



YOUNG SHIRE COUNCIL

# **URBAN AND RURAL ROAD WIDTHS POLICY**

**NO 71**

**DATE ADOPTED: 21/8/13**

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## 1 INTRODUCTION/BACKGROUND

Council has adopted urban and rural road hierarchies. The intention of functionally classifying Council's road network is to allow Council to strategically prioritise and plan for the continued upgrade of its road network over the whole of life of the road network.

Traffic efficiency, the efficient transport of freight, providing safe interaction between heavy vehicles and cars are some of the strategic aims of the arterial road network. Therefore, these roads are constructed and maintained to a higher standard.

Traffic safety and the amenity of local residents are some of the strategic aims of the local road network. These roads may be constructed to suit a lower speed environment or may be constructed to a lower standard to reflect lower traffic volumes.

Council's Road Width policy recognizes these principles.

## 2 PURPOSE/OBJECTIVES

The objective of this policy is to define the road width and road reserve width standards for the different classifications of road within Council's road hierarchy.

## 3 POLICY

### 3.1 Urban Road Widths

At its Ordinary Meeting of April 2009 Council adopted a hierarchy for its urban road network as follows:

Urban arterial	Major regional and inter-regional roads
Urban collector	A non-arterial road that collects and distributes traffic in an area as well as serving abutting property.
Urban local access	A road predominately used for access to abutting properties.

The road width standards provided below are not to be considered as inflexible development standards, rather more as a guide or starting point for discussion and negotiation with Council. The principles detailed in the Australian Model Code for Residential Development (1990) are generally supported. Accordingly, developers/subdividers are advised that Council will consider and, to some degree, encourages departures from the below guidelines, where it can be clearly established such departure enhances the amenity of the locality whilst retaining an appropriate traffic hierarchy.

Road Classification	Road Reserve Width (m)	Footway (number / width in m)	Traffic Lane (number / width in m)	Parking Lane (number / width in m)	Median Width (m)
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<b>Road Classification</b>	<b>Road Reserve Width (m)</b>	<b>Footway (number / width in m)</b>	<b>Traffic Lane (number / width in m)</b>	<b>Parking Lane (number / width in m)</b>	<b>Median Width (m)</b>
Urban Arterial	34	2 / 4.5	4 / 3.5	2 / 3.0	5
Urban Collector	21	2 / 4.5	2 / 3.0	2 / 3.0	Nil
Urban local access:					
(i) Serving in excess of 15 lots;	18	2 / 4.5	2 / 3.0	2 / 2.5	Nil
(ii) Cul-de-sacs and short loops; (maximum 15 lots)	18	2 / 4.5	2 / 3.0	1 / 3.0	Nil
Industrial subdivision:					
(i) Undivided	23	2 / 4.5	2 / 3.5	2 / 3.5	Nil

### 3.2 Rural / Rural Residential Road Widths

At its Ordinary Meeting of 20 February 2008 Council adopted the following rural road hierarchy:

Rural arterial	Major regional and inter-regional roads
Rural collector	A non-arterial road that collects and distributes traffic in an area as well as serving abutting property.
Rural residential collector	A non arterial road that collects and distributes traffic in a predominately small acreage area as well as serving abutting property.
Rural local access	A road predominately used for access to abutting properties.
Rural residential local access	A road predominately used for access to abutting properties within a rural residential area.

For pavement reconstruction works carried out by Council on the existing road network the following standards apply:

<b>Road Classification</b>	<b>Traffic Lane (number / width in m)</b>	<b>Shoulder (number / width in m)</b>	<b>Formation Width (m)</b>

Rural arterial: 8m seal on 10m formation	2 / 4.0	2 / 1.0	10
Rural collector: 7m seal on 8m formation	2 / 3.5	2 / 0.5	8
Rural local access road: 6m seal on 7m formation	2 / 3.0	2 / 0.5	7
Where Council is bitumen sealing a rural residential gravel road to increase amenity by reducing dust the absolute minimum standard is 6m seal on 6m formation	2 / 3.0	0	6

For road design and construction works associated with rural and rural residential subdivisions and developments the following standards apply:

Road Classification	Design Average Annual Daily Traffic (A.A.D.T.)	Road Reserve Width (m)	Traffic Lane (number / width in m)	Shoulder Width (m)	Formation Width (m)
Rural arterial	> 1000	20	8.0	1.0	10
Rural collector	500-1000	20	2 / 3.5	1.0	9.0
Rural local access	0-500	20	2 / 3.5	0.5	8.0

- N.B.** (i) In all cases to A.A.D.T. is that predicted at the end of the design period (usually 20 years);  
(ii) The designed pavement thickness is to extend for the full formation;  
(iii) The road reserve width of 20 metres is nominal only and consideration is to be given to the extent of cut and fill batters, catch drains, intersection layout requirements and provision for public utilities adjacent to the road reserve boundary. A minimum allowance of 3 metres from the batter point to the boundary is to be provided.

#### 4 RESPONSIBILITY

The Director Operations is responsible for reviewing this policy.

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