
**NARROMINE SHIRE COUNCIL
ORDINARY MEETING BUSINESS PAPER – 12 AUGUST 2020
REPORTS TO COUNCIL – INFRASTRUCTURE AND ENGINEERING SERVICES**

1. WORKS REPORT

| | |
|--------------------------------|---|
| Author | Director Infrastructure and Engineering Services |
| Responsible Officer | Director Infrastructure and Engineering Services |
| Link to Strategic Plans | CSP – 4.3.4 Ensure Council's property assets are monitored and well managed |

Executive Summary

This report provides information regarding works undertaken for the given period in regards to both operational and capital works.

Report

The Works Report (**Attachment No. 1**) for the period 2 July 2020 to 5 August 2020 is presented to Council for information.

Financial Implications

Council has provision for these services in its Operational Budget.

Legal and Regulatory Compliance

Local Government Act 1993
Roads Act 1993

Risk Management Issues

Nil

Internal/External Consultation

Nil

Attachments

1. Works Report

RECOMMENDATION

That the information be noted.

2. RIVERSIDE PRECINCT CONCEPT PLAN

| | |
|--------------------------------|---|
| Author | Manager Urban Space |
| Responsible Officer | Director Infrastructure and Engineering Services |
| Link to Strategic Plans | CSP – 1.1.4 Promote services and provide facilities that foster healthy lifestyles CSP - 1.1.5 Recognise the importance and consider resources needed to maintain open spaces, to encourage greater use by the community |

Executive Summary

This report presents a draft concept plan for the future development of the Riverside precinct for placement on public exhibition for comment.

Report

At Council's Ordinary Meeting on 8 August 2018, the Sport and Recreational Services Master Plan 2018 was adopted.

Within the master plan is an action item to:

"Prepare strategies for major sporting precincts to be multi-functional and of a high standard to attract higher usage for both sport and special events".

To progress this action, Council engaged Somewhere Landscape Architecture firm to develop a design for the Riverside precinct. This will be presented to Council prior to the meeting. This precinct includes all public open space bordering the Macquarie river and Culling Street, including Rotary Park, Rotary Gully, Noel Powell Ovals and Olsen Oval.

Two workshops have been conducted with key users who utilise the grounds to identify their future wants and needs, gain long term ideas for development and facilitate a design which balances the varying needs of the wider community.

The feedback from these workshops was collated by the Somewhere Landscape Architecture team and the concept plan developed.

The concept plan was developed with consideration to the following objectives:

- Creation of a multifunctional space for active and passive recreation
- Enhancing the natural landscape of the river edge
- Improve accessibility throughout the precinct
- Expand and improve infrastructure
- Enhance the existing space and usability of vacant areas

The concept plan will be staged to allow for identification of potential funding opportunities, as well as prioritising needs and community demand in a logical way to ensure the infrastructure is developed in a way that allows the next scope of works to be completed with minimal disruption.

2. RIVERSIDE PRECINCT CONCEPT PLAN CONT.

Financial Implications

This concept plan will be utilised in funding applications to establish a methodical and planned approach which has been through a community consultation process.

Legal and Regulatory Compliance

Nil

Risk Management Issues

Nil

Internal/External Consultation

Consultation has been undertaken with the primary users of the grounds to ensure that the plan meets their needs for future development. Further consultation may be required at a time when funding becomes available for each stage of the plan.

RECOMMENDATION

That the Riverside Precinct concept plan be placed on public exhibition for 28 days.

3. ROADS RECLASSIFICATION INFORMATION REPORT

| | |
|--------------------------------|--|
| Author | Director Infrastructure and Engineering Services |
| Responsible Officer | Director Infrastructure and Engineering Services |
| Link to Strategic Plans | CSP - 3.6 Our road network is safe, well maintained and appropriately funded. CSP – 4.4 Sound Partnerships are encouraged and Fostered. |

Executive Summary

This report provides information regarding the Regional Roads Transfer and Road Classification Review

Report

In February 2019, the NSW Government announced the initiation of a Road Classification Review to ensure the road classification framework is still fit for purpose and that roads across NSW are appropriately classified. *Future Transport 2056* identifies

3. ROADS RECLASSIFICATION INFORMATION REPORT CONT.

the NSW Road Classification Review (**Attachment No. 2**) as a key initiative to make adjustments to the classification policy framework and update the road network to

align with the 'Hub and Spoke' Transport Network Model and the 'Movement and Place' Framework.

This project combines a comprehensive review of road classifications around NSW with broader considerations around how we think about our road network and its capacity to meet the needs of industry and the community. To make informed and meaningful recommendations to government, the Independent Panel has entered into conversations with our biggest road managers like local councils and other stakeholders and road users.

The Government also announced in February 2019, that up to 15,000 kilometres of council owned roads would be returned to State management as part of a broader package of support for local councils to better manage and maintain the rural road network. Combining the transfer of council owned regional roads with the Classification Review will ensure equity and transparency in all changes and support the development of an integrated road transport network.

An Independent Advisory Panel has been established to make recommendations for consideration by the NSW Government. The Panel will review the classification framework currently in use, as well as invite and assess submissions for the reclassification of Local, Regional and State Roads and the transfer of council owned regional roads.

An online consultation meeting with the independent panel and other Councils was held on 9 July 2020. Councils will have the opportunity to consider and to nominate roads to the Independent Panel for assessment and consideration. Councils will be notified when the submission form is "live" and the next steps involved.

Financial Implications

Potential increase or decrease in Federal or State grant funding. This is yet to be determined.

Legal and Regulatory Compliance

Part 5 of the Roads Act 1993 provides for roads to be classified.

Risk Management Issues

To be developed and considered during the reclassification process

Internal/External Consultation

Nil

3. ROADS RECLASSIFICATION INFORMATION REPORT CONT.

Attachments

1. Works Report

RECOMMENDATION

That the information be noted.

André Pretorius
Director Infrastructure and Engineering Services


Attachment No. 1

| | | |
|---|---|--|
|  | <p align="center">MONTHLY WORKS REPORT Wednesday, 5 August 2020</p> | <p align="center">Infrastructure and Engineering Services Narromine Shire Council Tel: 02 6889 9999 Fax: 02 6889 9998 mail@narromine.nsw.gov.au</p> |
|---|---|--|

*Road and Park users are to proceed with caution at all work sites and observe work signs to ensure safety.
Speed zones are enforceable with possible short delays.
For all enquiries, please contact Council's Infrastructure and Engineering Services Department on 6889 9999.*


| <p>URBAN ROADS – Narromine, Trangie, Tomingley</p> | |
|---|---|
| <p>Various Streets (Narromine)</p> | <p><u>Maintenance:</u></p> <ul style="list-style-type: none"> • Routine Maintenance Program such as patching and street sweeping, etc. |
| <p>Various Streets (Trangie)</p> | <p><u>Maintenance:</u></p> <ul style="list-style-type: none"> • Routine Maintenance Program such as patching and street sweeping, etc. |
| <p>Various Streets (Tomingley)</p> | <p><u>Maintenance:</u></p> <ul style="list-style-type: none"> • Routine Maintenance Program by contractor. |
| <p>UNSEALED ROADS NETWORK</p> | |
| <p>Various Unsealed Roads</p> | <p>A lot of Council's unsealed roads are suffering pavement damage due to the ongoing periods of wet weather. There are four unsealed roads, Merrinong, Gainsborough, Wallaby Road and Heywoods Lane that remain closed until the water subsides and repairs can be carried out.</p> <p><u>Maintenance: Map No. 1</u></p> <ul style="list-style-type: none"> • Tantitha Road • Macquarie View Road • Pinedene Road • Bootles Road • Wallaby Road • Belmont Road • Swifts Lane • Farrendale Road • Heywoods Lane • Brennans Lane • Herrings Lane • McLeods Lane <p><u>Capital: Map No. 2</u></p> <ul style="list-style-type: none"> • Belmont Road 2.7km resheet – continuing <p><u>Roadside spraying completed by Council – Biosecurity</u></p> <ul style="list-style-type: none"> • Swifts Lane • Montgomery Road • Fairview Road • McCarrons Road |
| <p>SEALED ROADS NETWORK</p> | |
| <p>Various Sealed Roads</p> | <p>The Eumungerie Road is closed to vehicles over 3.5 tonne whilst heavy patching works occur to repair pavement failure.</p> <p><u>Maintenance:</u></p> <ul style="list-style-type: none"> • Harris Street and Dandaloo Street in Trangie – Reseal |

Attachment No. 1

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|---|---|---|


| SEALED ROADS NETWORK CONT. | |
|---|--|
| Various Sealed Roads Cont. | <p><u>Capital:</u></p> <ul style="list-style-type: none"> • Trangie Dandaloo Road completed and signposted. • Eumungerie Road heavy patching <p><u>Roadside spraying completed by Council - Biosecurity</u></p> <ul style="list-style-type: none"> • Narromine Aerodrome • Warren Road • Ellengerah Road • Wambianna Road • Tullamore Road • Eumungerie Road • Trangie/Collie Road • Collie/Dubbo Road • Trangie and Narromine Treatment Works • Narromine Saleyards • Trangie Tip and Truckwash • Villeneuve Drains • Trangie Township |
| SWIMMING POOLS | |
| Narromine Pool | <ul style="list-style-type: none"> • Closed for the winter season. • Contractor engaged for centre line repairs. Work to commence during the second week in August depending on weather and COVID-19 restrictions |
| Trangie Pool | <ul style="list-style-type: none"> • Closed for the winter season. |
| PARKS AND OPEN SPACE NETWORK CBD Gardens, Parks, Ovals, Villages | |
| Narromine CBD | <ul style="list-style-type: none"> • Street tree pruning program nearing completion. • Vegetation mowing continuing. • Garden beds in the main street have been planted with potted colour prior to final planting after winter. • Weed spraying program of streets, lanes and culverts continues. |
| Narromine Parks and Reserves | <ul style="list-style-type: none"> • General maintenance and mowing. • All small parks have been sprayed for broadleaf weeds. |
| Narromine Sports Grounds | <ul style="list-style-type: none"> • General maintenance, spraying and mowing. • Weed and pest control in all sportsgrounds continues. • Maintenance continuing as some clubs have commenced training. • Wet weather closed Noel Powell Ovals for training and competition, these grounds will be assessed prior to reopening. |
| Narromine Streets | <ul style="list-style-type: none"> • General maintenance. • Street sweeping. • A number of dead/diseased trees have been identified for removal. |

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|---|---|---|

| PARKS AND OPEN SPACE NETWORK CBD Gardens, Parks, Ovals, Villages cont. | |
|---|---|
| Narromine Streets Cont. | <ul style="list-style-type: none"> Footpath construction completed in Terangion and Algalah Streets at the Narromine Christian School. |
| Trangie CBD | <ul style="list-style-type: none"> General maintenance and weed control ongoing. Vegetation mowing and slashing continuing. |
| Trangie Parks | <ul style="list-style-type: none"> General maintenance and mowing. |
| Trangie Sports Grounds | <ul style="list-style-type: none"> All winter sport in Trangie has been cancelled therefore basic maintenance program for sportsgrounds has been implemented. Burns Oval is monitored each week, with mowing, whipper snipping and weed spraying completed as required. Fertilising/top dressing will be delayed until later in summer. A few frosts have occurred which will be noticeable on the turf. Irrigation schedules will be reviewed as weather warms up. |
| Trangie Streets | <ul style="list-style-type: none"> General maintenance. Street sweeping weekly on Thursdays. Stormwater improvements (kerb and gutter) have commenced in Belgrove street. Consultants are developing alternative stormwater management treatments, since the original proposed treatments will not work. Contractors to re-commence with construction once, suitable solutions have been found. Kerb and gutter replacement have been completed in Dandaloo Street. Footpath construction completed in Temoin Street (Trangie Central School) and Harris Street. Road shoulders in Dandaloo Street and Harris Street (in front of the tennis courts) have been stabilised and are ready for sealing Crews are in the process of installing garden beds in Dandaloo Street. |
| Tomingley Village | <ul style="list-style-type: none"> Town maintenance services contract has been extended to September 2020. Eric Woods Park upgrades are progressing. Works almost completed with tree planting to commence once weather warms up. |
| AERODROME | |
| Narromine Aerodrome | <ul style="list-style-type: none"> Tree trimming, slashing and weed control continue. Arrangements made for removal of regrowth at aerodrome. Construction of the Skypark and Hangar Developments progressing. |

Attachment No. 1

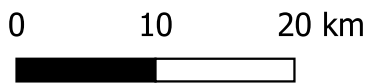
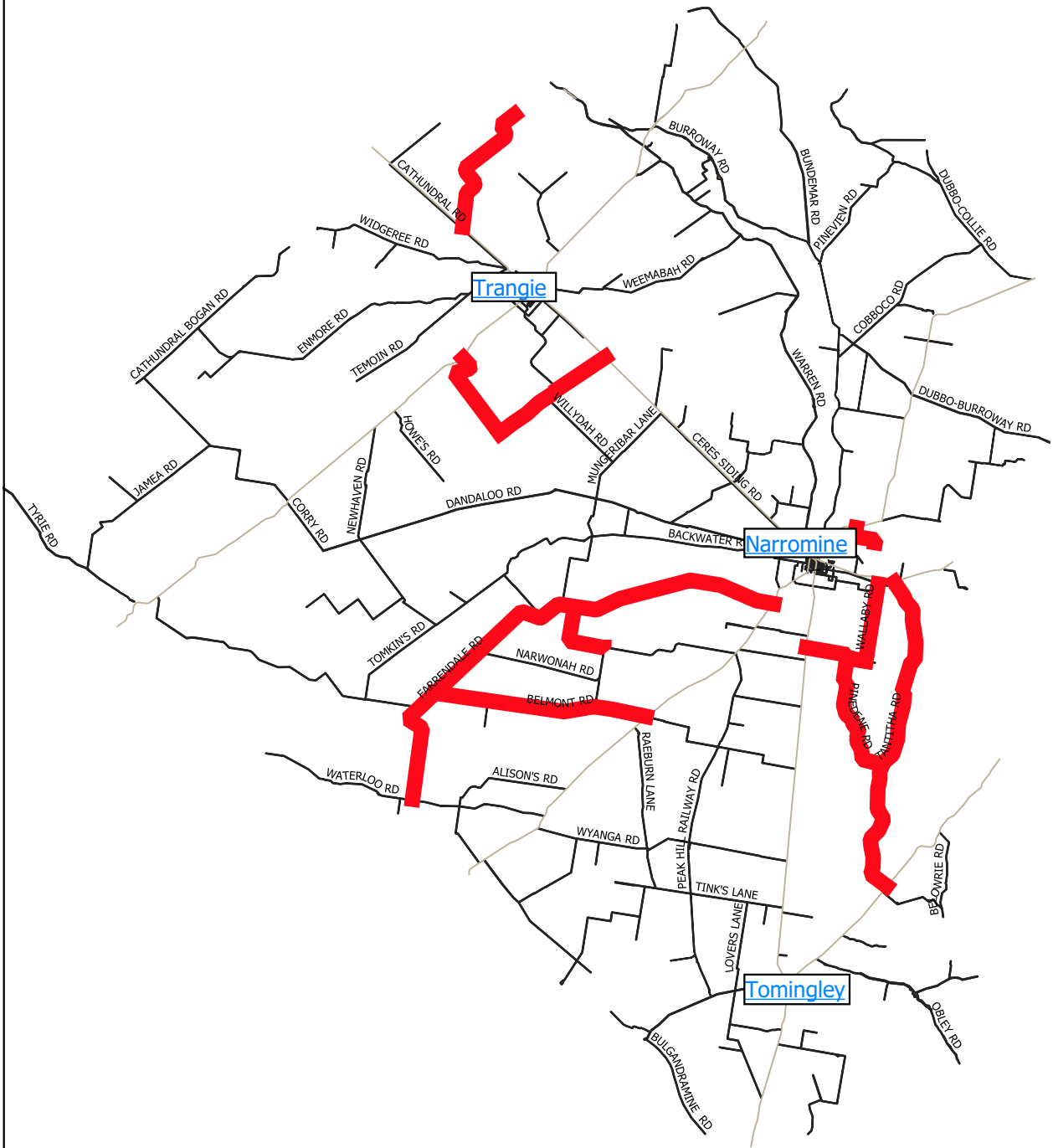
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|---|---|---|

| BUILDING MAINTENANCE | |
|---|--|
| All Buildings | <ul style="list-style-type: none"> General maintenance as required. |
| Vandalism | <ul style="list-style-type: none"> Vandalism at Council facilities has increased and has been reported to Narromine Police for additional patrols. |
| Narromine Medical Centre | <ul style="list-style-type: none"> General maintenance as required. |
| Council Administration Buildings | <ul style="list-style-type: none"> Upgrades to the toilets to commence soon. |
| PUBLIC CONVENIENCES | |
| Rotary Park (Narromine) Public Toilets | <ul style="list-style-type: none"> Toilet facilities cleaned daily. |
| Burraway Street Public Toilets (adjacent to Pool) | <ul style="list-style-type: none"> Toilet facilities cleaned daily. |
| Argonauts Park (Trangie) Public Toilets (Goan Waterhole) | <ul style="list-style-type: none"> Toilet facilities cleaned every Tuesday, Thursday and Saturday. |
| Dandaloo Street Trangie (adjacent to Bakery) | <ul style="list-style-type: none"> Toilet facilities cleaned every Monday, Wednesday and Friday. |
| Narromine and Trangie Truck Wash | <ul style="list-style-type: none"> Waiting for outcome of land acquisition process for the Trangie Truck wash. |
| Wetlands | <ul style="list-style-type: none"> Toilet block secured and cleaned daily. |
| CEMETERIES | |
| Narromine Cemetery | <ul style="list-style-type: none"> General maintenance continues. |
| Trangie Cemetery | <ul style="list-style-type: none"> General maintenance, mowing and weed spraying. Topping up of subsiding graves continues. Dead trees are noted and renewal/replacement plan will be implemented when budgets have been confirmed. |
| WATER AND SEWER | |
| Tomingley | <ul style="list-style-type: none"> Continued regular system maintenance at the water treatment plant. Staff are preparing and locating utilities for upgrade of the water main crossing in Budgerie Street. Draft Tender documents for the WTP are currently being reviewed by staff for submission to DPIE-Water to gain design concurrence. Maintenance works are being carried out at the WTP precinct. |
| Trangie | <ul style="list-style-type: none"> Staff have continued reticulation system maintenance. Staff continue operational Drinking Water Quality Testing as required by legislation on a daily basis. |

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|---|---|--|

| WATER AND SEWER CONT. | |
|------------------------------|--|
| <p>Trangie Cont.</p> | <ul style="list-style-type: none">• Council Plumbing Staff completed annual certification testing of all Council Backflow Prevention devices as legally required.• Staff have carried out Valve replacements at various locations in the Trangie reticulation system. Staff removed the connections between the reticulation and redundant bore No. 4. Staff replaced a further 6 defective house services at various locations in Trangie• Staff carried out maintenance and replacements in relation to the supply to the showground• Staff continue regular sewer pump station and STP system maintenance as required |
| <p>Narromine</p> | <ul style="list-style-type: none">• Staff continue operational Drinking Water Quality Testing as required by legislation on a daily basis.• Council Plumbing Staff completed annual certification testing of all Council Backflow Prevention devices as legally required.• Regular Drinking Water Quality sampling and analysis continued, along with extra sampling involved with the quality and proving periods for the new plant.• The July performance data for the bore 6 removal plant is currently being analysed prior to applying for section 60 approval from DPIE-Water.• Various redundant tee's and valves were removed from the reticulation network.• Reticulation valve replacement works have continued to better facilitate improvement of the reticulation system.• 4 house services were replaced during the month as well as ongoing leak repairs. |

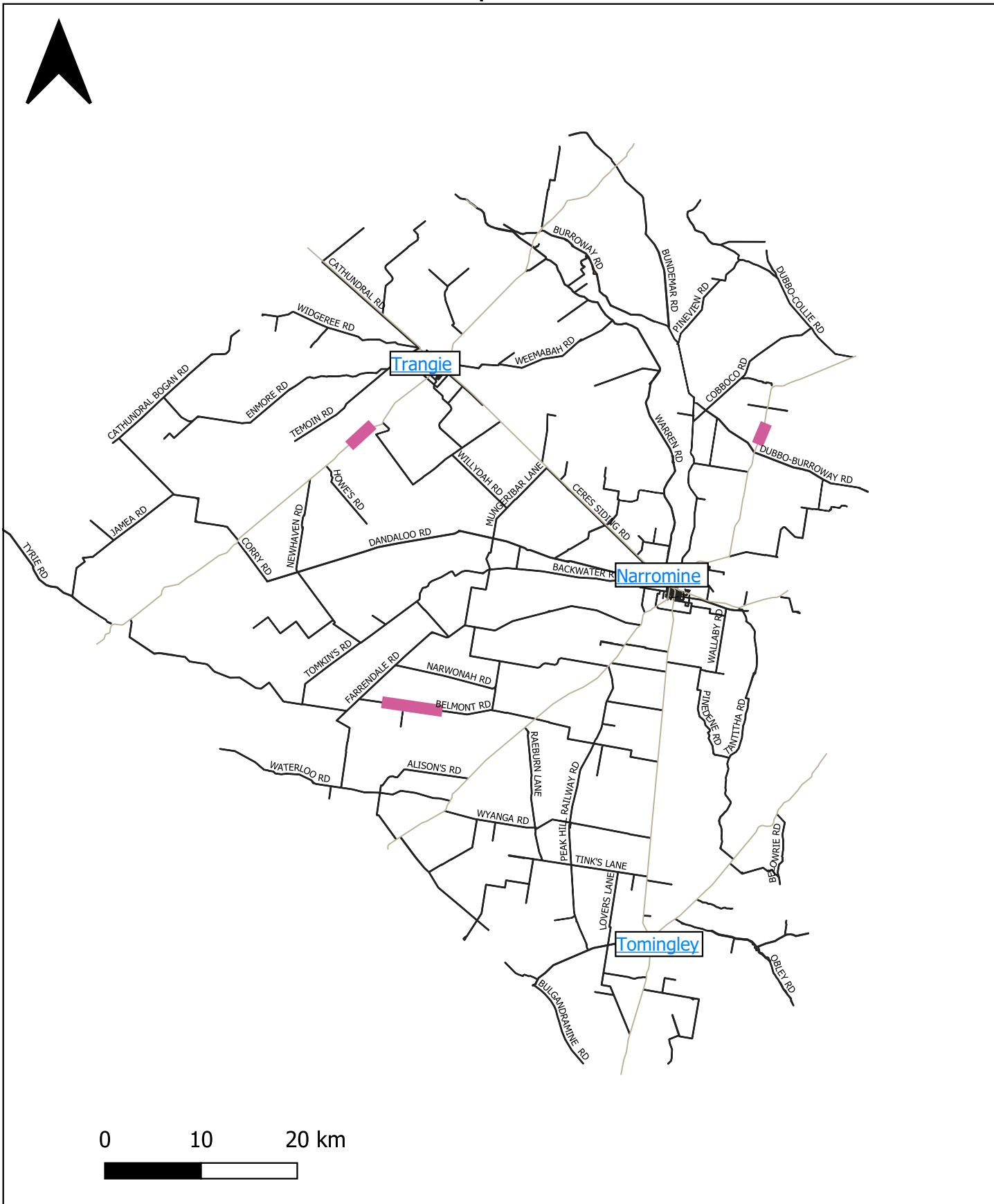


Narromine Shire Council

 July



Note - the roads highlighted are visual purposes only and may not be the exact location of work



Narromine Shire Council

 July



Note - the roads highlighted are visual purposes only and may not be the exact location of work



NSW ROAD CLASSIFICATION REVIEW AND TRANSFER



Independent Panel

Road Classification Review and Transfer Information Paper

June 2020

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NSW ROAD CLASSIFICATION REVIEW AND TRANSFER



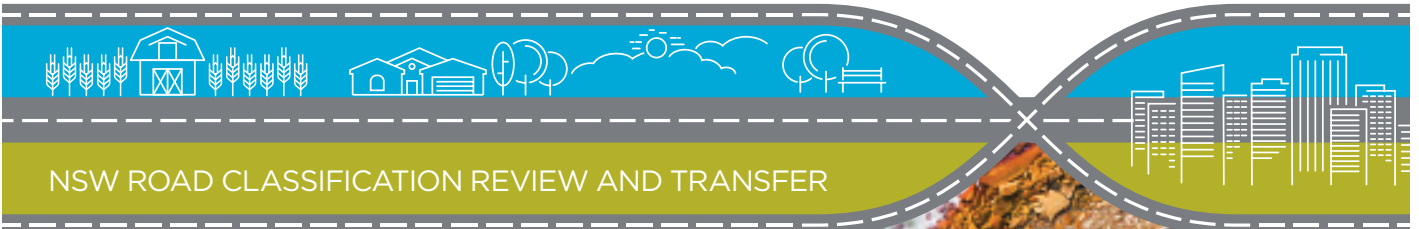
1. Introduction

In February 2019, the Deputy Premier and Minister for Roads, Maritime and Freight announced the initiation of a Road Classification Review and the transfer of up to 15,000 kilometres of council owned and managed roads to State management. These commitments are now being carried forward as the Road Classification Review and Transfer project, led by an Independent Panel.

This project combines a comprehensive review of road classifications around NSW with broader considerations around how we think about our road network and its capacity to meet the needs of industry and the community. To make informed and meaningful recommendations to government, the Independent Panel is entering into a conversation with our biggest road managers – local councils – and other stakeholders and road users to find out how we can best manage our roads, sustain healthy communities, promote their economies and work together to support a cohesive, well run road network.

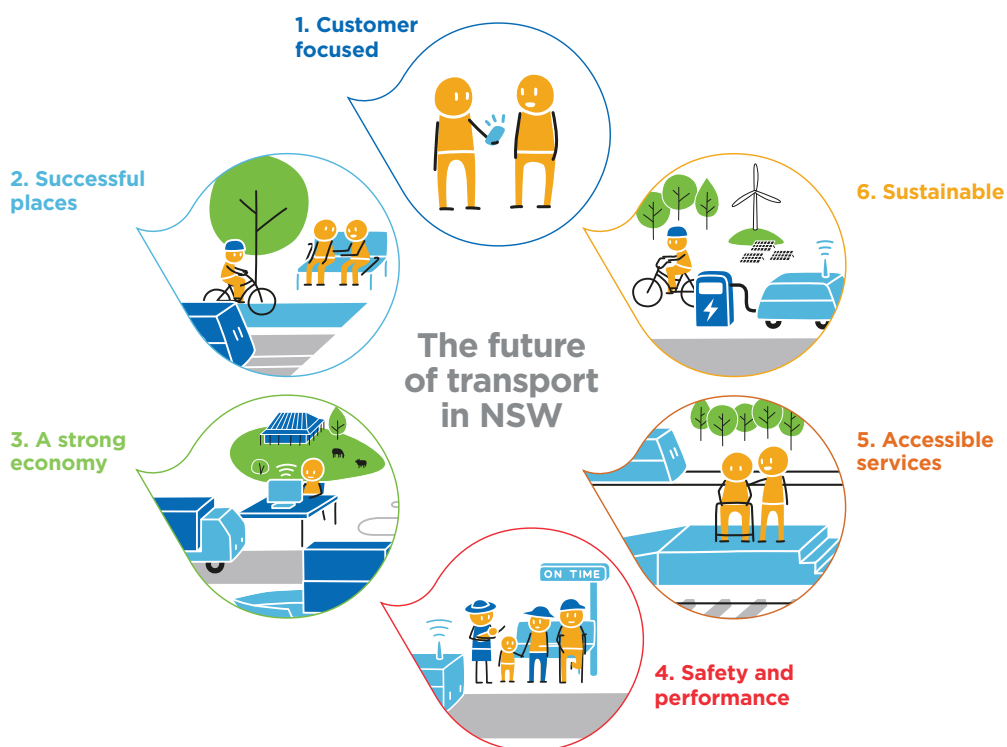
This background paper sets out the division between Local, Regional and State Roads and describes the features of each category. All of this information – how our road network is managed, maintained, funded and categorised – is being opened to consultation. At the same time, a priority round of submissions for reclassification and transfer will run as the first phase of the project.

The scale of this project is significant. All interested parties are asked to critically assess the content of this document and engage with the Independent Panel through the consultation process to inform the review and make the changes that will improve the ongoing management of the road network.



2. Purpose

Future Transport 2056 and its supporting plans require a regular review of the policy principles that underpin the road classification framework to ensure that they align with its six core outcomes.



Attachment No. 2

The Road Classification Review has been initiated because:

- a) A review of existing road classifications should occur on a regular basis to maintain the integrity of the road network to support planning, policy making and the equitable distribution of resources.
- b) An issue has been identified in some council areas with the cost of maintaining regional roads, or with the standard of maintenance of some regional roads.
- c) There is an opportunity to make adjustments to individual road classifications and to re-examine the current classification framework to better align with current and developing State and national frameworks.

The Independent Panel has been established to consider a broad range of issues to:

- Lighten the load on councils by identifying which roads are appropriately managed by the State Government, and which are of sufficient significance to receive State funding
- Consider larger-scale changes to the management of the road network such as levels of service, design standards, the collection and validation of data and reporting
- Consider how technologies of the future can be accommodated on the NSW road network.

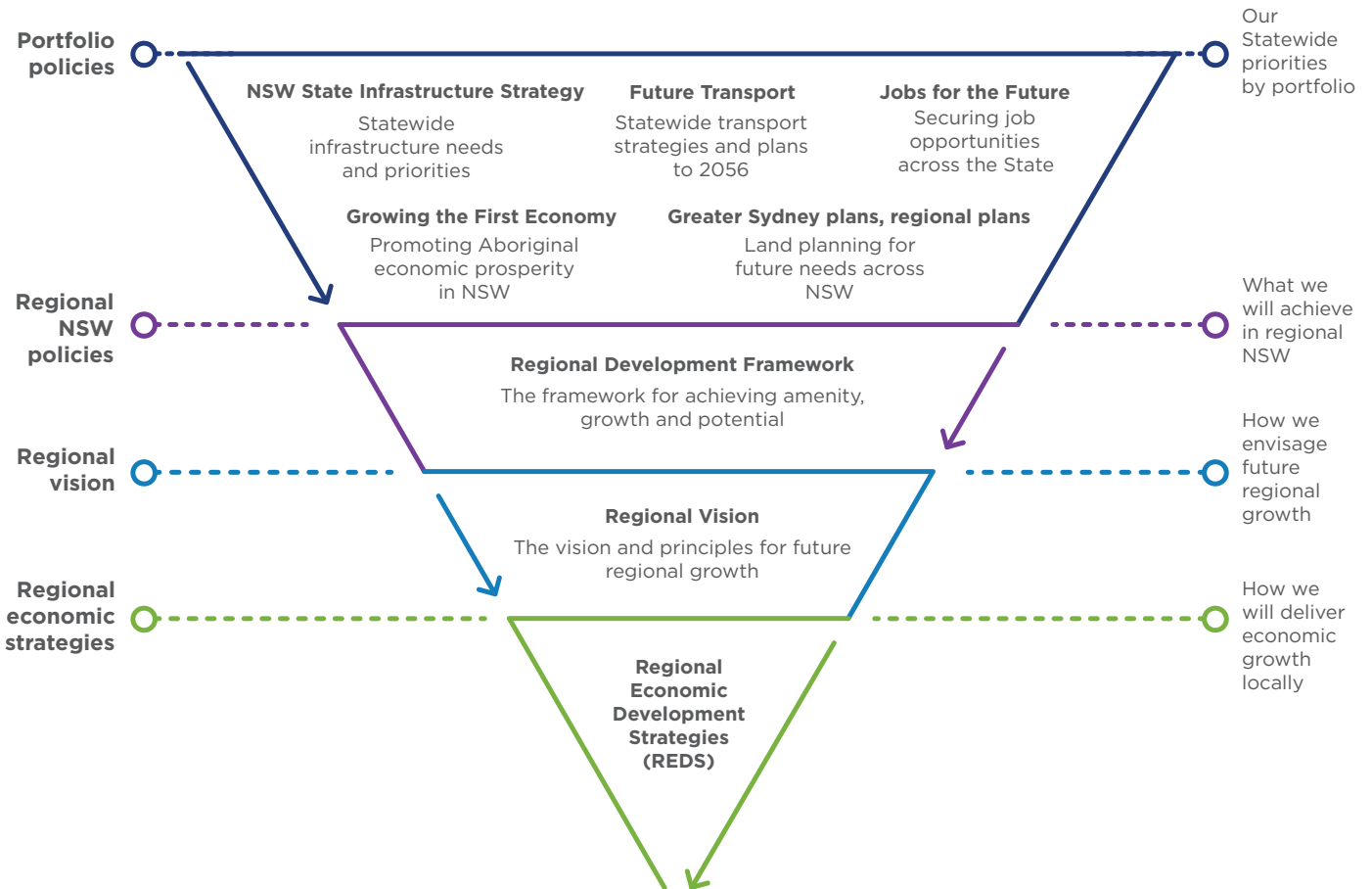
Clear and logical road classification matters. Apart from assigning management responsibility between jurisdictions and directing funding, classifications matter fundamentally to the experience of the road user. Even where the technical aspects of classification may be unknown to an average driver, cyclist or pedestrian, its effects will be communicated through the design and usage of the road. These elements are known to influence road user behaviour. A clear and strategic set of principles, consistently applied, is foundational to improving customer experience and safety on the network.

2. Purpose

2.1 A 20-Year Economic Vision for Regional NSW

A 20-Year Economic Vision for Regional NSW is a comprehensive vision for the future of regional NSW. It lays out a priority pathway to support the acceleration of regional growth and the long-term health and prosperity of the State.

The 20-year vision sets out the interaction of regional plans and strategies as follows:



The vision recognises several key principles aligned with the economic enablers that support the review of regional roads and networks, including:

INFRASTRUCTURE

- 

1. Improved travel between regional centres and from cities and international gateways

Better transport infrastructure and services enable increased business activity, a wider labour market and better lifestyles.
- 

2. Freight networks that will increase the competitiveness of key regional sectors

Efficient freight transportation underpins the viability and competitiveness of key and emerging sectors. High-performing freight networks are essential for regional NSW to compete in the global marketplace.



NSW ROAD CLASSIFICATION REVIEW AND TRANSFER



3. Key terms

3.1 Road classification

The process of classifying roads is a mechanism used by the State government to assist in the effective allocation of State government road funds, and the allocation of road management responsibility between State and Local Government jurisdictions.

The *Roads Act 1993* provides for roads to be classified as Freeways, Controlled Access Roads, Tollways, State Highways, Main Roads, Secondary Roads, Tourist Roads, Transitways and State Works. These classified roads include all State Roads and some Regional Roads.

To simplify the administration of the various legal road classes, roads in NSW are also grouped into a three-tier administrative classification of State, Regional and Local Roads. These are not statutory categories but are agreed between levels of government and used to determine who is responsible for the management of a road and what type of funding it can receive.

3.2 Functional classification

This is the most common type of classification system. Road function is an element of any system that considers either how roads behave or how they would desirably behave as part of the network to define a classification framework.

In theory, the purpose of a functional classification is that traffic should flow in a logical way through road networks within the same functional category. This drives customer expectations and behaviour, and influences place-making and road safety.

A potential limitation of functional classification is that it may fail to reflect newer thinking about movement and place. Many roads have a mixed character, and a functional classification may need a degree of flexibility to be able to reflect both a road's form, or structural characteristics (which may indicate a variety of functions), as well as its place in the broader road network.

3. Key terms

3.3 Administrative classification

This classification assigns a category to roads on the basis of who is responsible for its management.

There is a view that the functional and administrative classifications should exactly align, and that functional hierarchy is able to also determine management arrangements for each road type. As classification systems are not an exact science, how far this is true

will vary between policy makers and according to circumstances. However, neither can they be entirely separated. The State, Regional and Local road categories are primarily administrative as they are assigned to indicate who is responsible for the management of a road and reflect the funding arrangements for that road. However, the categories are also broadly applied to describe the role the road plays in the network.



State Roads are major arterial links throughout the State and within major urban areas which are the responsibility of the State government to fund and prioritise, due to their significance in the network.

State Roads include roads classified under the *Roads Act 1993* as Freeways, State Highways and Important Main Roads.



Regional Roads are routes of secondary importance between State Roads and Local Roads. Some Regional-classified roads are located within metropolitan areas. They are designated Regional based on their significance rather than their geographical location.

Regional Roads include roads classified under the Act as Secondary Roads and the less significant Main Roads. They also include some roads not classified under the Act.

It is the responsibility of councils to fund, prioritise and carry out works on Regional Roads. They are eligible for funding assistance from the State government in recognition of their importance to the network.



Local Roads are the remaining council-controlled roads which provide for local circulation and access. It is the responsibility of councils to fund, prioritise and carry out works on Local Roads.

Local Roads are eligible for State government grant funding to support maintenance through the \$500m Fixing Local Roads program as well as Financial Assistance Grant funding through the Federal Government.



3.4 Joint Organisations

In NSW, Joint Organisations (JOs) are a legislated network of council groups designed to strengthen regional collaboration.

JOs are voluntary groupings of non-metropolitan councils. There are currently 13 JOs across the State, which work to:

- Establish strategic priorities for the region and plans for the delivery of priorities
- Advocate for regional priorities
- Provide region-wide leadership
- Identify opportunities for inter-government cooperation.

Bodies such as JOs may be engaged in the development of reclassification and transfer submissions. Roads of any class may cross local government boundaries, and roads of the Regional class are likely to cross multiple Local Government Areas.

Councils choosing not to become part of a JO may lodge an individual submission or collaborate with other Local Government Areas to develop their submissions.

3.5 Functional Economic Region

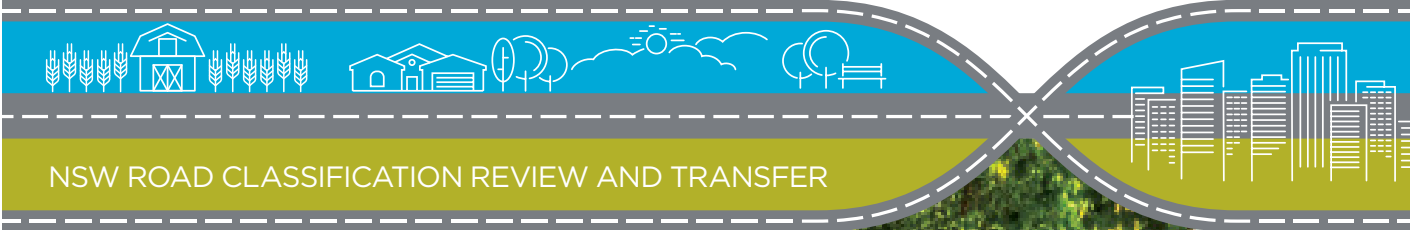
Functional Economic Regions (FERs) are groupings of regional communities with strong economic links, which are thought of as creating smaller economies within the Statewide economy. Regional NSW is divided into 37 FERs, with groupings based on economic data from the Australian Bureau of Statistics.

A map of the NSW FERs can be found at <https://www.nsw.gov.au/improving-nsw/regional-nsw/a-20-year-economic-vision-for-regional-nsw/regional-nsw-today/>.

3.6 Regional Economic Development Strategies

Regional Economic Development Strategies (REDS) are developed in line with the FERs, in that they are strategies which apply to the groupings of Local Government Areas known as FERs. REDS are strategies that can guide the economic development activity of councils and businesses in a FER. They may help the Local Government Areas in a particular FER to access State funding, comply with State legislation governing infrastructure investment, and support grant applications to State and Federal Government.

A REDS may also apply to a single Local Government Area, where it is based on a FER comprising only one Local Government Area, although this is rare.



4.

Scope

4.1 Within scope



- **For classification review:** All Local Government Areas Statewide may submit any road for reclassification as part of the review. Submissions should align as far as possible with the criteria and principles to be released by the Independent Panel.



- **For transfer:** Regional Councils, which are consistent with the regional boundaries under Restart NSW, may submit council owned regional roads for transfer.

Where a road that is the subject of a submission crosses Local Government Area boundaries, every attempt should be made to present a joint submission to the Panel. If a submission is made to transfer or reclassify part of a road, the Panel may be unable to conduct a satisfactory assessment.

The Panel may look favourably on joint submissions, including those supported by Joint Organisations or other collaborative groupings or bodies, or with an awareness of the significance, operation and promotion of Functional Economic Regions (FERs) and Regional Economic Development Strategies (REDS).

4.2 Out of scope

The Panel will not consider:

- Proposals to **transfer** council owned regional roads located in Greater Sydney, Wollongong or Newcastle. A list of eligible councils is attached to this document.

If councils are unsure whether their application for reclassification or transfer is eligible for consideration, they are advised to contact the Secretariat in the first instance.



NSW ROAD CLASSIFICATION REVIEW AND TRANSFER



5. Principles

5.1 Strategic principles

These strategic principles will inform the high-level decision-making of the Panel.

That the submission:

- Aligns with the Movement and Place, Hub and Spoke and 30-Minute City frameworks underpinning Future Transport 2056
- Aligns with the six outcomes for NSW identified in Future Transport 2056
- Aligns with *A 20-Year Economic Vision for Regional NSW* and related regional plans and strategies
- Aligns with freight policy
- Supports and promotes the economic productivity of the region
- Supports or enhances the resilience of the network
- Aligns with emergency management planning
- Enhances road safety outcomes.

5.2 Road Classification Review

5.2.1 Current classification framework

The *Roads Act 1993* sets out a seven-tier framework for classified roads in NSW. These categories are:

- Main roads
- Highways
- Freeways
- Controlled access roads
- Secondary roads
- Tourist roads
- Tollways/Transitways.

In NSW, a simplified three-tier administrative classification framework is used to define management and funding categories, as well as to cover types of roads which are not described in the Roads Act (the Act does not apply to unclassified roads, which include Local Roads and some Regional Roads).

5. Principles

The classifications are:

- **State Roads:** freeways and primary arterials managed by the State
- **Regional Roads:** secondary or sub-arterials managed by Local Government, for which councils receive financial assistance from the State, reflecting their importance in the road network
- **Local Roads:** collector and local access roads, managed and funded by Local Government.

These definitions are a guideline only, to which there are exceptions. For example, the State government has responsibility for some roads with a special purpose or function, such as major tourist roads.

These administrative categories have been in place since 1995. They do not exist in the legislation but by agreement between the levels of government.

5.2.2 Classification criteria

State Road

General principles:

- Form a critical network link – closure to through traffic is not an option
 - Priority to safety and efficiency of through traffic movement
 - High flows of general traffic over long distances and high capacity relative to surrounding roads
 - Continuous and regularly spaced in relation to traffic generating density
 - Access to property and on street parking restricted as far as practicable
 - Access available to all general access vehicle types as far as practicable
 - Generally prioritises ‘movement’ over ‘place’
 - Provides for mass transit, smart motorways and high-volume freight where applicable
 - Likely to form a major ‘spoke’ between regional centres or between regional and metropolitan centres
 - Provides safe and efficient movement of high-volume freight
 - Provides access for significant freight vehicles to major rural intermodal interchanges and urban distribution areas
 - Support regional or State-significant economic activity
 - Support 30-minute cities, where applicable
- May form a future autonomous vehicle/truck platooning route
 - Perform city-shaping corridor or city-serving corridor functions (metropolitan areas).

Definition

The State Road network (including the National Highways) is formed by the primary network of principal traffic carrying and linking routes for the movement of people and goods within the urban centres of Sydney, Newcastle, Wollongong and Central Coast, and throughout the State.

Criteria

A road may be a State Road if its primary function meets at least one of the following criteria:

1. **Links major commercial, industrial and residential areas and distribution centres and ports within the Sydney, Newcastle, Wollongong and Central Coast urban centres**
 - Urban centres as defined by the Australian Bureau of Statistics, and
 - Primary through traffic route carrying significant volumes of traffic, or
 - Major public transport corridor, or
 - Major freight corridors, or
 - Connection between major rural arterials and major ports, freight terminals and distribution centres, or
 - Significant and essential supplementary route for through traffic parallel to a primary route as defined by the above, in critical strategic locations only.
- 2(a) **Links major NSW towns with the Sydney, Newcastle, Central Coast and Wollongong urban centres**
- 2(b) **Links these major NSW towns with each other where there is significant interaction**
 - Major towns population generally in the range 10,000 to 100,000 but may include slightly smaller centres which provide a wide range of commercial, community and administrative functions to an extensive hinterland, and
 - Primary route exhibiting best operational features and an intention to manage as the major route, and
 - Significant economic and social interaction exhibited, and



- Generally carry a minimum Annual Average Daily Traffic (AADT) greater than 1,000, or at least greater than 500 and growing at a faster rate than on surrounding roads, and
- May include cross border links to interState major centres.

3. Links major regions throughout the State with each other

- Provides a long distance connection between regions not already provided for in the network defined by the above criteria or 'missing links' that complete long distance connections between the network already defined by the above, and
- Sustains a high flow of general traffic (generally AADT greater than 500) over long distances (100km), or
- Significant long distance freight or coach route.

Regional Road

General principles

- Likely to prioritise 'movement' over 'place'
- May form a 'spoke' road depending on road's location and function.

Definition

Regional Roads comprise the secondary network which, together with State Roads, provide for travel between smaller towns and districts and perform a sub-arterial function within major urban centres.

Criteria

A road may be a regional road if its primary function meets at least one of the following criteria:

1. **Links** smaller towns within the State Road network
2. **Connects** smaller towns with each other
3. **Performs** a sub-arterial function in major urban centres by:
 - **Supplementing** the State Road network for significant intra-urban flows
 - **Providing** access for significant flows to other commercial and industrial centres
4. **Provides access from the State Road network to major recreation and tourist areas of State significance**
5. **Provides a town or suburban centre relief route for significant flows through traffic, especially freight vehicles**

6. **Provides access for significant flows of freight vehicles to major rural intermodal interchanges and urban distribution areas.**

Additional tests for regional roads

A road is potentially a Regional Road if it meets one or more of the following criteria:

- Forms the main regional link between population centres either directly or as part of the main route joining such centres
- Forms the main regional link between secondary suburban centres either directly or as part of the main route joining such centres
- Provides necessary connectivity between State Roads in urban areas
- Joins smaller service towns to their higher order economic and social regional centre
- Has significance for more than one Local Government Area
- If not otherwise connecting centres, functions as a collector road to a service town serving an extensive catchment area
- Carries a steady to increasing traffic volume with some potential for future growth
- Is an important route for significant flows of freight vehicles especially relative short haul farm to market/transport intermodal interchanges
- Provides access for secondary flows of urban public transport to major transport interchanges
- Carries a minimum AADT that is similar to surrounding main roads
- Is a main route performing the functions of closed railway line
- Provides a relief route for significant flows of through traffic, especially for heavy vehicles wishing to bypass a busy town or suburban centre.

A road is potentially NOT a Regional Road if it meets one or more of the following criteria:

- Closely parallels a State Road or another Regional Road which performs a similar function. Thus in rural areas where capacity is not a problem, arguments that a road relieves an existing declared road normally are not valid
- Carries a non-substantial, steady to declining traffic volume with little prospect for future growth
- Is a short spur road wholly within one LGA
- Is a short spur road to a local tourist feature (as distinct from a tourist area of regional significance)

5. Principles

- Is a short spur road to a low throughput wharf, railway or other facility which is of local rather than regional significance
- Functions more as a local access road and acts as a minor collector serving a small catchment area with volumes steadily decreasing along the length of the road
- Overservices an area where land use has become less intensive and products have reduced time sensitivity (e.g. dairying) and rural populations have fallen
- Has no significant development requirements in the foreseeable future.

Local Roads

Local Roads support local access and circulation. Local Roads do not meet the criteria for either Regional or State classification. Local Roads:

- Have the primary function of supporting local access and circulation
- Are likely to prioritise 'place' and 'local streets' over 'movement'
- Provide access to and from properties
- Provide key first and last mile connections to key freight sites as part of a road freight network involving Regional and State roads.

5.2.3 Other conditions

The Panel will evaluate all submissions independently against the published criteria. Councils will have the opportunity to review the outcome of their reclassification submission with the Panel.

5.3 Regional Road Transfer

5.3.1 Transfer criteria

The Regional Road Transfer initiative will consider the transfer of responsibility for the management of council owned regional roads from Local to State government.

All submissions will be weighed to determine the issues, risks and benefits of any recommendation for transfer, and whether transfer is the most appropriate response likely to achieve the best outcome for the network.

Roads submitted for consideration under the Regional Road Transfer initiative must meet the following criterion for eligibility:

- The road is a council owned regional road located outside Greater Sydney, Newcastle and Wollongong.

5.3.2 Other conditions

Councils should note that the selection of priority submissions is at the discretion of the Panel and that alignment with conditions and principles will not automatically lead to the transfer of any Regional-classified road, priority or otherwise. This will be an assessment exercise whereby the rationale, benefits, risks, cost and timing of the submission will be evaluated by the Panel.

If a council is unsuccessful in the priority round of submissions, they are encouraged to submit an application in future rounds.

5.4 Priority consideration

Some roads may be selected by the Panel for priority consideration and recommended for reclassification or transfer in an early tranche of recommendations to government.

Criteria for priority consideration include, but are not limited to, a road which is:

- Subject to a government commitment; or
- council is able to demonstrate past or current difficulty in meeting the demands associated with maintaining the road in the short, medium and/or long term to the standard which allows the road to perform as intended as part of the broader network.

It is also desirable that priority submissions be uncontested by other councils, road users or any government department.

The assignment of priority status does not guarantee that any or all rehabilitation works will be undertaken within a specified time frame or that the standard of the road, where relevant, will be increased within a specified time frame.

Where the Panel's recommendations are accepted by government, the reclassification and transfer of roads will be staged according to a timeline to be developed by government.



NSW ROAD CLASSIFICATION REVIEW AND TRANSFER



6. Frequently asked questions

1. What is the purpose of the Road Classification Review and Transfer?

The Road Classification Review and Transfer is made up of two initiatives being delivered as one project:

- Road Classification Review
- Regional Road Transfer.

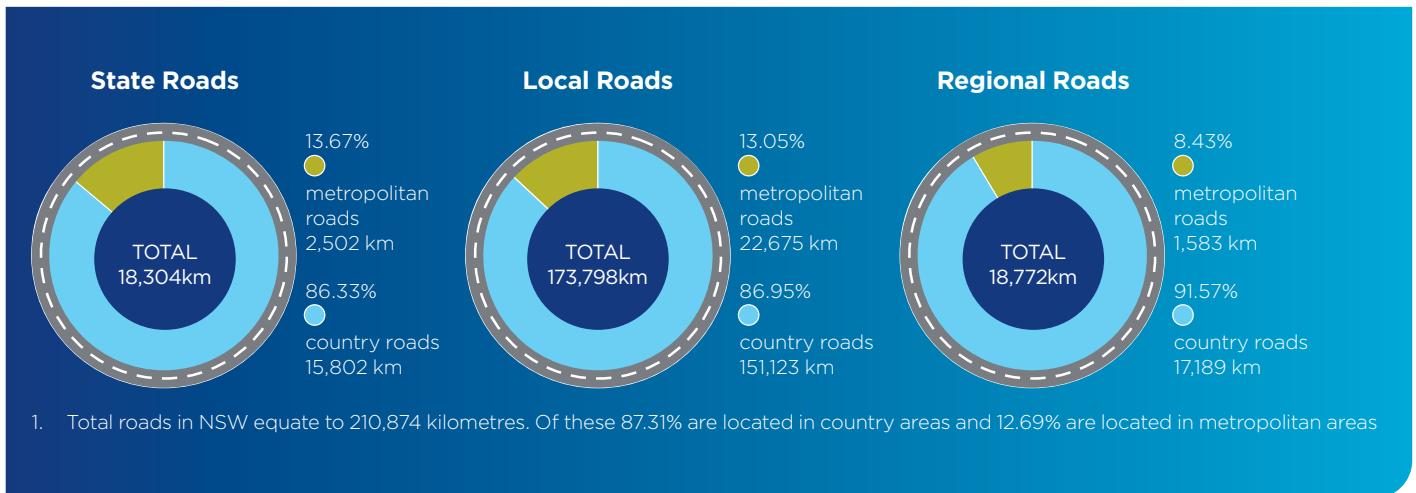
As part of business as usual activities, road classifications across the State need to be evaluated on a regular basis. Road managers periodically need the opportunity to seek reclassification where the function or usage pattern of a road has changed, perhaps due to the construction of new transport infrastructure or changes in population density. This process will ensure that roads are being appropriately managed and funded, in line with the role they play in the network.

The transfer of up to 15,000 kilometres of regional roads to State management aims to lighten the load on regional and rural councils who are finding the maintenance of their council owned regional roads difficult or even unmanageable. This class of road has broader significance for the State, which is reflected in the financial assistance provided by government to councils for their maintenance. However, councils have made representations to government over a number of years to ask for further relief with some of these roads. The return of certain Regional Roads to State management will ensure they are able to be maintained in line with their significance to the broader network, and in a way that supports the social and economic health of communities across the State.

The overall purpose of the project is to contribute to a better managed, contemporary road network for NSW, with benefits that include supporting regional growth, ensuring the funding available to maintain our roads is appropriately distributed, and promoting healthy communities through place-making and engaging with other forms of transport.

6. Frequently asked questions

The current breakdown of Regional and Local roads in metropolitan and country NSW is as follows:



2. Which councils are eligible to make submissions for road reclassification?

All councils across NSW are invited to participate in the Road Classification Review. This means providing feedback on the policy principles that decide how roads are classified as State, Regional or Local. It also means that every council in NSW will have the opportunity to submit individual roads to be reclassified between any of these categories.

Submissions may also be made by Transport for NSW. These submissions will be evaluated against the published criteria by the Independent Panel.

3. Which councils are eligible to make submissions for Regional Road transfer?

Eligibility has been determined based on Restart NSW boundaries. A list of councils eligible to submit their council owned regional roads for transfer is Appendix 1 to this paper. It includes all councils outside Greater Sydney, Newcastle and Wollongong.

The majority of NSW's regional roads are located outside metropolitan areas, although a small number are located within metropolitan areas. Where metropolitan councils believe their council owned regional roads are no longer performing as Regional Roads, and are therefore receiving inadequate funding, they will be able to submit to have them reclassified, but cannot be considered for transfer.

Submissions may also be made by Transport for NSW. These submissions will be evaluated by the Independent Panel against the published criteria and taking into consideration the views of stakeholders affected by the proposal, as with all other submissions.

4. How will the project be impacted by COVID-19?

All parties – including the Independent Panel and the Minister – are acutely aware of the unprecedented circumstances now faced Australia-wide due to the impacts of the coronavirus pandemic. This will impact the planned consultation activities of the Panel.

With that said, there is determination to continue to drive this important project forward and obtain results for road managers and road users across NSW.

The Independent Panel, supported by an interdepartmental advisory group, is now considering options to adjust the consultation schedule/plan to reflect these new circumstances, while still giving all councils an opportunity to put their views in full. This may include video conferencing and webinars, plus the existing channels of phone and email. Measures will be based on the best advice from our communications specialists.

Information will be distributed directly to councils wherever possible, as well as through bodies such as Office of Local Government and Local Government NSW, and will be made available on the website.



5. What assistance is available for bushfire, drought or flood-affected councils?

The Independent Panel and NSW government acknowledge that many council areas have experienced and may currently be experiencing hardship associated with drought or bushfires.

The goal of the project is to improve conditions for councils and road users around the State. For this reason, care will be taken not to unduly increase workloads in affected areas.

Councils who expect to have difficulty meeting submission timelines or drafting submissions are encouraged to contact the Panel Secretariat at their earliest convenience.

6. Will existing arrangements under Road Maintenance Council Contracts (RMCCs) be maintained?

The Panel is not currently tasked with reviewing contractual maintenance arrangements on the road network. Its focus will be road classifications, management responsibilities and funding allocations.

The recommendations of the Independent Panel will be based on sound research and consultation. They will aim to promote the values and priorities of the *Future Transport 2056 Strategy*, including a commitment to a strong economy and successful places.

The Panel acknowledges that the RMCCs are important to local councils, to ensure strong economies, local employment and capable local road maintenance crews. The Panel will ensure consideration is given to maintaining local employment in roads maintenance works, such as through RMCC and direct employment by councils, and supporting economic growth in the regions.

7. What are the economic and planning principles of the *Future Transport 2056 Strategy*?

The *Future Transport 2056 Strategy* is a 40-year vision for NSW's transport system. The six outcomes underpinning the strategy are:

1. Customer focused
2. Successful places
3. A strong economy
4. Safety and performance
5. Accessible services
6. Sustainability.

Future Transport 2056 Strategy can be downloaded [here](#).

The work of the Independent Panel will also align with other government policies and plans, including the Heavy Freight Vehicle Access Policy Framework, the Road Safety Plan and other State and national frameworks either existing or in development.

8. What impact will the review and transfer have on State and Federal Government funding sources for councils?

The Independent Panel does not have any authority to make recommendations about Federal Government funding allocations.

Transfer of a council owned regional road to State management may result in a commensurate reduction in Block Grant funding or any other funding attached to that road which correctly sits with the road manager.

Reclassification may also lead to reallocation of funds in cases where a road attracts different funding streams based on its classification, or where the road manager changes through classification, or both.

However, the overall level of funding is outside the Terms of Reference for the Independent Panel and will be a matter for the government.

6. Frequently asked questions

9. Will roads being reclassified or transferred be brought up to standard before they are reclassified or in a specified timeframe after transfer?

The implementation process is a matter for government. The Independent Panel will identify individual roads to recommend for reclassification or transfer; make recommendations for a suitable timeline to implement changes; and estimate the financial impact to councils of its recommendations.

The condition of roads returning to State management will be assessed in terms of the standard required for the road to play its role in the network.

Where the cost to the State government of rehabilitation is significant, a prioritisation process will take place to ensure works are carried out where they are most needed as a first order.

Where repairs or increases in the standard of a road by the State government are deemed necessary, it may not be possible to carry out repairs immediately.

It is expected that councils will continue current maintenance standards on all roads for which they are currently the road manager, including roads that are submitted for reclassification or transfer, and until a subject road is formally transferred to the responsibility of another party. This includes the continuation of current funding arrangements, such as the Block Grant. There is no requirement for councils to increase their standard of maintenance on any road prior to or subsequent to its reclassification or transfer.

10. What opportunity will councils and other stakeholders have to provide input into the project?

The Independent Panel values input from all customers and stakeholders, including all types of road users, councils and industry.

As has been outlined above, the mode of consultation for the Independent Panel must now be revised to accommodate changed circumstances due to the COVID-19 pandemic. Technology will be utilised as far as possible to facilitate live meetings with the Panel.

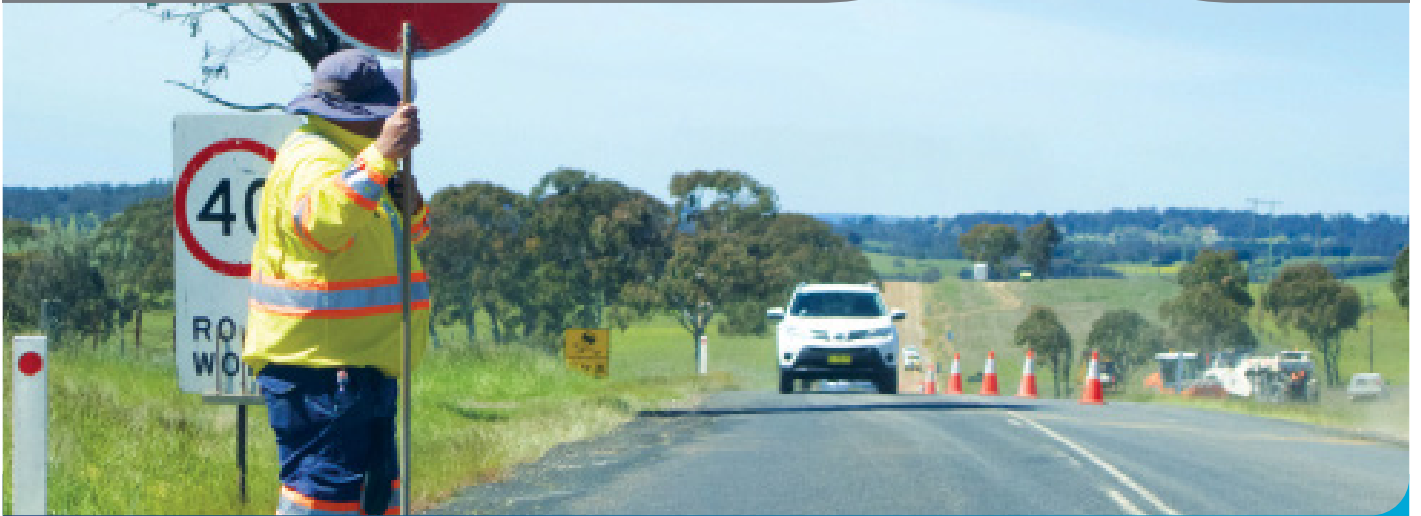
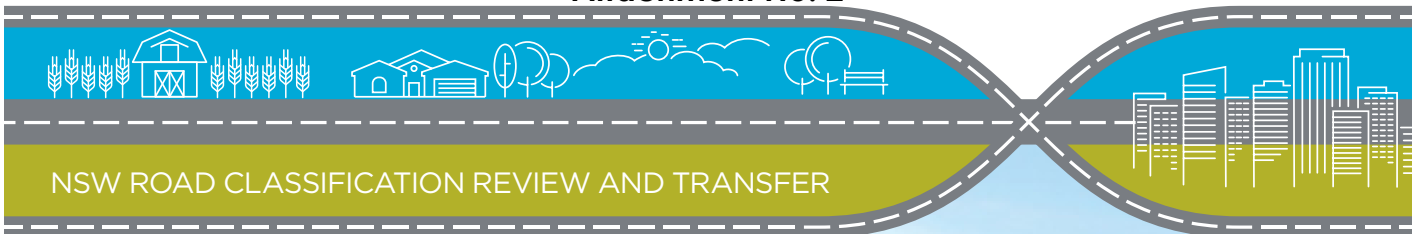
Further, the Panel is committed to providing a variety of mechanisms through which feedback can be provided, including via the website, by email, and by phone or video, and will make every effort to accommodate the individual needs of any interested stakeholder. If you would like to discuss any other mode for the submission of feedback, please contact the Secretariat in the first instance.

A consultation schedule is outlined in this paper. Any issues or concerns with this plan or schedule should be raised with the Secretariat.

11. Will the full project be completed by the milestone date of July 2021?

The Independent Panel plans to deliver its final recommendations to the Government by July 2021. The milestone dates are marked indicative and may be subject to change, particularly given the impacts of the COVID-19 pandemic.

Part of the Panel's task is to determine an appropriate timeline for recommended reclassifications and transfers to take place. It is expected that these processes will be undertaken over a period of time, taking into account both administrative processes and economic impacts.



7.

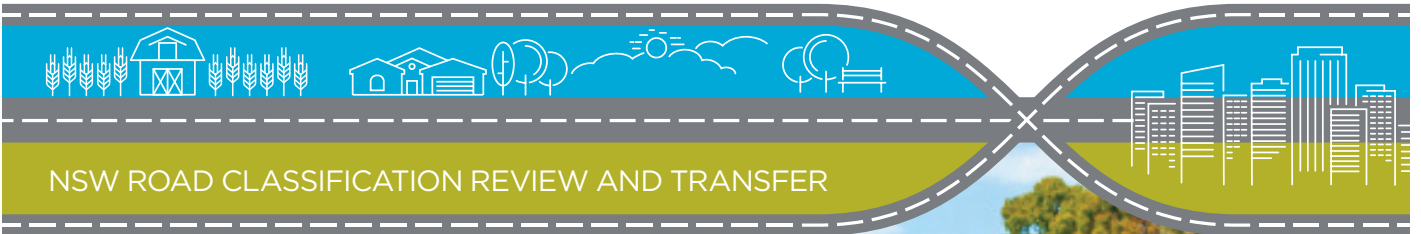
Consultation schedule

The schedule for consultation sessions with local councils is below. This does not include briefing sessions with other stakeholders.

These dates may be amended or added to as the scheduling process continues.

| Session name | Date and time |
|----------------------------|---|
| Hunter JO | 2pm–4pm, 23 June 2020 2pm–4pm, 2 July 2020 |
| Far North West, Brewarrina | 2.30pm–4.30pm, 29 June 2020 |
| New England JO | 2pm–4pm, 1 July 2020 1.30pm–3.30pm, 3 July 2020 |
| Orana JO, Dubbo, Coonamble | 9.30am–11.30am, 3 July 2020 9.30am–11.30am, 9 July 2020 |
| Northern Rivers JO | 10am–12pm, 7 July 2020 |
| Canberra Region JO | 9.30am–11.30am, 10 July 2020 2pm–4pm, 14 July 2020 |
| Illawarra Shoalhaven JO | 9.30am–11.30am, 14 July 2020 |
| Riverina JO, Wagga Wagga | 9.30am–11.30am, 15 July 2020 1.30pm–3.30pm, 20 July 2020 |
| Riverina-Murray JO | 9.30am–11.30am, 20 July 2020 2pm–4pm, 24 July 2020 |

| Session name | Date and time |
|--|--|
| Central NSW JO | 9.30am–11.30am, 24 July 2020 3pm–5pm, 3 August 2020 |
| Namoi JO | 9.30am–11.30am, 31 July 2020 |
| Far South West JO | 2.30pm–4.30pm, 27 July 2020 |
| Mid North Coast JO, Clarence Valley, Coffs Harbour, Nambucca | 10am–12pm, 5 August 2020 |
| Metro sessions: Inner West, Lower North, Upper North and Central Coast | 10am–12pm, 11 August 2020 1.30pm–3.30pm, 14 August 2020 |
| Metro sessions: Greater Western, Southern and Blue Mountains | 10am–12pm, 17 August 2020 1.30pm–3.30pm, 20 August 2020 |



8.

Maps

Maps of the NSW road network showing State, Regional and Local classifications are available at the program webpage: nswroads.work/roadreview

These maps will be enhanced on a rolling basis to show more data about the State's roads as it becomes available.

Contact us - For more information



roadreview@transport.nsw.gov.au



nswroads.work/roadreview



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131 450

This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1800 413 640. The interpreter will then assist you with translation.

