



DRAFT Policy

Road Access and Safety Principles 2022

Information about this document

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Further Document Information and Relationships

Related Legislation	List in these fields the related strategies, procedures, references, policy or other documents that have a bearing on this Policy and that may be useful reference material for users of this Policy.
Related Policies	
Related Standards, Procedures, Statements, documents	

Note: Any reference to Legislation will be updated in the Policy as required. See website <http://www.legislation.nsw.gov.au/> for current Acts, Regulations and Environmental Planning Instruments.



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1. Objectives

The Road Access and Safety Principles Policy (RASP) has been prepared to provide strategic direction for Council and other parties in the design, construction, operation, and maintenance of transport infrastructure in the Byron Shire. The objectives of the RASP Policy is to progressively improve road access and safety.

2. Scope

The RASP Policy applies to all of Council operations. Through its implementation (via the associated Road Safety Plan) it will influence the nature of parties external to Council, such as the development industry and the general public towards an increased awareness of RASP and improved implementation of RASP principles and practices.

3. Definitions

List here all the terms and acronyms used in the Policy, and their definitions. List in alphabetical order.

Acronym	Definition
MOT	Mode Of Transport
RASP	Road Access Safety Principles

4. Statement

The aim of this policy is to provide a consistent approach to the inclusion RASP into Council Road projects and in planning applications provided to Council.

RASP principles will guide the design, construction and management of the Byron Shire Council Road network as follows:

- All users and legal modes of transport have an equal right of safe access to and movement on the road network.
- A requirement of Road safety audits is that they must consider the access and safety of all road users, modes of transport and services delivered within the road reserve such as bus stops and waste collection.
- Road Maintenance, renewals and upgrades, must demonstrate that works have considered all road users, modes of transport and services delivered in the road reserve.



- d) Wherever possible, works within road reserves must consider fair funding arrangements for all users and modes of transport and identify reasons where this may not be justified.
- e) New roads must consider safe access infrastructure for cyclists, pedestrians and services delivered in the road reserve and ensure fair funding for all users and modes (in accordance with Council adopted plans).
- f) Council will develop and maintain a Road Safety Plan to guide and implement the directions from this policy.

5. Legislative and strategic context

The RASP Policy links to the following legislative and strategic documents:

5.1 Community Strategic Plan

10-year Community Strategic Plan; identifies Councils planned road works activities and Strategies.

5.2 Roads Act

All works within the public road reserve must be carried out in consideration of the Roads Act.

5.3 Disability Inclusion and Access Plan (DIAP)

Access and inclusion are important aspects of ensuring that everyone can participate in our community. In line with Australia's Disability Strategy 2021-2031, Council's vision is an inclusive society that ensures people with disability can fulfill their potential, as equal members of the community.

The DIAP details how Council strives to achieve this and the Road Safety Plan will consider the directions developed in the DIAP.

5.4 Asset Management Plan

Byron Shire Council's Asset Management Plan defines the different road work types as shown in the below table:



Work type	Definition
Maintenance	<p>Recurrent expenditure which is, periodically or regularly required as part of the anticipated schedule of works. Required to ensure that the asset achieves its useful life, and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.</p> <p>E.g. pothole repair, crack sealing, heavy patching (smaller amounts), street lighting energy and operating costs, pavement markings, guide posts, vegetation control, mowing, roadside slashing, table drain clearing, grading unsealed surfaces, enrichment seals, traffic control, signage (individual placement), kerb repair, clearing subsoil drains, tree inspection and maintenance, grout injection for rigid pavements, paver sealing.</p>
New Asset	<p>Expenditure which creates a new asset providing a new service/output that did not exist beforehand. As it increases service potential, it may impact revenue and will increase future operations and maintenance expenditure.</p>
Renewal	<p>Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval.</p> <p>e.g. Road Reseal, timbers replaced on bridge, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. It also includes the complete replacement of an asset that has reached the end of its life, so as to provide a similar, or agreed alternative, level of service. E.g. replacing a causeway with a Box Culvert due to fisheries requirements.</p>



Upgrade	<p>Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the Council's asset base.</p> <p>e.g. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility, widening a footpath from 1m to 3m wide to meet future demands.</p>
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6. Sustainability

The RASP Policy incorporates social, environmental, economic and governance required for sustainability as outlined below:

6.1 Social

The RASP strategy will include education actions with the community on RASPs social benefits over time through improved access and safety.

6.2 Environmental

The RASP Policy and strategy outcomes will be developed in consideration of environmental management and protection.

6.3 Economic

Economic sustainability is a key consideration of RASP which requires adequate funding to achieve its aims. A variety of mechanisms to improve the funding for RASP from Council based and external sources will be outlined in the Road Safety Plan.

6.4 Governance

The implementation (and governance) of the RASP Policy will be outlined further within the Road Safety Plan.