

**POLICY STATEMENT NO. 40**  
**ROAD MANAGEMENT**

**NOVEMBER 1991**

**OBJECTIVES**

- Integrate and apply appropriate standards to all roads on CALM managed public lands whether the roads are managed by CALM or other agencies or authorities.
- Maintain the conservation, social and economic values of CALM lands while providing public and management access.

Relevant Legislation, Standards and Policies (Appendix 1).

**DEFINITIONS**

CALM roads are those roads on lands which are managed by the Department of Conservation and Land Management and which may be used by the public unless closed for a particular reason. Other roads gazetted for public use that occur within lands managed by CALM, are controlled by either the Main Roads Department or a local government authority.

Conservation and environmental values include viewsapes, water quality and quantity, threatened flora, fauna and vegetation.

**BACKGROUND**

The amalgamation of three authorities to form CALM in 1985 meant that varying standards had been applied to the design, construction and maintenance of roads on the estate now managed by the Department. This estate comprises State forest, timber reserves, nature reserves, national parks, conservation parks, marine nature reserves, other reserves and freehold land.

Roads in nature reserves primarily provide access for management and research; roads in national parks provide public access to areas of interest and to other locations for management and research purposes; and roads in State forests provide access for catchment protection, management, timber harvesting, regeneration and research as well as public recreation. Maintaining these roads involves substantial resources.

Roads affect the natural values, management costs and public use of lands managed by CALM. Local government authority and Main Roads Department roads located on CALM managed lands impinge either directly or indirectly on land management and the allocation of resources. They also impact on an area's flora, fauna and landscape values and on the protection of these values.

The construction of roads on CALM managed lands varies according to their planned use. With the increase in visitor numbers to popular locations some roads are physically incapable of coping with increased traffic loads and visitor amenity is being impaired. In some cases new roads will have to be built and existing roads upgraded to meet increased use of CALM managed lands over the foreseeable future.

Planning and construction of roads on CALM managed lands will take into account conservation values such as viewsapes, fauna and flora populations (particularly of threatened species) and potential direct or indirect impacts of the spread or introduction of plant diseases (especially dieback) and on water quality and flow.

CALM's road construction program is financed from three sources. Roads for management purposes are funded by CALM; roads for public access to parks and forests are funded by Main Roads Department tourist road grants; and roads for logging are funded by commercial operators.

## **POLICIES**

In pursuit of the objectives outlined in this policy the Department will:

1. Ensure that during all road construction and maintenance activities on CALM managed lands, conservation and environmental values are maintained and where possible improved.
2. Locate and design roads to minimise visual impact on the areas they traverse and to maximise their scenic appeal for road users, subject to policy 1 above.
3. Ensure the construction of new roads is kept to a minimum and that all proposals and requirements for roads are included as an integral part of the strategic planning for CALM managed lands.
4. Allocate annual priorities and budgets for all road construction and maintenance.
5. Apply uniform standards to construct and upgrade roads according to approved classifications and environmental and engineering specifications.
6. Ensure CALM roads are designed and maintained so that if drivers exercise due care and drive to the conditions in place, they will not put themselves or others at risk.
7. Inspect and maintain bridges, culverts and crossings under CALM control in a safe and trafficable condition, for their intended use.
8. Where appropriate erect directional signs to assist navigation on CALM managed lands and erect advisory signs on sections of roads that may be a safety hazard to drivers. Road signs used by CALM will conform to Australian Standards Association conditions or will be approved by the Main Roads Department.
9. Train staff to ensure they possess adequate knowledge and skills to be able to oversee construction of and to manage and maintain CALM roads effectively in line with the appropriate technical and management guidelines.
10. Establish guidelines to ensure that currency and consistency of all road information is maintained and as appropriate, exchange data with the Main Roads Department as the State's custodian of the Road Database.
11. On roads not controlled by CALM but that traverse or influence CALM managed lands, liaise with the Main Roads Department and relevant Local Government Authorities to ensure that agreed engineering and environmental standards are applied.

## **STRATEGIES**

In order to achieve its objectives and implement its roading policies the Department will adopt the following strategies:

1. A staff member with appropriate requisite skills and experience will be made responsible to establish and monitor standards and procedures for road planning, design, budgeting, and contract administration.
2. Regional and District Managers will be responsible for implementing CALM's road building policy.
3. A Road Management Manual will be compiled to provide comprehensive guidelines on:
  - strategic programming and prioritising of road construction and maintenance;
  - road planning and design principles;
  - road engineering specification and methods for selection, design construction and maintenance;
  - visual resource management;
  - nature conservation;
  - environmental protection and dieback disease management;
  - user safety;
  - access to sensitive areas;
  - administration and funding programs;
  - access for fire control, etc;
  - maintenance of a road information base;
  - signs.

(Guidelines to Road Specification - Appendix 2)

4. Regional Managers will prepare a rolling five year road construction and maintenance program based on identified essential access needs. Proposed work will be prioritised and include the results from monitoring of performance indicators on construction and maintenance work accomplished in previous years.

Within the framework of this program a road classification system which identifies such issues as road status (permanent or temporary), need for upgrading, maintenance and signposting will be developed. Road management programs will be developed from management plans and interim protection guidelines as required.

5. The Department will arrange training programs for CALM staff to acquire the necessary skills and knowledge to effectively implement and manage its roading program.
6. Where road use is predicted to increase but current needs and funding are limited, the road alignment should be selected for a higher standard of road, but clearing and pavement can be constructed to lesser specifications. This will ensure that future upgrading of roads utilises previous work.

## **PERFORMANCE INDICATORS**

Successful implementation of this policy will be assessed on the basis of the extent to which:

1. Nature conservation values are maintained and enhanced.
2. Visual resource values are maintained and enhanced.

3. Any other values specified in the purpose of the reserve are maintained and enhanced.
4. Road accidents cannot be attributed to either inconsistent and unsafe conditions of roads or the absence of signs and other information.
5. Declared threatened fauna and flora are not disturbed by road construction and maintenance programs.
6. Dieback disease introduction and spread cannot be attributed to road construction and maintenance operations.
7. Only essential roads are constructed and maintained, and non-essential and temporary roads are identified, closed and the formation rehabilitated.
8. Soil erosion is minimised in road construction and maintenance.
9. The spread of weeds by road construction or maintenance is minimised.
10. Road programs follow Departmental priorities as laid down by Corporate objectives in policies and plans.

Policy Statement No. 28 outlines the process to be followed for "Reporting, Monitoring and Re-evaluation of Ecosystems and Ecosystem Management".

Syd Shea  
EXECUTIVE DIRECTOR

Distribution Lists: A, B, D, E & L

## **RELEVANT LEGISLATION, STANDARDS AND POLICIES**

### **1. LEGISLATION**

#### **1.1 CALM Act: Forest Regulations 1957 - Use of Roads on State Forest (Regulation 115 (2) and (3))**

As a public safety measure, the general public can be excluded from using roads in State forest which have been constructed for and are used by heavy haulage vehicles to remove timber from logging operations.

This exclusion can be achieved by exhibiting notices in accordance with the provisions of Regulations 115 (2) of the Forest Regulations 1957.

#### **1.2 CALM Act: Necessary Operations Section 33**

Roading in national parks and nature reserves not covered by a management plan is subject to the "necessary operations" clause in Section 33 (3) and (4). This clause can be used to authorise maintenance work on existing roads. Construction has to have General Manager approval.

#### **1.3 CALM Act: Section 89**

Provides authority for the Executive Director to confer rights on holders of permits (to take and contract the sale of forest produce on Crown land) to make roads, etc. and extend roads beyond the permit area. Crown land, by the definition which applies includes some CALM lands.

#### **1.4 Wildlife Conservation Regulations**

Part 6 controls access and illegal making of roads in nature reserves.

#### **1.5 National Parks Authority Regulations**

Parts II and III and Regulation 26 control public access to reserves. Regulations 4 and 11, *inter alia*, provide authority for the closure of roads in reserves (as defined). Regulation 8 provides for the erection of signs to regulate use of roads in reserves. Roads in national parks are subject to the Road Traffic Act.

#### **1.6 CALM Act: Control and Eradication of Forest Diseases Forest Diseases Regulation 1975 Section 1129 CALM Act**

Control on lands vested in the National Parks and Nature Conservation Authority and the Lands and Forest Commission is possible through Part VII (Sections 79-86) of the CALM Act. Regulations under Section 129 allow for road closure to occur.

Part VII of the Act can also be applied to any other Crown land with the permission of the vested authority.

## **1.7 Road Traffic Act**

States that a person who drives a motor vehicle on a road or place to which the public has access should exercise due care and attention and drive to the conditions in place. This can be interpreted that the onus is very much on the driver but the authority should provide consistent design conditions or cautionary signposting to advise of a change in standards so that users' safety is not compromised.

## **1.8 Control of vehicles (Off Road Areas) Act 1978 Regulations 1979**

Controls off road vehicles on south west coastal areas.

## **1.9 Other Acts**

There are also powers in other Acts such as the Mining Act and the Metropolitan Water Supply Act that provide for the control of access.

## **2. STANDARDS**

### **2.1 Cautionary and Regulatory Signposting**

Australian Standards 1742-1986, Traffic Control Devices for General Use, Part 2 provides guidelines and standards for use of road signposting. To meet legal requirements "cautionary" signposting must meet Australian Standards Association criteria. "Regulatory" signs must be approved by the Main Roads Department and are enforceable under the Road Traffic Act.

### **2.2 Engineering Standards**

Rural Road Design - Austroads 1989 Guide to Geometric Design of Roads provides engineering standards and specifications used by Main Road agencies Australia-wide. Departmental guidelines in Attachment 2 are based on these principles of road designs.

### **2.3 Roadside Manual**

This manual has been compiled by the Roadside Conservation Committee. It relates to the management of verges adjacent to public roads.

## **RELEVANT POLICY STATEMENTS**

- No. 22: Basic Raw Materials
- No. 3: Phytophthora Dieback
- No. 9: Conservation of Threatened Flora in the Wild
- No. 10: Rehabilitation of Disturbed Land
- No. 18: Recreation, Tourism and Visitor Services
- No. 28: Reporting, Monitoring and Re-evaluation of Ecosystems and Ecosystem Management
- No. 33: Conservation of Threatened and Specially Protected Fauna in the Wild
- No. 34: Visual Resource Management of Lands and Waters Managed by CALM