



**Yarra  
Ranges  
Council**

# **Unsealed Roads Management Framework**

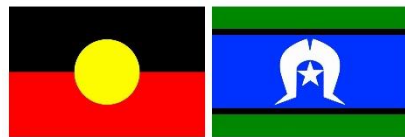
**2024 - 2029**



## Acknowledgement of Country

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*Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways. We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region. We proudly share custodianship to care for Country together.*



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## Background

Yarra Ranges Council is a very large and diverse municipality. It is diverse both geographically and socio-economically.

With only a patchy public transport system, especially further out from Lilydale, our residents rely heavily on private car transport to live and work and must travel large distances on roads.

Our residents, visitors and businesses are served by a road network that is managed by both the State Government (Highways and Arterial Roads) and by Council (local roads).

Council's road network is 1,772 km long. A significant portion of the network, 708 km, or 40%, is unsealed. Many of these unsealed roads are suburban in nature. According to the Australian Road Research Board, 63% of roads in Australia are unsealed hence Yarra Ranges context is not unusual for peri urban or semi-rural communities.

This means that a large network of unsealed roads will be part of our transport future.

Unsealed roads can still provide an acceptable level of service to our community. To do this they must be appropriate for the number and type of vehicles that use the road and must be properly maintained and then renewed when required.

As part of our approach to living with unsealed roads we need to understand some key factors:

- Unsealed roads do generate dust in the drier months.
- Unsealed roads can change condition quickly due to weather or heavy use.
- Unsealed roads do not provide the same all-weather serviceability as a sealed road.
- Unsealed roads have a shorter life span than sealed roads.

We need to ensure that we are managing, maintaining, and renewing our unsealed roads in the best way possible for the community.

This Unsealed Roads Management Framework will provide a framework to manage these roads. It will:

- Ensure that the maintenance contract aligns with best practice guidelines,
- Assess asset management maturity as it applies to unsealed roads.
- Review the policy framework governing upgrade investment decisions





## Executive Summary

Council provides a very wide range of services to the community. Our people work in health, planning, recreation, advocacy, local laws and economic development to name a few focal areas.

Transport is another key area for which Council provides assets to the community. The assets include footpaths and shared trails as well as sealed and unsealed roads. Unsealed roads are a key part of the transport portfolio, being 708 km in total length or 40% of our network.

Unsealed roads can and do offer a fit for purpose solution for road transport providing they are suitable for the traffic volume of the road and are well maintained. Community satisfaction for unsealed road maintenance is the lowest of all of the services that Council provides, and this framework must recognise and address this.



We do recognise that unsealed roads generate dust in the drier months, mud in the wetter times and do not have the same all-weather driveability and reliability as sealed roads.

There are many requests to upgrade unsealed roads to sealed standard but there are significant costs associated with that work and these costs have risen sharply in recent years. These projects have generally been undertaken as a partnership between Council and residents, using Special Charge Schemes.

Unsealed roads will remain an essential part of our service profile for many years to come. This Unsealed Roads Management Framework puts forward three objectives:

- **Optimal Maintenance**  
It is important that we plan to maintain them so that they are fit for purpose
- **Effective Asset Management**  
It is important that we manage these assets so that we understand the condition they are in and plan for rebuilding at the right time.
- **Effective Investment Planning**  
It is important that we have a logical decision system for deciding which of the unsealed roads should be upgraded and when and that the list of roads matches our limited financial capacity, and that of our community, to do the work.

These are designed to ensure that unsealed roads are managed so that they provide our community with the service it needs, and which it and Council can afford.

## Our Purpose

Council is committed to providing sustainable infrastructure that allows a wide range of services to be delivered to the community.

A key service is transport because it allows people to access work, recreation, education, shopping and to stay connected to family and community. It also allows the community to be mobile before and during emergency events.

The Unsealed Roads Management Framework seeks to provide the community with a realistic and balanced approach to providing and operating our unsealed road assets. This approach will ensure that the unsealed road network works for them.

The Unsealed Roads Management Framework is an important strategic tool to help deliver on the Community Vision 2036:

*Whether you live here or visit, you will see how much we care for Country, how inclusive and connected our communities are, and how balanced growth makes this the best place in the world.*





## Our Context

### Strategic alignment

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#### Council Integrated Framework

Council has developed an Integrated Framework which is the basis for its activities. The framework is set out in the Council Plan

It can be summarised as follows:

1. Council consults with the community to develop the Community Vision and Community Values Statement
2. Council develops its 4 Year Council Plan with Strategic Objectives
3. Council develops its Financial Plan and Asset Plan as well as other strategies.
4. Council develops an annual Business Plan
5. Council develops an annual Budget which is informed by the work described above.



#### Community Vision

Yarra Ranges Council Plan 2021-2025 sets out the Community Vision 2036:

*Whether you live here or visit, you will see how much we care for Country, how inclusive and connected our communities are, and how balanced growth makes this the best place in the world.*

#### Council Plan

Yarra Ranges Council Plan 2021-2025 sets out the five strategic objectives that will guide Council's actions.

Council delivers a very wide range of services to the community which are all contained within these five objectives.

It must consider a wide range of important business cases and balance and prioritise those to set its budget each year. The budget allows work to be done to help achieve the five strategic objectives.

#### Financial Plan 2021-22 to 2030-31

Whole of life costing demonstrates that the cost of maintaining a sealed road is significantly more than an unsealed road. The sealing of existing roads is highly dependent upon the outcome of a properly conducted economic analysis.

#### Road Management Plan 2021

In accordance with the Road Management Act 2004 Council has developed a Road Management Plan (RMP).

The RMP sets out the roads and paths that Council is responsible for as well as describing how it will inspect, maintain and repair them. It is informed by the Yarra Ranges Council Vision 2036 and the Council Plan and is linked to the Asset Plan.

### Unsealed Road Inspections (RMP)

Council undertakes two types of inspections, as set out in the Road Management Plan (RMP):

1. Reactive Inspections – performed following notification to Council by a community member of a safety issue or defect.
2. Proactive Inspections – performed on unsealed roads once per year to determine whether the road complies with the specified condition.

### Unsealed Road Asset Condition Inspections

Council inspects the condition of its unsealed road network every 3 years using specialised equipment to measure the shape (crossfall), surface (corrugation, rutting, potholes, etc) and depth of base material (for unsealed roads with an imported pavement component). A 1-5 condition score for those 3 elements is applied and a report generated at the road segment level.

The overall condition of Council's Road network is then evaluated, and the information informs long term asset planning

### Unsealed Road Levels of Service

Unsealed roads are a part of our future, resources are not available to upgrade them all to sealed standard. The expected level of service is such that visitors or residents can use a typical car on our unsealed roads at an appropriate speed, in reasonable comfort.

The level of service statement is converted to a technical level of service so that it can be transferred to the real world. In relation to those technical levels of service, the following is a summary from the Road Management Plan. Grading Unsealed Roads

Measure	Level of Service
<b>Intervention level (the trigger point to start works)</b>	Deliver approved grading program in accordance with the schedule.
<b>Performance Level (the standard of work)</b>	Crossfall on straights is to be between 3% and 6% after grading. Surface area defects to be less than 5% of the total area after grading. Table drain inverts are to be below the edge of the road immediately after grading.

<b>Response Time</b>	As per the approved Road Grading Program, generally between 2 and 6 times per year.
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*\*The Technical levels of service may have exceptions applied following severe storm events.*

### Pothole Repair Unsealed Roads

Measure	Level of Service
<b>Intervention level (the trigger point to start works)</b>	Pothole to be at least 150mm deep and 150mm wide
<b>Performance Level (the standard of work)</b>	The patch shall be consistent with the surrounding road and be of similar or better material.
<b>Response Time</b>	Local Road – 40 business days (8 weeks) Collector Road – 20 business days (4 weeks)

### Corrugations Unsealed Roads

Council has no service level in relation to responding to corrugations in unsealed roads. The system is designed so that any corrugations will be attended to in the grading program.

The measures laid out above are included in the road maintenance contract described below.

### Community Satisfaction

Community satisfaction with Councils services is tested with an annual survey.

The satisfaction with maintenance of unsealed roads ranked the lowest of all 30 services tested.

Comparison with neighbouring Councils; Cardinia, Nillumbik and Mitchell indicates that this service also ranks in the bottom 3 services for each of those Councils.

This low satisfaction rating is an issue that this framework should address.



## Challenges and emerging issues

### Climate Change

Climate change is occurring and has the potential to impact our unsealed roads and reduce their useful lives. There could be several ways we see this including:

1. Extended and drier summer periods which will increase the problem of dust generation from the roads. The dust is actually fine material within the pavement that helps to hold it together. As it is lost, the pavement can unravel.
2. More frequent heavy rain events which damage the unsealed pavement and increase erosion of it and the loss of valuable material.

Council will need to be mindful of these effects in the choice of our pavement materials and the maintenance cycles we apply to them in future.

### Emergency Management

The community is subject to a range of potential emergency events. These range from fires to pandemics.

Fit for purpose roads have an important role to play in emergency management. The role includes providing access for emergency services as well as suitable roads for people to use when leaving an area.

### Whole of life asset management

#### Asset Policy

Council has established an Asset Policy 2022-2032 to guide the provision and management of assets to enable services to the community.

The Policy references the Community Vision, Council Plan, Financial Plan and five strategic objectives, thereby supporting integrated planning.

The Policy sets out guiding principles relating to assets to be followed by Council:

**Evidence Based:** asset management planning and decisions are based upon the best available information, research, knowledge and experience.

**Appropriate Quality:** assets are fit for purpose and support the present and future service needs of the community in an efficient and effective manner.

### Asset Plan

Council has developed an Asset Plan 2022-2032.

The Asset Plan indicates that Council manages \$1.109 billion (replacement value) in assets, not including land. Roads and kerbs account for \$389.3 million or 35% of the total value.

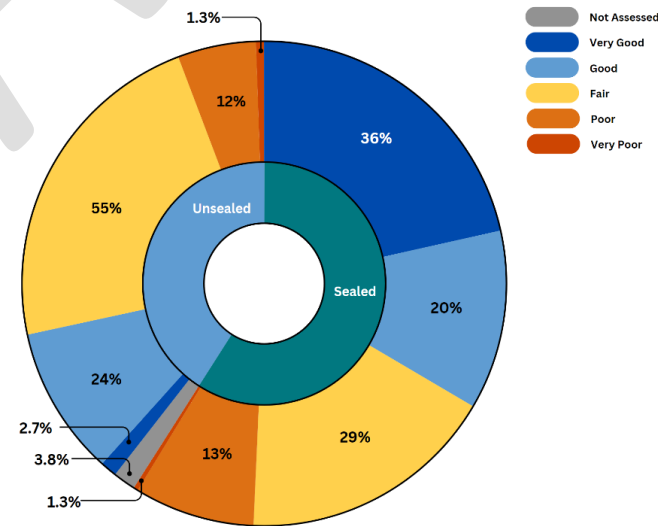
The Asset Plan rates the condition of all Council assets, including unsealed roads. The work is undertaken at 3-year intervals by external contractors and involves a visual condition assessment of every unsealed road.

The factors assessed include major defects, crossfall and surface condition. The next assessment will be carried out in 2024. Of particular interest will be whether the overall condition of the network has changed since 2021 given the:

- a) Storms of June 2021 and October 2022 and the subsequent repair work
- b) Proactive maintenance approach adopted under the maintenance contract since 2022.

The Asset Plan shows that in 2021 the condition of 82% of unsealed roads was rated as being fair, good or very good.

It can be seen that an improvement opportunity lies in the moving of some of the roads from fair condition (55%) to good and very good condition (24%).



The Asset Plan shows that the demand for funding Council's total asset portfolio is higher than the ability to pay for works over the ten-year period. In response to this shortfall, the framework aims to spread the renewal of ageing assets over a longer period than ten years.

There are significant financial constraints at Yarra Ranges meaning that proposals for all spending on assets, but especially upgrade spending, would need to be supported by a very strong business case. This would apply with any proposal to upgrade an unsealed road to sealed standard

### **Best Practice Maintenance**

The Australian Road Research Board (ARRB) published Unsealed Roads Best Practice Guide in 2020. This guide sets out best practice for the planning, design, asset management and maintenance of unsealed roads in Australia, which it says make up 63% of the national network.

The Guide describes typical problems presented by unsealed roads and sets out the appropriate intervention to apply. A summary of this is shown below:

<b>Problem</b>	<b>Intervention</b>
Windrows, channels, soft slippery areas, coarse surface texture, loose material or roughness	Grade or resheet
Loss of pavement	Resheet
Wheel ruts, shoves and potholes	Grade or repair
Coarse texture, poor ride quality	Heavy grading and reshaping
Insufficient crossfall	Grade
Excessive crossfall	Grade
Insufficient formation height above natural surface	Heavy grade and import fill
Insufficient formation width	Formation widening or realignment

The guide states that grading is the most important task in maintaining unsealed roads and describes 3 different types of grading as set out below:

#### Light Grading

This is grading of the running surface to keep it in a good riding condition.

It is preferable to undertake light grading when the pavement is moist. Spot gravelling can be undertaken to fill potholes and surface depressions. Table drains should also be inspected and cleaned if necessary. A roller attached to the grader may be sufficient to compact pavement material, but a separate roller is preferred. If the desired crossfall cannot be achieved, then a medium grade would be required.

#### Medium Grading

This type of grading restores the crossfall shape of the road.

This is achieved by cutting well into the pavement and also recovering pavement material that has washed into the table drains. It requires moisture to be in the pavement or to be applied by a water cart and the pavement material should be compacted using a roller. Table drains would be inspected and cleaned as necessary.

#### Heavy Grading

This operation is carried out when the road has become severely degraded or potholed.

Scarifying will need to be done to the depth of the potholes but not so deep as to enter the natural ground below. If new pavement material needs to be added it is important to re-establish the cross fall of the road before doing so. As with medium grading it is essential that proper moisture content is established, and that the pavement be well compacted.

## Provision of Road Maintenance and Sweeping Services Contract

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Council has entered a contract (Provision of Road Maintenance and Sweeping Services Contract) for the provision of services including:

- Grading of unsealed roads
- Dust suppression
- Table drain cleaning
- Sweeping of sealed roads
- Path sweeping
- Roadside furniture maintenance
- Inspections for the Road Management Plan



Roads are graded between 2 and 6 times per year according to a planned program. The program is planned to ensure efficiency and that the grader can attend the allotted number of times over the year. This aligns with the Road Management Plan. By adopting and adhering to a program, rather than being overly reactive, Council is able to maximise the grading activity from the budget it has available. This is because a reactive approach involves a lot of wasted time and money travelling between job sites.

Dust suppression occurs on an annual basis to a selection of roads in the summer months. It involves the application of magnesium chloride brine solution to the road surface, followed by road grading. These chemicals can absorb moisture from the air, reducing the likelihood of dust becoming airborne. The intention of the work is to reduce nuisance to residents from dust generated from the road.

Limiting vehicle speeds in dusty areas can help reduce the disturbance of dust on unpaved roads or surfaces. Research has shown that by reducing speed, drivers can reduce dust levels by almost 50 per cent by slowing down from 50 to 35km per hour. Driving at lower speeds is proven to reduce gravel loss, dust generation and help protect the road surface. Avoiding hard braking, accelerating and cornering will also minimise dust, damage and corrugations.

Short of sealing a road, there are no known ways to eliminate dust emissions effectively on a long-term basis by using a single process, or just one application of a dust suppressant (Foley et al. 1996).

LESS SPEED = LESS DUST

### Comparison with Best Practice Guidelines

The Road Maintenance and Sweeping Services Contract CT 6788 compares very well to the Best Practice Guidelines.

The Activity Specification states:

- Table drains should be re-established.
- Crossfall should be re-established.
- Ripping is to extend to the depth of the defect.
- Rolling and the addition of water is required to achieve compaction.

The contract sets out the grading frequency for each road in the network but does not mention light, medium or heavy grading. Instead, it is a performance-based specification that sets out that defects must be fixed.



Yarra Ranges has challenges relating to maintenance of unsealed roads which many other Councils do not:

- High population density on some roads leading to increased traffic at the limit of what is suitable for an unsealed road in some cases.
- Difficult topography and terrain
- Highly important natural environment immediately adjacent to the roads.
- Narrow roads which make traffic management more difficult
- High rainfall which leads to faster degradation of roads

We need to recognise these factors and understand that they make up the unique situation we are in and must respond responsibly to.

### **Resheeting**

Resheeting is a renewal capital works activity on unsealed roads whereby a new layer of gravel, approximately 100mm thick, is spread onto a road that has lost most of its pavement due to erosion over time or due to a single event such as a flood.

Some Councils would have an annual program whereby a percentage of the unsealed network is resheeted every year. This has the effect, over time, of ensuring that the overall network is kept in a condition where roads have sufficient gravel to deliver the service. The resheeting operation would typically also involve tree trimming, reforming of drainage and reshaping of the pavement back to the specified road condition.

Yarra Ranges delivers its re-sheeting work in two ways:

1. Contract CT 6788. This contract includes the task of adding 40,000 tonnes per year of crushed rock during the grading activity. It is not listed on the budget as Capital Works but as part of the maintenance budget. This work involves a lighter application of rock to specific roads or sections of roads where it is necessary to bring the road back to a serviceable standard.
2. Council has allocated an Annual Budget each year for unsealed road rehabilitation and re-sheeting alongside drainage improvement projects on its unsealed network. This work generally involves a heavier application of rock to roads where more of the existing material has eroded away and the reinstatement and reshaping of open drains to ensure water is carried away from the road as required.



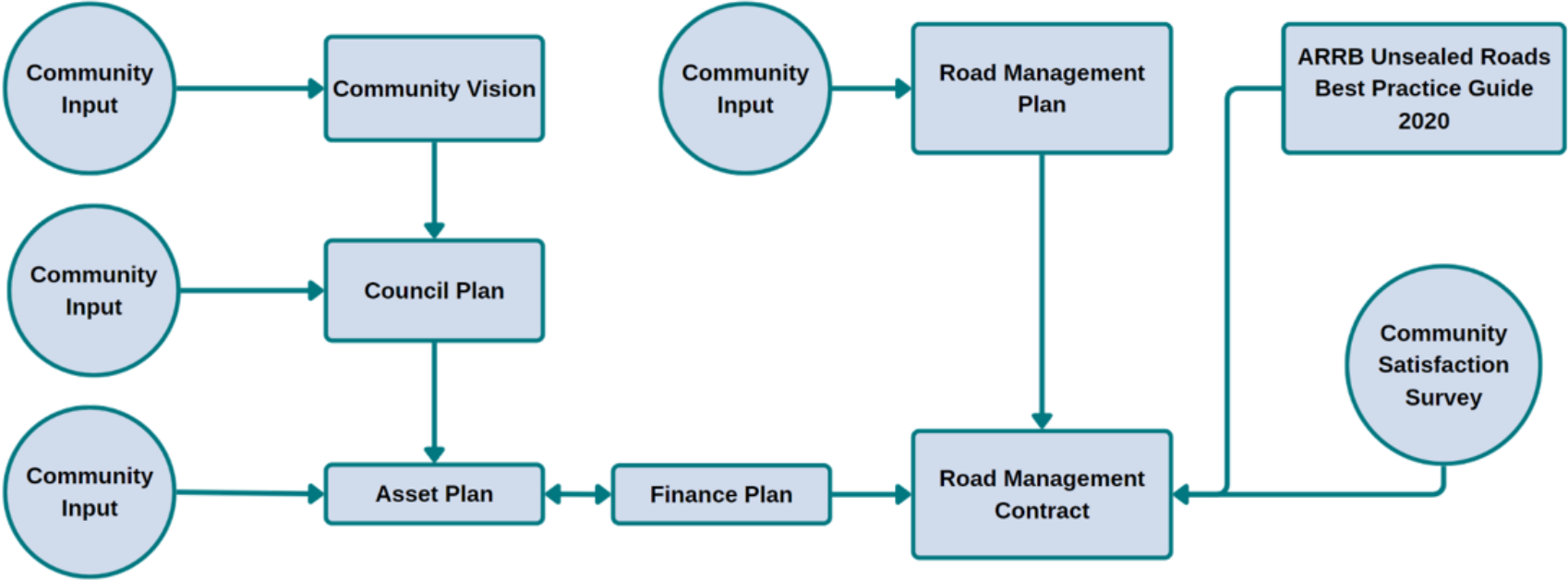


### Best Practice Influencing on Unsealed Roads

The diagram below shows how unsealed roads management is influenced by the strategic planning framework and best practice guidelines as well as community satisfaction with the level of service.



# UNSEALED ROADS MANGEMENT FRAMEWORK



## Summary of our context

Council and the community have significant financial constraints. This, combined with the reduction to the Federal initiative, Roads for the Community, means that we need to understand that unsealed roads will be a part of our transport infrastructure into the future, as they are for the whole of Australia.

To summarise:

- Council has a mature Strategic Planning Framework which helps it establish priorities for the use of its scarce funds.
- Asset decisions must be evidence based.
- Assets must be fit for purpose and meet community needs.
- Council has 708km of unsealed roads which is 40% of the network.
- 86% of unsealed roads are independently rated for Council as being in fair, good or very good condition.
- Our approach to maintenance is a mix of proactive and reactive work, with the emphasis on the proactive.
- Council's maintenance contract compares well with the sector's Best Practice Guidelines.
- Community Satisfaction with unsealed roads maintenance remains the lowest of all services that Council offers.
- Council has a planned approach to renewing unsealed roads with a two-part re-sheeting program.

## Our Opportunity

Council's historic approach to managing unsealed roads involved upgrading a small number of selected roads to sealed standard and maintaining the unsealed roads that remained.

The upgrade effort involves the expenditure of significant resources to seal relatively short sections of unsealed road. These projects were usually carried out as Private Street Schemes or Special Charge Schemes whereby residents that were to receive a special benefit from road sealing were required to help share the cost of the project with Council. Council gave additional assistance to residents by providing a finance option for the resident's contribution.

In recent years Special Charge Schemes have become less common and harder to establish due to the financial pressures facing many of those in the community.



Council's advocacy led to the 2019 Federal Government Roads for Community Initiative. It was intended to provide \$150 million to seal a bulk list of roads in Yarra Ranges over a 9-year period. This was reduced in 2022 to \$47.7 million, with an obvious reduction in the number of roads that could be treated.

Our approach to maintaining unsealed roads has always been a mix of proactive and reactive activity. Proactive activity which is regularly programmed is the most efficient and rational way to approach the task.

In the past when our prioritisation systems on customer needs, business outcomes, and available resources weren't as strong, we would respond to the most noticeable problems that attract our regular attention, which could involve inefficiently sending resources across the Shire to tackle a task simply because a single customer requiring it be done. Usually that task was no more urgent or important than the programmed work the resources were taken away from. This approach negatively impacted the whole community.

Our opportunity now is to establish programs for capital investment and maintenance that are affordable and deliver well managed unsealed road assets to the community so that it gets the transport services it needs.

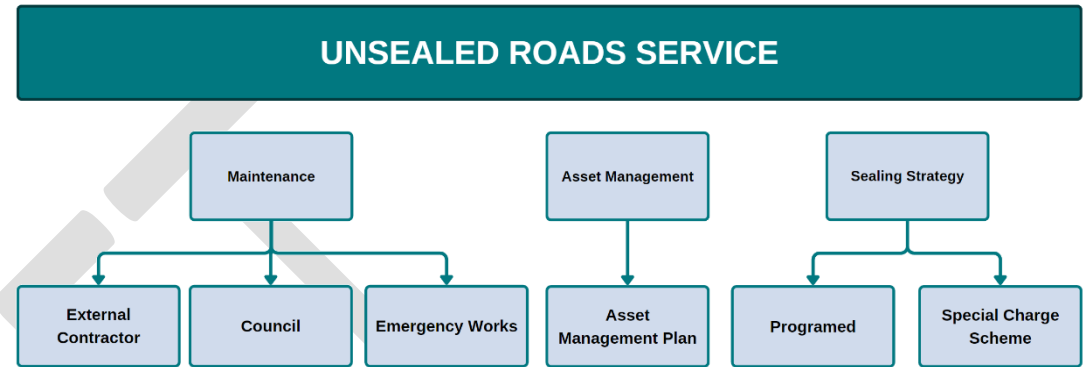
The Unsealed Roads Management Framework needs to be:

- Responsive to the context of the community
- Aligned with Council's Financial Plan
- Measurable
- Achievable

## Our Objectives

The Unsealed Roads Management Framework has three objectives. These will help to plan and deliver a fit for purpose unsealed road network.

No.	Objective	Outputs
1	Optimal maintenance	<p>Established maintenance specification and contract</p> <p>Monitor the performance and resourcing of the maintenance contract</p> <p>Source gravel material mix appropriate for each district, taking account of rainfall and topography</p>
2	Effective asset management	<p>Review the asset management framework as it relates to unsealed roads</p> <p>Ensure two-way communication between asset management and maintenance efforts</p>
3	Effective investment planning	<p>Develop a policy and procedures to govern the process of upgrading roads from unsealed to sealed standard</p> <p>Develop a basis for a prioritised candidate list of roads that are justified for upgrade to sealed standard</p>



## The Framework for Unsealed Roads

### Objective 1

#### Optimal Maintenance

Optimal maintenance of our unsealed roads encompasses:

- Proactive and planned programs which still have a reactive capacity to address unexpected conditions.
- Delivery of the measures contained in the Road Management Plan.
- Achievement of full design life, rather than roads being damaged in such a way that additional capital investment is required.

No.	Action	No.	Task
1.1	Ensure optimal design and performance of the maintenance program.	1.1.1	Continued ongoing review of the maintenance program in the contract and the delivery of it to ensure balance between proactive and reactive works.
		1.1.2	Continued ongoing review of the maintenance program in the contract and the delivery of it to ensure that the requirements of the Road Management Plan are met.
		1.1.3	Continued ongoing review of the performance of the works in the contract to ensure that works such as table drain cleaning are being delivered.
		1.1.4	Undertake stakeholder consultation to better understand low community satisfaction with the maintenance of unsealed roads and the improvements needed to improve community satisfaction.

No.	Action	No.	Task
1.2	Ensure optimal pavement material is used	1.2.1	Review pavement mix design to suit the different regions of the Council area and traffic conditions within those regions.

The condition of unsealed roads can change quickly, with the biggest contributing factors being rain, traffic type, traffic volume and traffic speed.

### Objective 2

#### Effective Asset Management

Effective asset management for unsealed roads will look like:

- Accurate register of assets
- Accurate measurements of gravel depth
- Rational rating of road condition
- Updated asset register when capital works are undertaken.

No.	Action	No.	Task
2.1	Ensure accurate register of assets.	2.1.1	Engage with internal stakeholders such as maintenance and finance to ensure full capture of unsealed road assets.
2.2	Record accurate measurements of gravel depth.	2.2.1	Establish an annual sample program to measure the depth of gravel on unsealed roads.
2.3	Establish a rational and repeatable method of rating unsealed road condition.	2.3.1	Benchmark with other Councils to improve the reliability of rating the condition of unsealed roads.
2.4	Update the asset register	2.4.1	Develop procedures which ensure the asset register is updated following maintenance and capital works.



### Objective 3

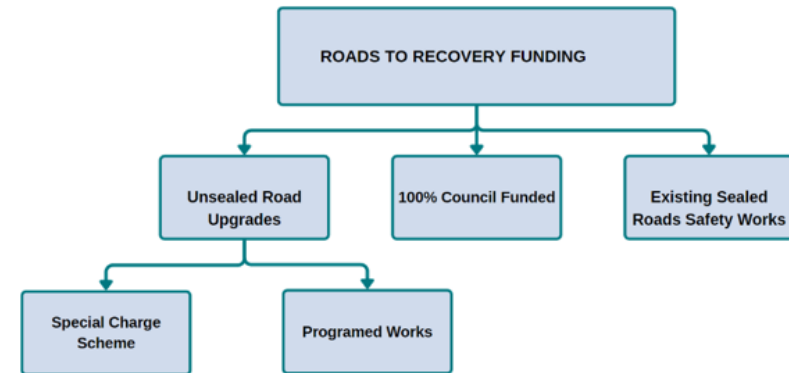
#### Effective Investment Planning

Effective investment planning for unsealed roads will look like:

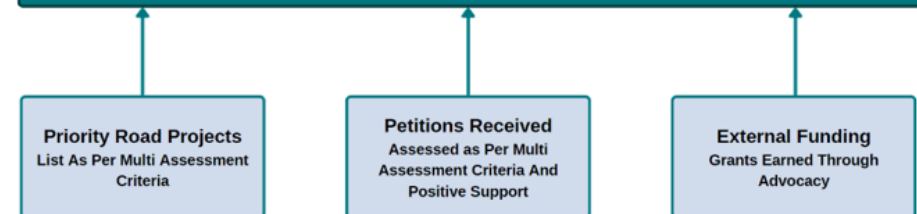
- Developing an agreed ranking system for roads that are candidates for upgrading to sealed condition.
- Developing a 10-year prioritised list of roads for sealing which is aligned with the Financial Plan, including the Roads for the Community initiative.

No.	Action	No.	Task
3.1	Develop an agreed ranking system for the upgrade of roads.	3.1.1	Benchmark with other Councils and consult with the community to develop a rating and ranking system for roads that are candidates for upgrading to sealed standard. The system should consider environmental, emergency management, economic development, maintenance reduction and safety factors to prioritise unsealed roads for sealing.
3.2	Develop a 10-year priority list of roads for sealing.	3.2.1	Understand the funding available from the Financial Plan for sealing unsealed roads. Program the high priority roads during the 10-year period taking into account factors such as complexity of design and consultation.

#### FUNDING SOURCE FOR UNSEALED ROADS



#### UNSEALED ROAD SEALING PRIORITISATION



## Reporting

The Unsealed Roads Management Framework will be used and delivered by Council, stakeholders and the community.

### Monitoring

Council will conduct monitoring at senior executive level to determine whether our efforts are achieving the objectives of the Framework.

### Annual Review

Council will review this Framework each year and adjust it as appropriate for changes that occur in the environment. We will need to ensure that we are mindful of changes to external funding, our financial outlook and community expectations.



## APPENDIX 1 – Special Charge Scheme

### Special Charge Scheme

Unsealed roads are able to be upgraded to sealed standard when they no longer fit the needs of the users. For local roads, over many decades, this has been achieved via schemes where the cost of the work is shared between the Council and the adjacent land owners. These are called Special Charge Schemes and are governed in accordance with Council's Special Charge Scheme Policy 2024.

The Local Government Act 1989 provides Council with the ability to introduce a Special Charge Scheme whereby landowner contributions can be sought for infrastructure improvement projects such as roads, footpaths and drainage. A Special Charge Scheme may also be considered for township development and traffic management projects.

Landowner funded schemes have been in place for many years. Council records dating back to the 1920s detail the involvement of landowners in many road and other improvement projects, e.g. drainage, footpaths, kerb and channel, etc.

A Special Charge Scheme is generally introduced where the works proposed are to the special benefit of a defined group of properties.

Broadly speaking, the basis of these schemes has always been that the purchase price of the land on an unsealed road did not include an amount for sealed road construction, as would apply in a modern subdivision. It was also held as generally true that the value of a property which benefited from a road upgrade would increase by more than the charge that was applied to the property.

Land owners are able to repay the cost of their contribution either in a lump sum or over a 10 year period, with interest.

## APPENDIX 2

### Proactive Scoring Criteria – Candidate roads for sealing

The constructing and sealing of existing unsealed roads are desired by residents within the urban and rural living areas. To assist the assessment process for determining if a road should be sealed, an assessment guideline has been developed.

Category	Weighting (%)
Properties	30
Community & Social Factors	20
Socio Economic Factors	10
Maintenance Costs/Requests	25
Traffic Hierarchy & Volumes	5
Road Access	5
Environmental / Planning Overlays	5
<b>TOTAL</b>	<b>100</b>

Road safety is paramount when considering road usage and is considered across multiple categories. Council's commitment to road safety is continual and the road network plays an important role in supporting community safety.

DRAFT