



Welcome to the January 2016 issue of Council Connections. I'm pleased to provide this information as part of our commitment to keeping you informed about assistance available to councils. This issue focusses on land use assessment and strategic planning. I hope you find this information useful and look forward to engaging with you again in the future.

**John Alexander**  
Northern Regional Manager

## Land use assessment



In November last year, Roads and Maritime Services hosted a Land Use Assessment Strategic Network Planning forum in Glen Innes. The day provided an opportunity to define roles, responsibilities and expectations in land use assessment and strategic network planning. This issue of Council connections provides you with a summary of the topics discussed at the forum.

Local Government has a unique role as both a 'Road Authority' and 'Consent Authority'.

It is important to recognise Roads and Maritime's role in providing advice and guidance to councils in the planning process.

Collaboration between councils and Roads and Maritime is vital at all stages of development, strategic planning and assessment for a positive outcome.

The aim should be to:

- Identify opportunities to deliver integrated land use planning and transport outcomes
- Develop responsive contribution mechanisms based on robust evidence
- Work together to maintain a safe and efficiency road network.

## Traffic studies



Land use, transport, and economic development are interrelated. Land use affects transport, and transport affects economic development. Traffic studies are important as they help support good decision-making about land use and promote economic development.

Roads and Maritime have specialist staff who can provide advice on the different types of traffic studies and when traffic studies are required.

For traffic studies to be meaningful, they need to consider safety on the overall road network (crash data, sight distances) and trip generation (from the Guide to Traffic Generating Developments).

It is also important that the following factors are carefully assessed, particularly with large developments:

- Trip distribution – Where trips are going to and coming from.
- Mode choice – How trips are made (eg. Car, public transport, walking, cycling).
- Assignment of trips - Which routes are used to make trips.

To find out more about the traffic studies, contact Michael Baldwin on **02 6640 1362**.

## Road classification



Sometimes there is confusion over the ownership of roads. This is mainly due to there being two broad categories: Statutory (as defined under the Roads Act 1993) and Administrative.

Administrative categories determine funding arrangements between Roads and Maritime and Local Government. Whilst the Roads Act (Statutory categories) determine the classification and ownership of the road.

### Statutory road category

The Roads Act provides for the declaration of classified roads into nine categories:

1. Main roads
2. Highways
3. Freeways
4. Controlled Access Roads
5. Secondary Roads
6. Tourist Roads
7. Tollways
8. Transitways
9. State Works

**It should be noted that a road can have more than one statutory classification.**

## Administrative road categories

Road management in NSW provides for three Administrative categories of road: State, Regional and Local. These categories do not relate to, or determine, the ownership of a road.

**Local roads** are owned by councils and are the responsibility of council to fund, determine priorities and carry out work.

The State Government provides limited assistance for Local roads under special programs. They are capitalised as council assets.

The Federal Government has a long standing role in providing road funds to councils. It provides annual financial assistance grants that include a significant identified roads component. In 2000, the Federal Government introduced the Roads to Recovery Program to provide additional funding to councils.

Councils have discretion to use their Federal funds for works on any category of road.

**Regional roads** are owned by councils and are the responsibility of councils to fund, determine priorities and carry out work, and are capitalised as council assets.

Regional roads include roads classified under the Roads Act 1993 as Secondary Roads and the less significant Main Roads plus other roads not classified under the Roads Act but identified as Regional Roads by agreement between the Roads and Maritime and councils.

These roads are eligible for funding assistance from the State Government in recognition of their relative importance. This funding assistance comprises an identified funding pool of the Block Grant Program and the REPAIR Program.

**State roads** are the responsibility of Roads and Maritime to fund and determine priorities and are capitalised as an asset. These include roads classified under the Roads Act 1993 as Freeways, Highways and important Main Roads.

State Roads are maintained under contractual arrangements. Contractual arrangements for State Road maintenance (RMCC) by councils were introduced in July 2000.

Under the Roads Act 1993, councils are the owners and the Roads Authority for State Roads other than freeways. However, the Act allows Roads and Maritime to exercise Roads Authority functions to the extent necessary for the functioning of a road as a State Road. Councils generally retain responsibility for the road reserve and footpaths.

## Developer contributions

At the November forum, Roads and Maritime's Legal Branch discussed different types of developer contributions for infrastructure, including:

- Section 94 and 94A contributions
- Special Infrastructure Contributions (SICs)
- Transport Infrastructure Contribution Deeds (TIC Deeds)
- Voluntary Planning Agreements (VPA's)

For a copy of the presentation you can contact our Land Use team on 02 6640 1362.

## Corridor strategies

Transport for NSW and Roads and Maritime are preparing corridor strategies for State roads in NSW to create consistency in how the State Road network is managed and planned.

Corridor strategies set out how the NSW Government will manage road transport along the road corridor over the next 20 years.

They also help manage customer expectations ensure various programs are coordinated.

The strategies aim to provide transparency and certainty for future investments based on the plan. We need to start consultation early to achieve the greatest benefits.

In 2016 Roads and Maritime will be seeking feedback from Local Government on a number of draft strategies:

Year	Corridor
2015	<ul style="list-style-type: none"><li>Lismore to Bangalow Road</li><li>Oxley Highway</li><li>Summerland Way</li></ul>
2015/16	<ul style="list-style-type: none"><li>Waterfall Way</li><li>Kamilaroi Highway</li><li>New England Highway</li><li>Gwydir Highway</li></ul>
2016/17	<ul style="list-style-type: none"><li>Fossickers Way</li><li>Bruxner Highway (review)</li></ul>

To find out more about the corridor strategies, contact Jim Synott on **02 6640 1362**.

## Resources

Resources available to Local Government include:

- Austrroads Guidelines – National approach supplemented by State approaches
- RMS & Planning Guidelines – Range of Issues relevant to Land Use and Road Management
- Journey.Information@rms.nsw.gov.au

For further information on these resources contact our Land Use team on 02 6640 1362.

## Land use information

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