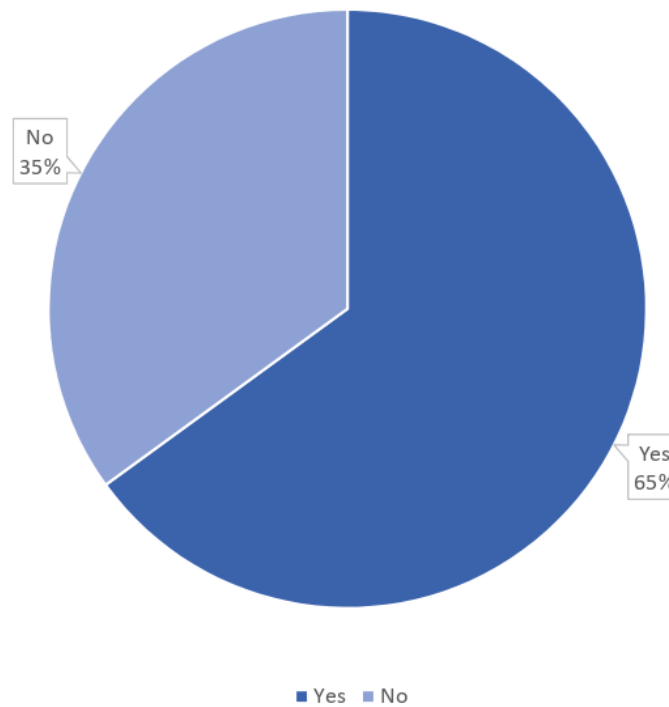


Do you think the current pathways and bike infrastructure is safe enough for the use of e-scooters in Ripley?





Would you be in favour of a trial of e-scooters?



E-Scooters in Ipswich Briefing Presentation

Josh Ellis – Senior Engineer (Traffic Systems)





Presentation Overview

- Purpose
- Background (Existing Policy)
- Background (E-Scooters and Why does Council need a position on E-scooters?)
- Issues (Safety)
- Issues (Operational – Parking, Regulation and Geo-fencing)
- Issues (Private Ownership and Financial)
- Possible Locations
- Consultation and Communication
- Summary of Key Points
- Proposal for Consideration and Discussion

Purpose

The purpose of this briefing workshop is to discuss and develop a policy position in relation to E-Scooters and mobility for the Ipswich local government area.

Over the past couple of years this emerging technology has been expanding across Australia and there has been interest from the industry and community on Council's position on implementation in the Ipswich local government area.



Background (Existing Policy)

City of Ipswich Transport Plan (iGO):

iGO promotes the need to target traditional attitudes towards transport and consider the need for travel behaviour change for certain trips and the development and uptake of new transport related technology.

iGO Intelligent Transport System (ITS) Strategy Actions:

Support the uptake, and safe and effective operation, of 'rideables' as sustainable and active forms of transport.

Also recommends that other forms of shared mobility should also be investigated such electric bicycles (e-bikes) however this has not been included in the scope of the project.

Background – What is an E-Scooter and why does Council need a position on E-scooters?

- E-scooters are a rapidly growing area and there is growing trend in Ipswich and South-East Queensland to adopt this mode of transport.
- Industry are the main drivers for the introduction of e-scooters and companies are eager to bring the new mode of transport to the Ipswich area. Currently there is also an uptake of private scooters.
- There are a broad range of rideable devices that can be used in public spaces and road related areas in QLD. Figure 1 outlines minimum requirements under QLD legislation

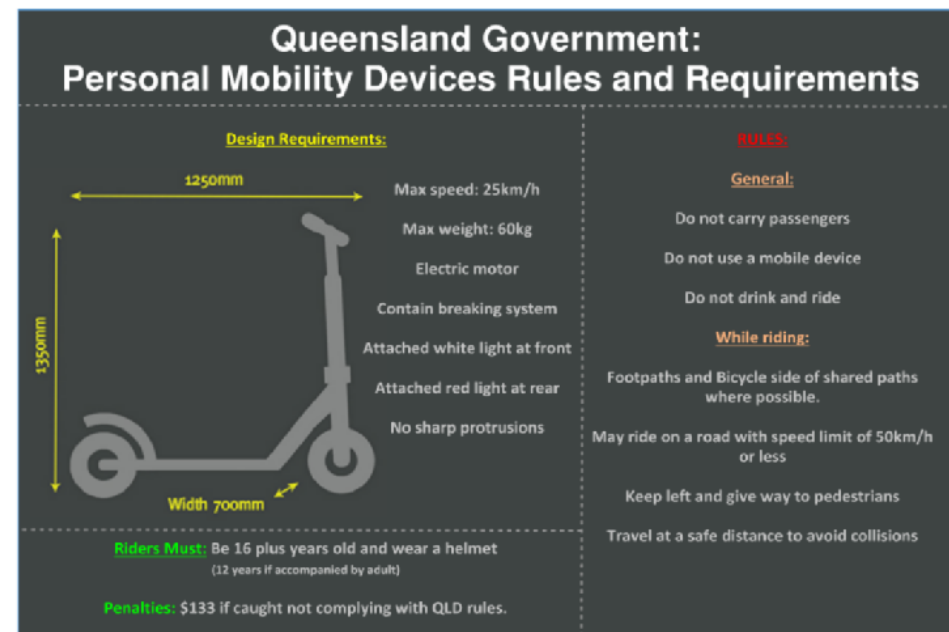


Figure 1 – Rules for personal mobility devices in Queensland

Issues - Safety

- For Riders:
 - Tend to be related to rider behaviour:
 - Non-use of helmets
 - Excessive riding speeds
 - Drink riding
- For Pedestrians
 - Being hit by a rider
 - Tripping over parked e-scooters



Issues – Operational (Regulation, Parking and Geo-fencing)

Main Issues

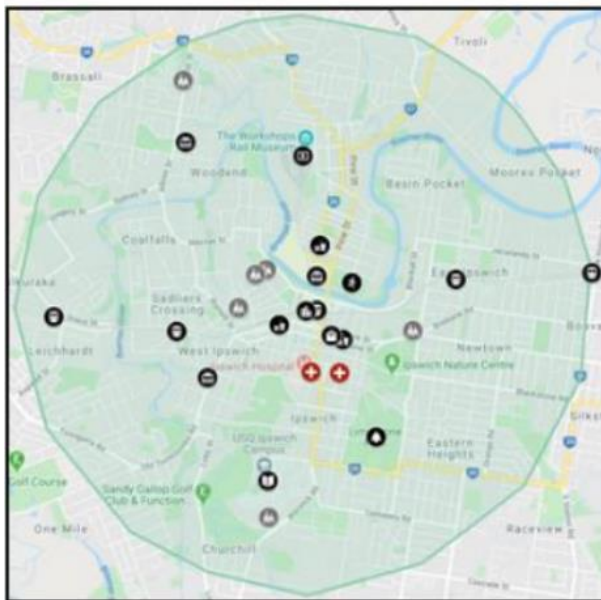
- Parking and general approach to the way e-scooters are left in different locations
- Regulation in relation e-scooter rider behaviour such as speed management, parking and non-use of helmets

Geo-fencing can be used to regulate speeds in certain areas and restrict parking locations. Also used to restrict the zone of the area e-scooters can operate in.

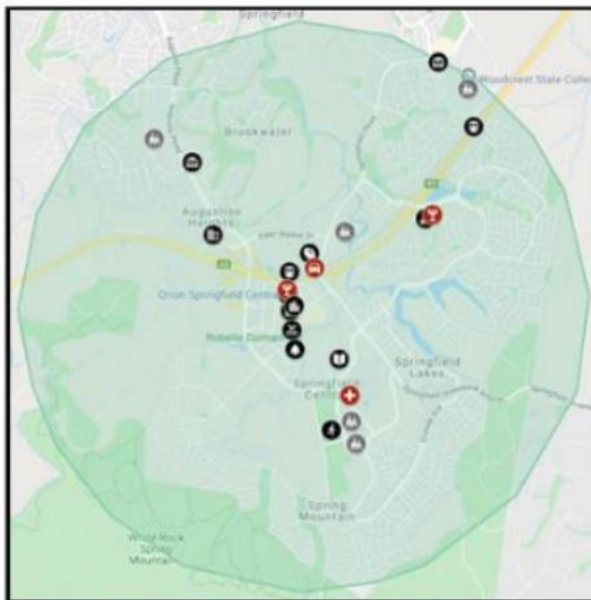


Figure 2. Geo-fencing example

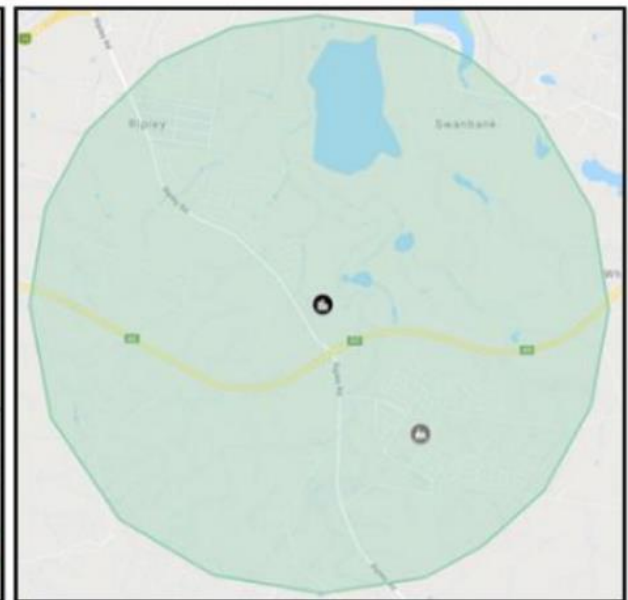
Possible Locations



Ipswich CBD



Springfield Central



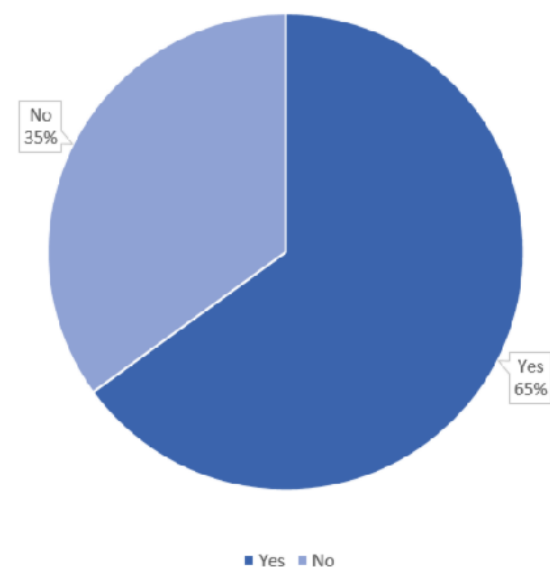
Ripley

Consultation and Communication

Completed Consultation

Ipswich City Council Stakeholders	
1. Transport and Traffic Team	5. Works and Field Service Branch
2. Open Space and Facilities Team	6. City Design Branch
3. Local Laws and Regulation Team	7. Insurance and Risk Team
4. Sustainability Team	8. Workplace Safety and Wellbeing Team
Local Ipswich Stakeholders	
1. Queensland Police Service	3. Orion Springfield Centre
2. RACQ	4. Transport and Main Roads
- Safety and Traffic Team	- Road Rules and Data Licensing and Policy Unit
- Transport Planning and Infrastructure Team	- Mobility as a Service Team
	- Cycling and Walking Team
	- Traffic Engineering Team
Electric Scooter Companies	
1. Beam Scooters	3. Lime Scooters
2. Neuron Scooters	4. Bird Scooters
Local Governments	
1. Brisbane City Council	2. Adelaide City Council

Would you be in favour of a trial of e-scooters?



Consultation and Communication

Planned Consultation

- Working group created with key internal and external stakeholders to assist in any future processes
- Continued engagement with the community and key stakeholders
- Further engagement with the industry within the procurement policy to learn more about industry operations and what opportunities exist with the technology to understand best fit for the Ipswich LGA.




Summary of Key Points

- Over the past couple of years, e-scooters have been expanding across Australia and there has been interest from industry and community on Council's position on implementation in the Ipswich local government area.
- Existing council policy (iGO Transport Plan) supports the uptake of new transport technology such as 'rideables' as sustainable and active forms of transport.
- Industry are the main drivers for the introduction of e-scooters and companies are eager to bring the new mode of transport to the Ipswich area. Currently there is also an uptake of private scooters.
- Potential and existing issues for e-scooters relate to safety, parking, regulation and geo-fencing
- Possible locations for e-scooters in Ipswich include Ipswich CBD, Springfield and Ripley
- Consultation has already been undertaken with internal council stakeholders, local Ipswich stakeholders, electric scooter companies, the Ipswich community and other local governments.

Proposal for Consideration and Discussion

For consideration and discussion:

1. Determine a Policy Position – That Council support the uptake of E-scooters and continue with the view of implementing an E-Scooter scheme in Ipswich and Springfield Central.
2. Develop a project plan as to how this could be implemented across the City.
3. Run a trial scheme.

	MAINTENANCE OF UNFORMED ROADS POLICY	Document No: A4275374
1.1 Objectives: This policy applies to managing requests to maintain unformed roads.		
1.2 Regulatory Authority: Not applicable.		
1.3 Scope: Conditions for application of this policy: <ul style="list-style-type: none"> • The maximum expenditure from Council's unsealed road maintenance budget on any unformed road in one financial year be limited to \$3,000. • The maximum expenditure from Council's unsealed road maintenance budget on this category of road maintenance must be \$60,000, with no more than 75% used in any one Division. • The road must be open for public access. 		
1.4 Policy Author: Technical Officer (Maintenance Planning), City Maintenance Branch of Works Parks and Recreation		
Date of Review: 20 July 2017 Date of Council Resolution: 15 April 2011 Committee Reference and Date: Policy and Administration Board No. 2011(03) of 5 April 2011 – City Management and Finance Committee No. 2011(04) of 11 April 2011 No. of Resolution: 2 Date to be Reviewed: 20 July 2019		

Attachment 2 - Sealed Road Rehabilitation Identification and Prioritisation Methodology

BACKGROUND:

A significant portion of Council's capital works program and operational budget is spent on the roads network, either in routine pot-hole patching, failure repairs, reseals, rehabilitation or major upgrades. These programs are primarily driven by inspections of existing road conditions and forecasts of future performance.

ROAD PERFORMANCE CONDITION MODELLING:

Roads provide a level of service to users which changes over the life of the pavement. The annual costs associated with maintaining roads also change over their life.

Road performance condition modelling allows the asset owner to monitor these changes in service levels and maintenance costs, and to develop optimised maintenance and capital improvement programs based on budgetary and other constraints. It can also provide decision makers with an understanding of the consequences associated with deferral of these programs.

The service level delivered by a road can be quantitatively demonstrated through a range of indicators based on such road characteristics as:

- ☐ roughness
- ☐ rutting of the seal surface
- ☐ loss of seal texture
- ☐ percentage of cracking
- ☐ percentage of potholes.

The most widely used of these indicators is the Pavement Condition Index (PCI) which is derived from all the above defects.

The figure below is a typical deterioration curve showing the reduction in PCI (as a measure of service level) over time, and the optimised intervention point at which rehabilitation should occur to maximise benefits from road investment.



Road performance condition modelling therefore uses a range of data including:

- ☐ current and historical road condition and maintenance costs
- ☐ the age of pavement and seal, pavement and surfacing materials
- ☐ traffic volumes
- ☐ other road details to project road conditions
- ☐ costs into the future for individual road segments.

These individual projections are then used in the optimisation process to establish maintenance and capital improvement programs on a network basis.

SMEC PAVEMENT MANAGEMENT SYSTEM:

The system used in Council to carry out this modelling and generate future works programs is the SMEC Pavement Management System (PMS) which incorporates the World Bank's HDM model for performing the investment optimisation functions and generating the road rehabilitation programs for inclusion in annual budgets. The PMS has been in use in Council for more than twenty years and the parameters used in its operation are regularly reviewed. The most recent review has been undertaken within the Asset Management Team in formulating the road rehabilitation for the 2021-2022 capital budget inputs.

ROAD CONDITION ASSESSMENTS:

Council's asset register of all sealed road pavements contains approximately of 1,550 km of council owned roads which are split up into 9,025 manageable sections. These sections or segments are of a length that allows the most efficient and effective management of the road asset – generally from block to block in an urban context or a maximum of 500 metres in rural areas. Each segment is

usually homogeneous, with a similar seal width, pavement type and depth, age and other physical attributes.

Every three to four years Council has a full condition analysis undertaken of the entire sealed road network, capturing data on all road segments. The survey is undertaken by contract and involves both a vehicle fitted with a laser device to measure and record the surface defects. Other more specific road testing is also done from time to time to provide additional information on pavement and underlying subgrade to address particular problems.

The most recent condition audit was carried out in between October 2019 and April 2020.

ROAD REHABILITATION MODELLING:

The PMS produces predictions for every road segment over its full life cycle. Maintenance and rehabilitation costs are input to allow Life Cycle Costing to be undertaken which produces a long-term program of works with associated costs.

In developing the works program, the PMS uses the historic, current and predicted pavement conditions and maintenance costs for each road section and also accommodates a range of scenarios relating to funding and levels of service.

The present sealed road rehabilitation program which has been modelled has been based on minimising Council costs for the network over the full life cycle while delivering a 'safety net' in setting a minimum acceptable PCI of 0, unconstrained by available budget.

The use of such a systematic approach, consistently applied to road programming means that when changes are required such as through budget constraints or new levels of service, these changes can be reflected in the program as required.

REHABILITATION PROJECTS PRIORITISATION:

The sealed road rehabilitation program produced by the PMS is reviewed and validated by council's engineers every year. The final rehabilitation project priority and delivery sequence are then determined from a range of factors including:

- ☐ traffic volumes
- ☐ practical deliverability of the project such as other capital projects that may impact the project delivery, such as kerb and channel and drainage replacement projects.

The priority listed in the sub-program is indicative only. Subject to funding availability, not all projects will be delivered.

TRAFFIC DATA

The following is a summary of traffic data recorded to inform in the compilation of the Rural Roads Framework.

Borallon Station Road, Pine Mountain

Borallon Station Road is in part a sealed road, but for the majority it is a maintained gravel road. Traffic data recorded for this road was taken between 11/5/2017 and 9/6/2017 at two locations. It is considered that this data is still valid, due to no additional development occurring along this road, or in the area, and hence traffic volumes are not likely to have increased.

Location 1 was approximately 300m east of the Brisbane Valley Highway on the sealed road section of Borallon Station Road. Key data recorded included;

- Average Daily Traffic - 137veh/day
- Average vehicle speed - 65.5km/h

Location 2 was at the roads intersection with the Brisbane Valley Rail Trail, on the gravel road section of Borallon Station Road. Key data recorded included;

- Average Daily Traffic – 80veh/day
- Average vehicle speed - 54.7km/h

Waters Road, Calvert

Waters Road is in sections a maintained gravel road, and an unmaintained road. For this exercise, traffic data was recorded in the unmaintained section of Waters Road, west of Kuss Road between 19/2/2021 and 2/3/2021. Key data recorded included;

- Average Daily Traffic – 14veh/day
- Average vehicle speed - 31.6km/h

Project	Traffic Volumes	Weighted Score	Existing Maintenance Costs / km	Weighted Score	Ratio of Residential Properties over road length	Weighted Score	Known Drainage Problem	Weighted Score	Geometric Safety	Weighted Score	Traffic Generator	Weighted Score	Overall Score	Priority
Riverside Dr, Pine Mountain & Muirlea	10	2	8	1.6	8	1.6	10	1	10	2	10	1	9.2	1
Schumanns Road, Mt Marrow & Haiglea	10	2	10	2	8	1.6	0	0	10	2	0	0	7.6	2
Trowers Road, Pine Mountain	10	2	6	1.2	10	2	0	0	6	1.2	10	1	7.4	3
Borallon Station Road, Pine Mountain	10	2	6	1.2	10	2	0	0	6	1.2	10	1	7.4	4
Hoopers Road, Mt Marrow	5	1	10	2	10	2	10	1	6	1.2	0	0	7.2	5
Stokes Road, Pine Mountain	10	2	8	1.6	10	2	0	0	6	1.2	0	0	6.8	6
Pine Mount Quarry Road, Pine Mountain	5	1	10	2	8	1.6	0	0	6	1.2	10	1	6.8	7
Tallegalla Two Tree Hill Road, Tallegalla	5	1	10	2	8	1.6	0	0	6	1.2	10	1	6.8	8
Piepers Road, Marburg	2	0.4	10	2	10	2	0	0	6	1.2	10	1	6.6	9
Embreys Road, Tallegalla & Ashwell	5	1	10	2	8	1.6	0	0	10	2	0	0	6.6	10
Kavanagh East Road, Thagoona	5	1	6	1.2	10	2	0	0	6	1.2	10	1	6.4	11
Hodgsons Road, Walloon	10	2	6	1.2	10	2	0	0	6	1.2	0	0	6.4	12
Greet Road, Ashwell & The Bluff	10	2	8	1.6	8	1.6	0	0	6	1.2	0	0	6.4	13
Woolshed Creek Road, Tallegalla	10	2	3	0.6	8	1.6	10	1	6	1.2	0	0	6.4	14
Greys Plains Road, Mt Mort	5	1	10	2	6	1.2	10	1	6	1.2	0	0	6.4	15
Cochranes Road, Tallegalla	2	0.4	10	2	8	1.6	0	0	6	1.2	10	1	6.2	16
Freeman Road, Tallegalla & Ashwell	2	0.4	10	2	8	1.6	0	0	6	1.2	10	1	6.2	17
Boyles Road, Pine Mountain	2	0.4	10	2	8	1.6	10	1	6	1.2	0	0	6.2	18
Hornbuckles Road West, Grandchester	5	1	6	1.2	10	2	0	0	10	2	0	0	6.2	19
Morgans Road, Purga	10	2	8	1.6	8	1.6	0	0	0	0	10	1	6.2	20
Butterfield Road, Karabin	5	1	10	2	10	2	0	0	0	0	10	1	6	21
Hughes Road, Purga	5	1	10	2	10	2	0	0	0	0	10	1	6	22
Greens Road, Purga	5	1	10	2	10	2	0	0	0	0	10	1	6	23
Russells Road, Pine Mountain	5	1	6	1.2	8	1.6	0	0	6	1.2	10	1	6	24
M.Hines Road, Ebenezer & Mt Forbes	10	2	6	1.2	8	1.6	0	0	6	1.2	0	0	6	25
Ivan Lane, Ironbark	2	0.4	10	2	8	1.6	10	1	0	0	10	1	6	26
Hiddenvale Road, Calvert & Grandchester	10	2	8	1.6	6	1.2	0	0	6	1.2	0	0	6	27
Missigs Road, Haiglea	10	2	6	1.2	8	1.6	0	0	0	0	10	1	5.8	28
Stevens Road, Purga	10	2	6	1.2	8	1.6	0	0	0	0	10	1	5.8	29
Cummings Road, Calvert	2	0.4	10	2	6	1.2	0	0	6	1.2	10	1	5.8	30

Mt Flinders Road, Peak Crossing	2	0.4	3	0.6	4	0.8	10	1	10	2	10	1	5.8	31
Paynes Road, Ebenezer	5	1	10	2	4	0.8	10	1	0	0	10	1	5.8	32
Laglan Lane, Tallegalla	5	1	8	1.6	10	2	10	1	0	0	0	0	5.6	33
Schubels Road, Marburg	10	2	10	2	8	1.6	0	0	0	0	0	0	5.6	34
Berlins Road, Tallegalla	10	2	10	2	8	1.6	0	0	0	0	0	0	5.6	35
Ivy Hansens Road, Tallegalla	5	1	10	2	8	1.6	0	0	0	0	10	1	5.6	36
Reillys Road, Rosewood & Lanefield	5	1	10	2	8	1.6	10	1	0	0	0	0	5.6	37
Marburg Quarry Road, Marburg	5	1	6	1.2	10	2	0	0	6	1.2	0	0	5.4	38
Champions Way, Willowbank	2	0.4	8	1.6	6	1.2	0	0	6	1.2	10	1	5.4	39
Mountain Scrub Road, Tallegalla	5	1	6	1.2	6	1.2	10	1	0	0	10	1	5.4	40
Kenans Road, Rosewood & Ebenezer	5	1	8	1.6	8	1.6	10	1	0	0	0	0	5.2	41
Lairhopes Road, Ebenezer	5	1	8	1.6	8	1.6	0	0	0	0	10	1	5.2	42
Ellison Road, Goolman	5	1	3	0.6	8	1.6	0	0	10	2	0	0	5.2	43
Francis Street, Chuwar	5	1	8	1.6	8	1.6	0	0	0	0	10	1	5.2	44
Doonans Road, Grandchester	10	2	3	0.6	6	1.2	0	0	6	1.2	0	0	5	45
Waters Road, Calvert	2	0.4	10	2	2	0.4	10	1	6	1.2	0	0	5	46
Sherlocks Road, Pine Mountain	2	0.4	6	1.2	6	1.2	10	1	0	0	10	1	4.8	47
Coynes Road, Mt Mort	2	0.4	6	1.2	6	1.2	0	0	10	2	0	0	4.8	48
Bluff Road, Ashwell & The Bluff	2	0.4	8	1.6	4	0.8	0	0	10	2	0	0	4.8	49
Perrins Road, Rosewood & Ashwell	5	1	6	1.2	6	1.2	0	0	6	1.2	0	0	4.6	50
Strongys Road, Lanefield	2	0.4	10	2	6	1.2	10	1	0	0	0	0	4.6	51
Grandchester-Mt Mort Road, Mt Mort	2	0.4	10	2	6	1.2	10	1	0	0	0	0	4.6	52
Mt Beau Brummel Road, Mt Mort	2	0.4	8	1.6	2	0.4	10	1	6	1.2	0	0	4.6	53
Clarrie Halls Road, Willowbank	5	1	8	1.6	10	2	0	0	0	0	0	0	4.6	54
Postmens Track, Marburg	5	1	10	2	8	1.6	0	0	0	0	0	0	4.6	55
Pepper Lane, Pine Mountain	2	0.4	10	2	10	2	0	0	0	0	0	0	4.4	56
Stokes Road, Grandchester	2	0.4	10	2	10	2	0	0	0	0	0	0	4.4	57
Ballins Road, Tallegalla	2	0.4	6	1.2	8	1.6	0	0	6	1.2	0	0	4.4	58
Starks Road, Tallegalla	2	0.4	6	1.2	8	1.6	0	0	6	1.2	0	0	4.4	59
Brass Road, Mt Forbes	5	1	6	1.2	10	2	0	0	0	0	0	0	4.2	60
Hedricks Road, Mt Forbes	5	1	8	1.6	8	1.6	0	0	0	0	0	0	4.2	61
Siddans Road, Purga	5	1	3	0.6	8	1.6	0	0	0	0	10	1	4.2	62
Germain Road, The Bluff	2	0.4	8	1.6	10	2	0	0	0	0	0	0	4	63
Bramwell Road, Calvert	2	0.4	10	2	8	1.6	0	0	0	0	0	0	4	64

Emma Street, Bundamba	2	0.4	10	2	8	1.6	0	0	0	0	0	0	4	65
Bodley Road, Karrabin	5	1	6	1.2	8	1.6	0	0	0	0	0	0	3.8	66
F.Holts Road, Pine Mountain	5	1	6	1.2	8	1.6	0	0	0	0	0	0	3.8	67
Johns Road, Lower Mount Walker	5	1	6	1.2	8	1.6	0	0	0	0	0	0	3.8	68
McKenna Road, Lower Mt Walker	2	0.4	3	0.6	8	1.6	0	0	6	1.2	0	0	3.8	69
McCarthy's Road, Thagoona	5	1	6	1.2	8	1.6	0	0	0	0	0	0	3.8	70
Henderson Road, Lanefield & Calvert	5	1	8	1.6	6	1.2	0	0	0	0	0	0	3.8	71
Stirling Road, Thagoona	2	0.4	3	0.6	4	0.8	0	0	10	2	0	0	3.8	72
Park Road, Grandchester	5	1	3	0.6	10	2	0	0	0	0	0	0	3.6	73
Caramandel Road, Ironbark	5	1	3	0.6	10	2	0	0	0	0	0	0	3.6	74
Gordon Road, Grandchester	2	0.4	6	1.2	10	2	0	0	0	0	0	0	3.6	75
Arndt Road, Tallegalla	2	0.4	8	1.6	8	1.6	0	0	0	0	0	0	3.6	76
Howell Road, Grandchester	2	0.4	8	1.6	8	1.6	0	0	0	0	0	0	3.6	77
Redhill Road, Karrabin	2	0.4	10	2	6	1.2	0	0	0	0	0	0	3.6	78
Sippels Road, Grandchester	2	0.4	10	2	6	1.2	0	0	0	0	0	0	3.6	79
Kuss Road, Calvert	2	0.4	10	2	6	1.2	0	0	0	0	0	0	3.6	80
Bakers Road, Grandchester	5	1	6	1.2	6	1.2	0	0	0	0	0	0	3.4	81
Poplar Street, Walloon	5	1	3	0.6	8	1.6	0	0	0	0	0	0	3.2	82
Tommery Road, Grandchester	2	0.4	6	1.2	8	1.6	0	0	0	0	0	0	3.2	83
Neumann Road, Calvert	5	1	3	0.6	8	1.6	0	0	0	0	0	0	3.2	84
Archery Road, Calvert	5	1	3	0.6	8	1.6	0	0	0	0	0	0	3.2	85
Humphreys Road, Tallegalla	2	0.4	6	1.2	8	1.6	0	0	0	0	0	0	3.2	86
Franklyn Vale Road, Mt Mort	2	0.4	3	0.6	6	1.2	10	1	0	0	0	0	3.2	87
Hodges Road, Mt Mort	2	0.4	10	2	4	0.8	0	0	0	0	0	0	3.2	88
Bourkes Road West, Calvert	2	0.4	10	2	4	0.8	0	0	0	0	0	0	3.2	89
Blanchs Road, Lower Mount Walker	2	0.4	6	1.2	2	0.4	10	1	0	0	0	0	3	90
Huth Road, Ironbark	5	1	3	0.6	6	1.2	0	0	0	0	0	0	2.8	91
Langdon Road, Rosewood	2	0.4	6	1.2	6	1.2	0	0	0	0	0	0	2.8	92
Lubes Road, Purga	5	1	3	0.6	6	1.2	0	0	0	0	0	0	2.8	93
Alpers Road, Mt Mort	5	1	3	0.6	6	1.2	0	0	0	0	0	0	2.8	94
Robin Street, Chuwar	2	0.4	10	2	2	0.4	0	0	0	0	0	0	2.8	95
Bassett Road, Ashwell	2	0.4	10	2	2	0.4	0	0	0	0	0	0	2.8	96
Bexleigh Lane, Calvert	2	0.4	3	0.6	8	1.6	0	0	0	0	0	0	2.6	97
Grants Road, Lower Mount Walker	5	1	0	0	8	1.6	0	0	0	0	0	0	2.6	98

Grieves Road, Haigslea	2	0.4	3	0.6	8	1.6	0	0	0	0	0	0	2.6	99
Jacobs Road, Mt Forbes	2	0.4	3	0.6	8	1.6	0	0	0	0	0	0	2.6	100
Hospital Road, Rosewood	2	0.4	3	0.6	8	1.6	0	0	0	0	0	0	2.6	101
Hartwigs Road, Mt Forbes & Muddapilly	2	0.4	3	0.6	2	0.4	0	0	6	1.2	0	0	2.6	102
Kings Road, Mt Mort	2	0.4	6	1.2	4	0.8	0	0	0	0	0	0	2.4	103
Hornbuckles Road, Calvert	2	0.4	8	1.6	2	0.4	0	0	0	0	0	0	2.4	104
Carmichaels Road, Purge	2	0.4	3	0.6	2	0.4	0	0	0	0	10	1	2.4	105
Old Grandchester Road, Grandchester	0	0	10	2	0	0	0	0	0	0	0	0	2	106
McCormack Road, Lower Mount Walker	2	0.4	6	1.2	2	0.4	0	0	0	0	0	0	2	107
H Bells Road, Pine Mountain	2	0.4	3	0.6	4	0.8	0	0	0	0	0	0	1.8	108
Murrimo Road, Ebenezer	2	0.4	3	0.6	4	0.8	0	0	0	0	0	0	1.8	109
Turnbull Road, Thagoona	2	0.4	3	0.6	4	0.8	0	0	0	0	0	0	1.8	110
Meiers Road, Mt Mort	2	0.4	0	0	4	0.8	0	0	0	0	0	0	1.2	111

Sealing of Low Standard Roads16/2/2021

Sealing of Low Standard Roads

Prioritised List to be Dust Sealed

The following 10 gravel roads considered for dust sealing are adopted from the existing *Sealing of Gravel Roads* priority list;

Dust Seal Priority	Sealing Gravel Roads Priority	Road Name	Length
1	3	Trowers Road – Pine Mountain	760m
2	5	Hoopers Road – Mt Morrow	600m
3	9	Piepers Road - Marburg	380m
4	11	Kavanagh Road East - Thagoona	700m
5	12	Hodgsons Road - Walloon	1200m
6	13	Greet Road - Ashwell	2000m
7	16	Cochranes Road - Tallegalla	730m
9	19	Hornbuckles Road West – Mt Mort	860m
9	20	Morgans Road - Purga	3060m
10	22	Hughes Road – Purga	620m

Prioritisation Methodology for the Upgrade of Unmaintained to Maintained Roads

Council roads assessed against the below methodology are identified as unmaintained and have previously had minimal maintenance work performed, are not designed to a relevant Council standard, and have minimal data collected against the roadway. This methodology has assessed the unmaintained roadways under two categories of criteria:

- Level of Service
- Road Characteristics

The two categories of criteria have been given an even weighting as it is considered that the level of service the roadway provides is equally as important as the safety standards of the roadway assessed through roads characteristics. Each criteria under the two categories has also been assigned a weighting.

It should be noted that some roads which qualify in this initial list will not be prioritised due to development of adjoining land whereby developers will be conditioned to upgrade the carriageway to relevant standards, and known future infrastructure projects likely required to perform works on these roadways. Additionally it is considered that roads which do not provide a level of service to the community under the following criteria will not be prioritised.

Level of Service – 50%

Level of service considers commuter traffic on the roadway. Specifically this criteria looks at the relationship the unmaintained road has with residential and generated traffic. Understanding the amount of use the unmaintained road receives will help justify the prioritisation order based on vehicle activity.

Residential Traffic – 15%

This criteria is based on the volume of traffic generated by residential properties. As the actual traffic volumes are not readily available for all of the roads listed, it has been assumed the traffic generation rates are calculated as 10 vehicle trips per day per residential property. Residential dwellings were only considered where their primary access was constructed off of the unmaintained road.

Traffic Volumes	Rating
>20	10
>10 & ≤ 20	5
>0 & ≤ 10	2
0	0

Traffic Generation – 15%

This criteria assesses whether any of the unmaintained roadways are subject to additional traffic outside of what is considered residential generated traffic. Additional traffic generated may be generated by; private businesses, places of worship, recreational facilities etc.

Additional Traffic	Rating
YES	10
NO	0

Through Connection – 40%

This criteria considers additional traffic generated resulting from the unmaintained roadway providing a through connection between two maintained roadways. Unmaintained roadways which provide a link between two maintained roadways are considered of higher value as they provide an alternate route for commuters to travel.

Through Connection	Rating
YES	10
NO	0

It should be noted that upon further consideration of capital investment, roads which provide a through connection will require additional engineering assessment to determine the suitability and feasibility of providing an alternate route in Councils road network.

Ratio of Residential properties along project length – 30%

This criteria considers two important factors and their relationship. The number of residential properties is an important factor, however it should be considered even more important over the length of roadway for proposed maintenance. Roadways which are servicing residential properties more frequently will be considered more justifiable for ongoing maintenance rather than those servicing lesser properties over a greater distance. It is also considered that where an unmaintained road section is dependent on a prior unmaintained section being upgraded also, the lengths of both roadways is considered.

Ratio	Rating
≥ 0 & ≤ 200	10
≥ 201 & ≤ 400	5
≥ 401	2

Road Characteristics – 50%

The road characteristic considers the existing profiles, environmental habitat and stormwater management along the roadway. Some of the roadways have previously had Council work performed to improve the standard and safety, however the majority have been left for residents to maintain. This criteria category assesses the current conditions of the unmaintained roadways against physical characteristics gravel roads meet in accordance with Council standards.

Average Free Carriageway Width – 25%

This criteria assesses the current available free width of the roadway. In accordance with Councils Gravel Rural Road Standard, as a minimum an unobstructed width of 9m should be allowed with a minimum 4m gravel pavement. The roadways should also have a minimum 1m unsealed shoulder with table drains or battered embankments located on the outer side of these. This criteria considers grassed verge as free width as it is seen to not obstruct driver's visibility and can be driven over as need be.

Clear Width	Rating
<6m	10
≥ 6m & ≤ 8m	5
> 8m	2

Flood Assessment – 25%

This criteria assesses known flooding and stormwater management along the roadway. Some of these roadways have previously had works conducted by Council and by residents to direct runoff flows, and some experience significant overland flow during and following rain events. Flooding along roadways presents a safety risk to residents and the community, and may restrict residential access in some cases. Roadways which are identified to have minimal stormwater management in affect, are considered a higher priority.

Stormwater Drainage Assessment	Rating
No stormwater drainage	10
Minimal drainage	5
Functioning drainage	2

Pavement Condition – 25%

This criteria assesses the current state of the pavement. Previously, Councillor divisional allocations had been invested to undertake works to repair defects and raise the standard of some unmaintained roads. Further, some residents have contributed to improving the standard of the unmaintained roadway. As such some carriageways possess the basis of an already established gravel road, and some are merely tracks in the mud. Those roadways which have no established pavement are considered a higher priority.

Road Pavement Condition	Rating
No prior works/ No gravel pavement	10
Pavement required widening	5
6m carriageway with gravel	2

Road Alignment – 25%

This criteria assesses whether or not the considered unmaintained roadway is located solely within dedicated road reserve. It is considered a risk to both Council and the resident to have commuters driving between state controlled road reserve and private property and as such unmaintained roadways which are identified to be within private property are considered a higher priority.

Solely within Road Reserve	Rating
YES	10
NO	0

Based on the above methodology, each identified site has been provided an individual score under each category. These scores have then been multiplied against the relevant weighting of that criteria to provide the weighted score. The weighted scores are then added to determine the roads final score. Roads which achieve the same final score will be further prioritised based on the ratio of residential properties against the road length. The road with the smallest ratio of road per property will be the higher priority.

						Category Sub-Category Weight										Level of Commuter Service										Road Characteristics										Upgrade Consideration			
Road Number	Road Name	Suburb	Division	Road Category	Length of Upgrade	Priority Score	Priority Order	Residential Traffic 15%		Traffic Generator 15%		Through Connection 40%		Road/Resident Ratio 30%		Average Free Carriage Width 25%		Flood Assessment 25%		Pavement Condition 25%		Road Alignment 25%		Road Characteristic Score	Dependent connection	Category	Commentary	Proceed with inclusion?											
								Number of Residential House	Score	Additional Traffic?	Score	Through Connection	Score	Ratio	Score	Score	Score	Category	Score	Category	Score	Category	Score						Within Road Reserve?	Score									
RD03	Schultzs Road	Ironbark	4	Rural Street	1100	6.13	1	3	10	No	0	Yes	10	367	5	7	A	4	B	7	C	10	Yes	0	5.25			YES											
RD02	Penny Lane	Calvert	1	Rural Street	1820	6.05	2	3	10	No	0	No	0	607	2	2.1	C	10	C	10	C	10	no	10	10			YES											
RD05	Bellview Road	Haiglea	4	Rural Street	1251	5.75	3	0	0	No	0	Yes	10	0	0	4	C	10	C	10	C	10	Yes	0	7.5			YES											
RD06	Riverside Drive	Pine Mountain	4	Rural Street	1115	5.68	4	2	5	No	0	No	0	558	2	1.35	C	10	C	10	C	10	no	10	10			YES											
RD08	Cummings Road 1	Calvert	1	Rural Street	260	5.53	5	1	2	No	0	Yes	10	260	5	5.8	A	4	C	10	B	7	Yes	0	5.25			YES											
RD07	Huth Road	Ironbark	4	Rural Street	700	5.45	6	1	2	No	0	Yes	10	700	2	4.9	C	10	B	7	B	7	Yes	0	6			YES											
RD04	Hedricks Road	Mount Forbes	1	Rural Street	950	5.45	6	1	2	No	0	Yes	10	950	2	4.9	A	4	C	10	C	10	Yes	0	6			YES											
RD13	Gilliver Lane	Calvert	1	Rural Street	195	5.4	8	1	2	No	0	No	0	195	10	3.3	C	10	C	10	C	10	Yes	0	7.5			YES											
RD11	River Street	Churchill	4	Local	50	5.25	9	2	5	No	0	No	0	25	10	3.75	C	10	B	7	C	10	Yes	0	6.75			YES											
RD16	Ballins Road	Marburg	4	Rural Street	356	5.25	9	3	10	No	0	No	0	119	10	4.5	A	4	C	10	C	10	Yes	0	6			YES											
RD09	Paten Road	Calvert	1	Rural Street	420	5	11	0	0	No	0	Yes	10	0	0	4	A	4	C	10	C	10	Yes	0	6			YES											
RD10	Coach Lane	Ironbark	4	Rural Street	650	5	11	0	0	No	0	Yes	10	0	0	4	C	10	A	4	C	10	Yes	0	6			YES											
RD14	Ferling Road	Calvert	1	Rural Street	820	5	11	0	0	No	0	Yes	10	0	0	4	B	7	C	10	B	7	Yes	0	6			YES											
RD24	Evergreen Lane	Pine Mountain	4	Rural Street	180	4.88	14	3	10	No	0	No	0	60	10	4.5	A	4	B	7	C	10	Yes	0	5.25			YES											
RD25	Old Grandchester Road	Grandchester	1	Rural Street	350	4.88	14	3	10	No	0	No	0	117	10	4.5	A	4	B	7	C	10	Yes	0	5.25			YES											
RD26	Kamp Road	Walloon	4	Rural Street	355	4.88	14	2	5	No	0	No	0	178	10	3.75	A	4	C	10	C	10	Yes	0	6			YES											
RD12	McKenra Road	Lower Mount Walker	1	Rural Street	680	4.7	17	1	2	No	0	No	0	680	2	0.9	A	4	C	10	C	10	No	10	8.5			YES											
RD28	Wattledore Road	Ironbark	4	Rural Street	75	4.65	18	1	2	No	0	No	0	75	10	3.3	A	4	C	10	C	10	Yes	0	6			YES											
RD29	Bill Morrow Road	Peak Crossing	1	Rural Street	185	4.65	18	1	2	No	0	No	0	185	10	3.3	A	4	C	10	C	10	Yes	0	6			YES											
RD30	F. Holts Road	Pine Mountain	4	Rural Street	200	4.65	18	1	2	No	0	No	0	200	10	3.3	A	4	C	10	C	10	Yes	0	6			YES											
RD18	Ironbark Road	Ironbark	4	Rural Street	230	4.65	18	1	2	No	0	No	0	230	5	1.8	C	10	C	10	C	10	Yes	0	7.5			YES											
RD32	Neumann Road	Tallegalla	4	Rural Street	375	4.65	18	1	2	No	0	No	0	375	5	1.8	C	10	C	10	C	10	Yes	0	7.5			YES											

Road Number	Road Name	Suburb	Division	Road Category	Length of Upgrade	Priority Score	Priority Order	Category Sub-Category Weight								Road Characteristics								Upgrade Consideration				
								Residential Traffic 15%		Level of Commuter Service 15%				Through Connection 40%		Road/Resident Ratio 30%		Average Free Carriage Width 25%		Flood Assessment 25%		Pavement Condition 25%		Road Alignment 25%		Road Characteristic Score	Dependent connection	Category
Score	Additional Traffic?	Score	Through Connection	Score	Ratio	Score	LOS Score	Category	Score	Category	Score	Category	Score	Within Road Reserve?	Score	Road Characteristic Score												
RD15	Lawrence Street	Marburg	4	Rural Street	40	4.5	23	2	5	No	0	No	0	20	10	3.75	A	4	B	7	C	10	Yes	0	5.25			YES
RD33	Sidi Dip Road	Lower Mount Walker	1	Rural Street	140	4.5	23	2	5	No	0	No	0	70	10	3.75	A	4	C	10	B	7	Yes	0	5.25			YES
RD34	Cochranes Road	Marburg	4	Rural Street	340	4.5	23	2	5	No	0	No	0	170	10	3.75	A	4	C	10	B	7	Yes	0	5.25			YES
RD35	Oakland Road	Karrabin	4	Rural Street	350	4.5	23	2	5	No	0	No	0	175	10	3.75	A	4	C	10	B	7	Yes	0	5.25			YES
RD17	Coveney Road 1	Lanefield	4	Rural Street	750	4.5	23	3	10	No	0	No	0	250	5	3	A	4	C	10	C	10	Yes	0	6			YES
RD60	Brennan Road	Calvert	1	Rural Street	770	4.5	23	3	10	No	0	No	0	257	5	3	B	7	C	10	B	7	Yes	0	6			YES
RD37	Ladewigs Road	Karrabin	4	Rural Street	165	4.28	29	1	2	No	0	No	0	165	10	3.3	A	4	B	7	C	10	Yes	0	5.25			YES
RD19	Waters Road	Calvert	1 & 4	Rural Street	1372	4.25	30	0	0	No	0	Yes	10	0	0	4	A	4	C	10	A	4	Yes	0	4.5	This section of waters road is outside of the Inland Rail disturbance footprint		YES
RD20	Livingstone Lane	Ironbark	4	Rural Street	300	4.25	30	0	0	No	0	Yes	10	0	0	4	A	4	B	7	B	7	Yes	0	4.5			YES
RD21	Hogan Road	Grandchester	1	Rural Street	2320	4.2	32	1	2	No	0	No	0	2320	2	0.9	C	10	C	10	C	10	Yes	0	7.5			YES
RD22	John Street	Marburg	4	Rural Street	40	4.13	33	2	5	No	0	No	0	20	10	3.75	A	4	A	4	C	10	Yes	0	4.5			YES
RD23	Queens Street	Marburg	4	Rural Street	45	4.13	33	2	5	No	0	No	0	23	10	3.75	A	4	A	4	C	10	Yes	0	4.5			YES
RD27	Kavanagh Road East	Thagoona	4	Rural Street	470	4.13	33	2	5	No	0	No	0	235	5	2.25	A	4	C	10	C	10	Yes	0	6			YES
RD36	Dunrad Road	Peak Crossing	1	Rural Street	710	4.13	33	2	5	No	0	No	0	355	5	2.25	A	4	C	10	C	10	Yes	0	6			YES
RD31	Elm Road	Walloon	4	Rural Street	230	3.9	37	1	2	No	0	No	0	230	5	1.8	A	4	C	10	C	10	Yes	0	6			YES
RD42	Cummings Road 2	Calvert	1	Rural Street	670	3.75	38	2	5	No	0	No	0	335	5	2.25	A	4	B	7	C	10	Yes	0	5.25			YES
RD58	Coveney Road 3	Lower Mount Walker	1	Rural Street	1260	3.68	39	2	5	No	0	No	0	630	2	1.35	A	4	C	10	C	10	Yes	0	6	ROAD		YES
RD59	Swann Street	Karalee		Gravel Road	85	3.53	40	1	2	No	0	No	0	85	10	3.3	A	4	A	4	B	7	Yes	0	3.75			YES
RD38	Collins Road	Purga	1	Rural Street	620	3.45	41	1	2	No	0	No	0	620	2	0.9	A	4	C	10	C	10	Yes	0	6			YES
RD39	Old Ipswich Road	Riverview	3	Local	60	3.38	42	0	0	Yes	10	No	0	0	0	1.5	A	4	B	7	C	10	Yes	0	5.25			YES
RD44	Lanes Road	Ebenezer	1	Rural Street	800	3	43	0	0	Yes	10	No	0	0	0	1.5	A	4	A	4	C	10	Yes	0	4.5			YES
RD48	Raysource Road	Haiglea	4	Rural Street	537	3	43	2	5	No	0	No	0	269	5	2.25	A	4	B	7	A	4	Yes	0	3.75			YES

Road Number	Road Name	Suburb	Category Sub-Category Weight					Level of Commuter Service								Road Characteristics								Upgrade Consideration					
			Division	Road Category	Length of Upgrade	Priority Score	Priority Order	Residential Traffic 15%		Traffic Generator 15%		Through Connection 40%		Road/Resident Ratio 30%		Average Free Carriage Width 25%		Flood Assessment 25%		Pavement Condition 25%		Road Alignment 25%		Road Characteristics Score	Dependent connection	Category	Commentary	Proceed with Inclusion?	
								Number of Residential Houses	Score	Additional Traffic?	Score	Through Connection	Score	Ratio	Score	Category	Score	Category	Score	Category	Score	Within Road Reserve?	Score						
RD49	Jones Road	Calvert	1	Rural Street	650	2.7	45	1	2	No	0	No	0	650	2	0.9	A	4	B	7	B	7	Yes	0	4.5			YES	
RD01	Tallegalla Cemetery Road	Tallegalla	4	Rural Street	165	0	46	0	0	Yes	10	Yes	10	0	0	5.5	C	10	B	7	C	10	Yes	0	6.75	D	This section of a road does not serve a strategic purpose	NO	
RD40	Scanlan Road	Calvert	1	Rural Street	770	0	46	0	0	No	0	No	0	0	0	0	A	4	B	7	C	10	Yes	0	5.25			NO	
RD45	lanes Road	Jeebropilly	1	Rural Street	330	0	46	0	0	No	0	No	0	0	0	0	B	7	C	10	C	10	Yes	0	6.75			NO	
RD46	Sherman Road	Karrabin	4	Rural Street	700	0	46	0	0	No	0	No	0	0	0	0	A	4	C	10	C	10	Yes	0	6			NO	
RD47	O'Neills Road	Willowbank	1	Access Street	550	0	46	0	0	No	0	No	0	0	0	0	A	4	C	10	C	10	Yes	0	6			NO	
RD50	Taylors Road	Walloon	4	Rural Street	0	0	46	0	0	No	0	No	0	0	0	0	A	4	A	4	A	4	Yes	0	3			NO	
RD51	Griffiths Road	Mount Forbes	1	Rural Street	190	0	46	0	0	No	0	No	0	0	0	0	A	4	A	4	A	4	Yes	0	3			NO	
RD52	Unnamed off Karrabin Rosewood Road	Walloon	4	Rural Street	262	0	46	0	0	No	0	No	0	0	0	0	A	4	A	4	A	4	Yes	0	3			NO	
RD53	Bayliss Road	South Ripley	1	Rural Street	1100	0	46	0	0	No	0	No	0	0	0	0	C	10	C	10	C	10	Yes	0	7.5	B	Will be developed under Ripley PDA	NO	
RD54	Purser Road	Redbank Plains	1	Rural Street	320	0	46	1	2	No	0	No	0	320	5	1.8	A	4	C	10	C	10	Yes	0	6	B	This site will likely be developed with continual expansion of Redbank Plains	NO	
RD55	Coveney Road 2	Lanefield	4	Rural Street	400	0	46	1	2	No	0	No	0	400	5	1.8	C	10	C	10	C	10	Yes	0	7.5	B	Inland Rail will upgrade then reassess	NO	
RD57	Cummer Road (North)	White Rock	1	Rural Street	470	0	46	1	2	No	0	No	0	470	5	1.8	C	10	B	7	C	10	Yes	0	6.75	B	Will be developed under Ripley PDA	NO	
RD43	Spowers Road	South Ripley	1	Rural Street	1500	0	46	2	5	No	0	No	0	750	2	1.35	B	7	B	7	C	10	Yes	0	6	B	This will will be developed under Ripley Valley PDA	NO	
RD41	Hayes Road	Lanefield	4	Rural Street	1550	0	46	2	5	No	0	No	0	775	2	1.35	A	4	B	7	C	10	Yes	0	5.25			NO	
RD56	Cummer Road (South)	South Ripley	1	Rural Street	1527	0	46	1	2	No	0	No	0	1527	2	0.9	B	7	C	10	C	10	Yes	0	6.75	RD53 RD57	B	Will be developed under Ripley PDA	NO

Presentation **RURAL ROADS FRAMEWORK**

Infrastructure and Environment Department(IED)





Presentation Overview

1. Purpose
2. Investment in Rural Roads
3. Rural Roads Requests
4. Sealing of Gravel Roads Options
5. Overview of Unmaintained Roads
6. Repairs to Unmaintained Roads
7. Prioritisation of Unmaintained Roads to Become Maintained
8. Summary of Key Points

Purpose

- Review of investment in Council's rural roads
- To gain a greater understanding of the current limitation towards improvement to Councils rural roads.
- Identification of rural roads considered for upgrade
- Provide direction for policy development, and/or planning and budgeting requirements





Investment in Rural Roads

2020-2021 Budget Commitments

Capital

- \$2.14m (Gravel Road re-sheeting)
- Nil to upgrade unmaintained to maintained
- Nil to seal gravel roads

Operational

- \$1.07m gravel road maintenance
- \$3.143m sealed road maintenance
- Nil to maintain unmaintained roads

Commitments to Unmaintained Roads

- Between July 2015 and June 2020 \$103,18.18 contributed to maintenance on unmaintained roads.
- Between July 2019 and 8 March 2020 \$5,578.59 contributed to maintenance on unmaintained roads.



Investment in Rural Roads

Top Ten Gravel Roads Against Maintenance Costs

1. Riverside Drive, Pine Mountain - \$263,536.69
2. Watsons Road, South Ripley - \$210,389.24
3. Paynes Road, Ebenexer - \$201,419.37
4. Waters Road, Calvert - \$178,022.01
5. Ripley Road, South Ripley - \$177,706.26
6. Greys Plains Road, Mt Walker - \$159,264.82
7. Hiddenvale Road, Calvert - \$152,192.59
8. Berlins Road, Tallegalla - \$147,432.16
9. Strongs Road, Lanefield - \$146,236.46
10. Kruss Road, Calvert - \$140,193.62

Rural Road Requests

CES Requests Catalogued as 'Gravel Road Maintenance'

- 189 Requests for the period between 1 December 2019 and 1 December 2020
 - 10 requests for mowing gravel road verge
 - 179 requests for works on gravel roads
 - 86% for general maintenance
 - 5% for 'other' actions
 - 4% for dust complaints
 - 4% for maintenance of unmaintained road
 - 1% for sealing of gravel road
 - Riverside Drive, Pine Mountain received most requests; 10
 - Bayliss Road, South Ripley second most requests; 8



Sealing of Gravel Roads Options

For Consideration

- Limited investment and large number of roads will likely mean slow progression of roads becoming sealed
- Alternate methods to provide improved quality rural roads
 - Dust Sealing
 - Low installation costs
 - Ongoing maintenance savings
 - Minimal pavement preparation
 - Improved amenity and/or environmental outcomes

Sealing of Gravel Roads Options

Ipswich Street, Grandchester – Full Road Design



Wattle Street, Esk – Dust Seal



Overview of Unmaintained Roads

Scenario

- Approximately 34km of recognised unmaintained roads
- Commuters can legally drive along any recognised road reserve
- Council's mapping system has not identified all unmaintained roads as commuters continually forge new paths through road reserve

Policies

- Currently no policy on maintaining or repairing unmaintained roads.
- *Maintenance of Unformed Roads Policy* Repealed in July 2019



Repairs to Unmaintained Roads

For Consideration

- Providing repairs to an unmaintained road is likely to set precedence for ongoing maintenance / repairs to all unmaintained roads
- To meet a recognised standard, any repairs / maintenance to the unmaintained network is likely to be capital intensive
- Council needs to consider limited repairs / maintenance only following an event (e.g. road washout / fallen tree);
- Council develop a revised policy and supporting fact sheet





Prioritisation of Unmaintained Roads to Become Maintained

Prioritisation of Unmaintained to Maintained Methodology

- 60 roads recognised in methodology.
- Methodology considers the relationship between the level of service and physical characteristics of the roadway.
- Roads which provide a through connection are considered of higher priority.
- Roads which are in part located within private property, are considered a higher priority.
- Roads which are subject to future development have not been prioritised.



Prioritisation of Unmaintained Roads to Become Maintained

Top 10 Unmaintained Roads to Become Maintained Based on Draft Methodology

1. Schultz Road – Ironbark
2. Penny Lane – Calvert
3. Bellview Road – Haigslea
4. Riverside Drive – Pine Mountain
5. Cummings Road (Section 1) – Calvert
6. Hurth Road – Ironbark
7. Hedricks Road – Mount Forbes
8. Gilliver Lane – Calvert
9. River Street – Churchill
10. Ballins Road – Marburg



Summary of Key Points

1. A draft methodology has been developed for unmaintained roads to become maintained;
2. Repairs on unmaintained roads should not occur unless in response to an event that restricts access;
3. Dust seals are a low cost option for several unsealed roads that may benefit rural communities;
4. Council may wish to develop a new Policy / fact sheet on unmaintained roads.