



Road and Track Repair Policy

Policy Statement

To ensure that the road and track network across the Reserve is maintained in order to improve road safety and reduce environmental impacts, as resources allow, for all motorists, cyclists and pedestrians.

“ Crown reserve means— (a) any Crown managed land, (b) any other land set apart, dedicated, reserved, granted or held for— (i) any public purpose under any Act administered by the Minister, or (ii) a show ground.

Manager of a Crown reserve or Crown road means— (a) for a Crown reserve—any person having the care, control and management of a Crown reserve, or (b) for a Crown road—the roads authority for the road under the Roads Act 1993”.

Objectives

The objectives of this policy are to;

- Ensure a framework for the risk management of the Reserve’s road and track network is developed,
- Reduce exposure to potential public liability claims relating to the condition of the road and track network,
- Establish criteria and classification of roads and tracks,
- Ensure a defined level of service and treatment options for roads and tracks based on their classification and condition, is developed,
- Ensure a systematic approach is established for the inspection, prioritisation and response to risks and maintenance requests,
- Facilitate safer local and regional roads and tracks.

Road and Track Network Management

Classification of roads and tracks

Primary Roads – (Approx. 42km) Major route for distribution of traffic throughout the district, e.g., Main access, heavy traffic roads, fire breaks (*seen as Red line on Map, page 4&5*)

Secondary Roads – (Approx. 64km) Generally a local road, may be part of a secondary through route for internal and external traffic, e.g., Off-shoot to Primary Roads, mainly residential, fire breaks (*seen as Yellow line on Map, page 4&5*)

Tertiary Tracks – (Approx. 120km) Generally local traffic access only, that are private tracks or not through roads, e.g., mining access tracks, some residential. Mostly managed by Miner's Associations (*seen as Blue line on Map, page 4&5*)

Road and Track Maintenance Prioritisation

Road and track maintenance is prioritised by the 3 levels of classification: Primary, Secondary, and Tertiary. Roads are assessed by the Manager and will be acted on accordingly.

All maintenance is subject to funding, weather, and/or contractor availability.

Primary Roads will be considered for maintenance once every three months or as needed.

Secondary Roads will be considered for maintenance once a year or as needed.

Tertiary Tracks will be subject to assessment before being considered for maintenance.

All road and track prioritisations are subject to review by the Manager.

Upgrading Guidelines

The condition of the road and track network in the Lightning Ridge area varies greatly due to traffic type, usage, topography, construction material, maintenance materials and past maintenance.

Maintenance activities on the road and track network include, but are not limited to:

- Maintenance grading
- Forming
- Shoulder grading
- Patching and filling
- Water carting

Emergency Maintenance Protocols

The Reserve will undertake emergency maintenance after and/or during extreme weather events, such as bushfires and heavy rain events.

This will include;

- Expanding the fire trail network
- Creating emergency fire breaks
- Repairing severely damaged roads
- Creating emergency drainage
- Grading emergency tracks
- Assisting in firefighting activities

Budget Allocation Criteria

Budget allocation for the road and track network in the Lightning Ridge Area will be determined by access to funding year to year.

On average, funding will be determined by the levels of classification.

- Primary Roads – 60% budget allocation
- Secondary Roads – 30% budget allocation
- Tertiary Tracks – 10% budget allocation

Maintenance Requests

All maintenance requests that are received will be logged as customer service requests, after which the Manager will undertake an onsite investigation on the issue of concern.

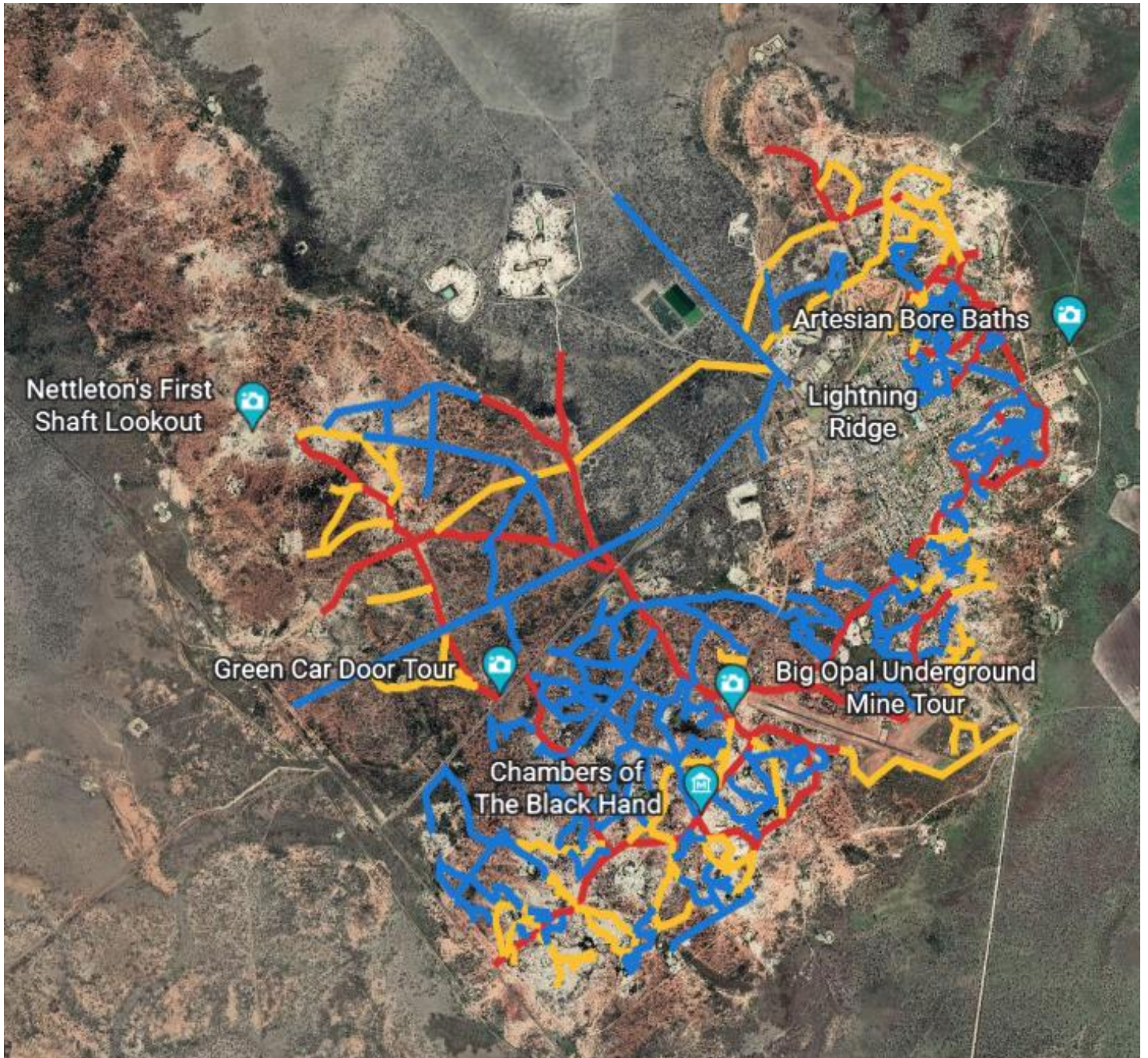
The Manager will undertake an assessment and determine;

- The classification for the road or track in question
- If work is necessary
- If funding is available

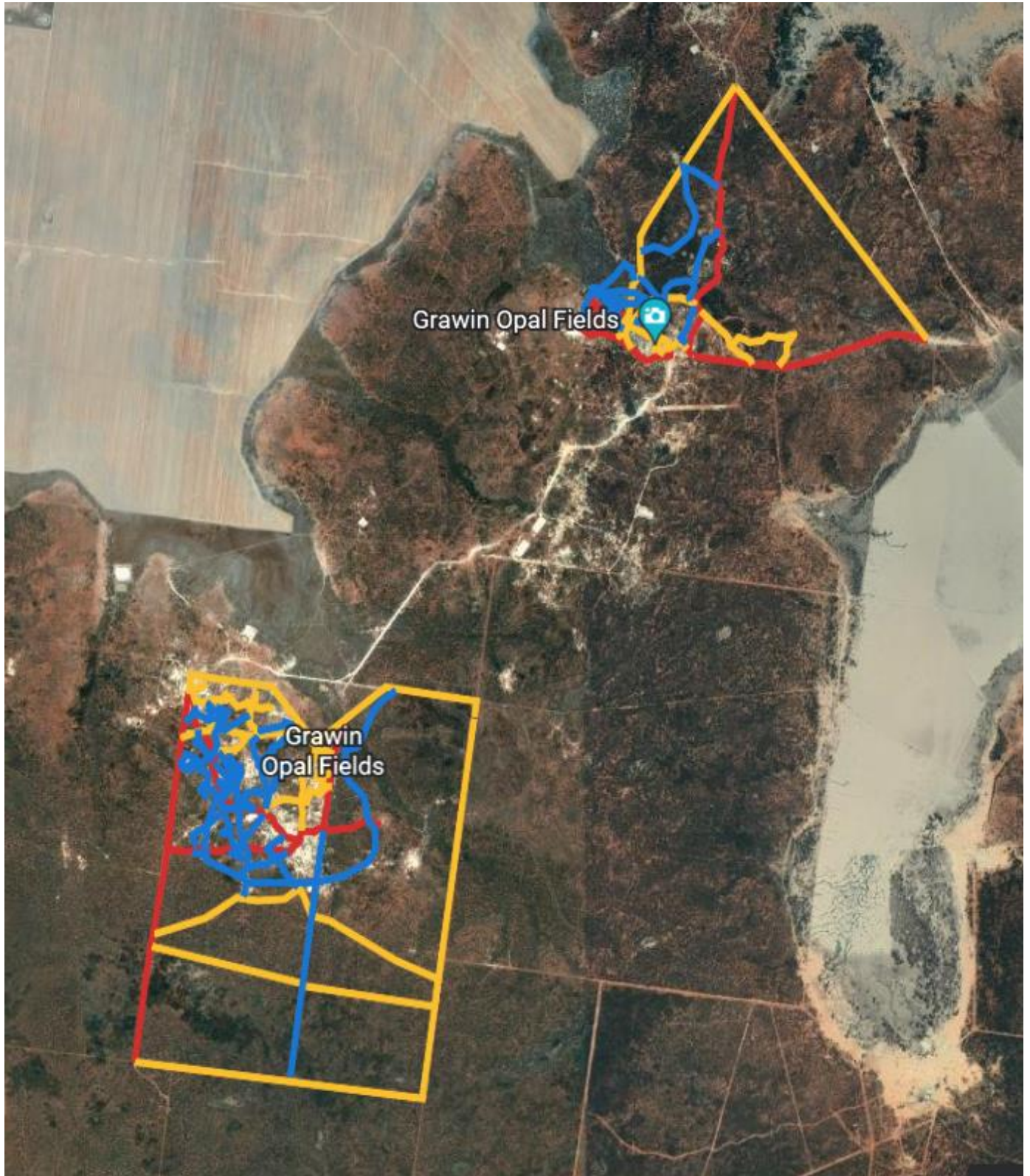
The road or track will then be given a classification and will be acted on accordingly.

Road and Track Network Maps

Lightning Ridge Road Network



Grawin and Glengarry Road Network



Coocoran Road and Track Network

(thin red line is Reserve boundary)

