

RURAL ROADS HIERARCHY POLICY

Responsible Department:	Infrastructure Delivery
Responsible Section:	Road Services
Responsible Officer:	Manager Road Services

Objective

The purpose of this policy is to outline the criteria for the evaluation of the Rural Road Network.

This policy will provide:

- A transparent and fair process for setting road repair and maintenance priorities;
- A framework to cost and resource the network more effectively and efficiently;
- Improve the safety of traffic;
- Sustain the serviceability of the road network; and
- Ensure that land use activities which generate vehicular or other traffic movements do not conflict with the function of the road network and outline engineering development conditions.

This policy applies to:

- All existing rural Council controlled roads; and
- New roads created by Council or development.

Introduction

The Narrabri Shire Road Network contains roads that provide differing functions, ranging from the primary connection between major towns to unmade tracks, providing different combinations of mobility and access.

A road hierarchy is a classification system which identifies the function of each road. It provides a basis for establishing the procedures and plans which will guide the management of the road by grouping roads together into categories according to their intended service or qualities. It allows a road authority to set standards and allocate the resources to construct and maintain an efficient and safe road network.

This policy aims to achieve a method to categorise each rural road in the network, based on data, to ensure each road corresponds to the usage and a suitable level of service can be provided.

Policy

1. Criteria

- 1.1. The criteria to determine the classification of a rural road is based on:
 - (a) Traffic speeds (both posted speed limits and 85th percentile speeds);
 - (b) Traffic volumes (both light and heavy vehicles);
 - (c) Crash data (including non-injury and fatal accidents);
 - (d) Topography;

- (e) Activity generators (e.g. residential, commercial, tourism);
- (f) Bus routes; and
- (g) Tourist Route.

1.2. Each criteria is scored based on the tables (below) and scores are tallied to produce the final classification for each segment of rural road.

Table 1.1: Traffic Speed (85th percentile (km/h) exceeds posted speed limit)

Observed Value	Score
0 - 4km/h	0
5 - 9km/h	3
10 - 14km/h	6
15 - 19km/h	9
20 - 24km.h	12
25 - 29km/h	15
over 30km/h	18

Table 1.2: Traffic Speed (percentage of vehicles (20km/h) exceeds posted speed limit)

Observed Value	Score
0% - 5%	0
5% - 10%	2
10% - 15%	4
> 20%	6

Table 1.3: Traffic Volume (vehicles per day (AADT¹ 24-hour volume))

Observed Value	Score
0-99	0
100 - 199	2
200 - 399	4
400 - 999	8
1000 - 1999	12
2000 - 3999	16
4000 - 5999	20
> 6000	25

Table 1.4: Crash Data (5 year period)

Observed Value (points per crash)	Score
Per non -injury crash	0.5
Per casualty crash	3
Per fatal crash	6

¹ Annual Average Daily Traffic (AADT) is defined as the average 24hour traffic volume at a given location over a full 365 days/year.

Table 1.5: Heavy Vehicles: percentage of commercial vehicles (Austroads Classification Class 3 - 13)

Observed Value	Score
>0	0
>5	1
>15	4
>25	6
>35	8
>45	10

Table 1.6: Topography

Observed Value	Score
Restricted Sight	3
Grade Over 3%	3
Long Straight	5
Slight to Mod Bend	4
Tight Bend	3

Table 1.7: Activity Generators

Observed Value	Score
Passive Reserve	1
Active Playground	7
Industrial Area	2
Residential Area	2
Primary School	10
Secondary School	8
Hospital	6
Small Commercial	4
Large Commercial	12

Table 1.8: Bus Route

Observed Value	Score
Yes	10
No	0

Table 1.9: Tourist Route

Observed Value	Score
Yes	5
No	0

1.3. The data for each specified criteria is collated, assessed, and applied to the rural road. The roads are then classified into the following categories:

- (a) Major Regional Road (Score >37) – Highest priority road with the highest level of usage;
- (b) Minor Regional Road (Score 23-36.99);
- (c) Major Collector Road (Score 12-22.99);
- (d) Minor Collector Road (Score 10-11.99);
- (e) Local Road (Score 8-9.99); or
- (f) Access Road (Score 0-7.99) – Lowest priority road with the lowest usage.

Review

This policy will be reviewed within 12 months of an Ordinary Council Election or from time-to-time on an as-needs basis.

References

- *Local Government Act 1993* (NSW).
- *Local Government (General) Regulation 2021* (NSW).
- *Roads Act 1993* (NSW).
- Austroads Guide to Traffic Management.

History

Minute Number	Meeting Date	Description of Change