



GRIDS

Policy, procedure protocol	Policy
Document version	3
Policy number	Eng4/4
Obsolete Number	2/2.12/7
Keyword classification	Roads Assets
Adoption Date	19 April 2013
Resolution	61/13
Review due date	
Date revoked	
Documents superseded	130/08 adopted 18.04.2008 2/2.12/7 adopted 22.02.2005
Related Documents	
Relevant delegations	
Responsible officer	



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Grids

Important Notes

1. The design criteria for grids and commercial available grids (Section 9 and 10) must comply with all relevant engineering requirements and standards.
 2. The 'commercially available grids' mentioned (section 9) are listed only as an example. Copies of detail drawings and approvals are available on request from the manufacturer.
 3. Any inspection or maintenance by Council will be recorded in the Strategic Asset Management Program Policy (when complete)
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1. APPLICATION OF POLICY

This policy only applies to local and regional roads under the management of Council, and it does not apply to RMS managed roads.

2. DICTIONARY

Throughout this policy the following words or phrases have the meaning ascribed to them:

'approve' in relation to delegated authority includes the power to disapprove, rescind, change or modify.

'By-pass' is used to describe a cattle or sheep *'grid'* or a *'ramp'* erected where a fence crosses a road.

'Council' is a reference to Council in its capacity as a *'roads authority'* under the *Roads Act 1993*.

'defect' is the departure from Council's grid drawings or specification.

'grid' (unless stated to the contrary) includes a *public gate*.

'LGA 1993' means the *Local Government Act 1993*.

'occupier' refers to a person who occupies land adjoining a road and includes a property owner.



‘Qualified and practicing structural engineer’ means an engineer who is a corporate member of the Institution of Engineers Australia.

‘the Act’ means the *Roads Act 1993*.

‘the regulation’ means the *Roads (General) Regulation 2000*.

‘the RMS’ means the *Roads and Maritime Services of NSW*.

‘road user’ means any person who uses a public road.

‘Shire’ means the *Brewarrina Shire Council*.

3. INTRODUCTION

There are over 300 grids throughout the Shire. The purpose and importance of a grid is well known and need not be elaborated upon.

The relevant legislation concerning grids is set out in Division 2 of the *Roads Act 1993* (“the Act”).

The Act imposes upon council, as the relevant roads authority for the Shire, the obligation for the management of roads within the Shire; this includes the functions of design, construction, maintenance and management.

The Act provides that the Council may direct an owner or occupier of land adjoining a road to erect and maintain a public gate and/or grid (s.133(4)).

The Act also provides that an owner or occupier of land adjoining a road must not, without the prior permission of Council, erect a grid on a road (s.133(1)).

It is critical for the safety of all road users and for efficient operation of a grid that a grid be designed, constructed, erected and maintained to specifications approved by Council (s.133(3)(b)).

Council, as the relevant roads authority, bears the primary responsibility for management of its road network and for the safety of road users. It cannot, merely because the Act makes an occupier responsible for grids and public gates, ignore the condition of grids and public gates erected within the road reservation.

When Council decides to inspect a particular road, the grids and public gates erected within that road reservation must also be inspected.



If, on inspection of a grid or public gate, Council discovers a defect, that defect must be notified to the occupier so that the occupier can rectify it. If council decides that the defect is an unsafe defect or condition then it must either eliminate the unsafe defect or condition or immediately provide adequate safety measures to warn and/or protect road users from the unsafe condition.

Safety measures provided must be regularly inspected and maintained until the unsafe defect is eliminated or otherwise rectified by the occupier.

Given the scope of Council's previously mentioned obligations, including its legal obligations to all road users, and the likely time delay between the discovery by Council of a defective grid or public gate, the notification of that defect to an occupier, and an occupier's response to rectify the defect; Council will effect the rectification of any defect (on behalf of the occupier and with the occupier's prior consent) and recover the cost of rectification – rectification may include removal or replacement of a grid or public gate.

Before the matters in the previous paragraph can be acted upon, Council must first notify an occupier of any relevant defect and specify what has to be done, to what standard and the time by which it must be rectified. Simultaneously Council would provide an occupier with a fixed price quotation for any work proposed to be carried out. This will afford the occupier the opportunity of carrying out the work under Council supervision or engaging Council to do so as 'private work'.

Only in the case of an emergency would Council carry out rectification work on a grid or public gate without first notifying the occupier of a defect.

4. OBJECTIVE AND OUTCOME OF POLICY

4.1 Objective

The policy objective is to establish a consistent, flexible and equitable approach to the design, construction, erection, maintenance and removal of grids throughout the Shire and have the road fenced at least on one side as a minimum requirement.

4.2 Outcome

To reasonably ensure that:

- occupiers of land adjoining a road and who are responsible for the management of grids comply with this policy; and
- road users can safely negotiate grids.



5. DELEGATED AUTHORITY

Subject to the terms of this policy and any direction by the Council, the Authorised Council Officer has the delegated authority to approve the installation or removal of grids.

6. INSURANCE OF GRIDS

- (a) An occupier of land who has an installed grid on a road must have current and adequate insurance cover for all liability and risk.

7. DISPOSAL OF WASTE MATERIAL

An occupier must not dump or leave any disused or removed grid, fence or any part thereof or any excess material or rubbish on a road or within a road reservation.

8. REPLACEMENT OR UPGRADING OF GRIDS

If, in the opinion of the Council the grid presents a hazard to road users, it will issue an order requiring the occupier to either replace or repair the affected grid. If the grid is less than 12 years old, Council will replace the grid at cost. If the grid is older than 12 years, the grid is replaced at the land owners cost.

8.1 Road Widening

If the Council proceeds to widen a road from one lane to two lanes and the grid is less than 12 years old, the Council shall cover all replacement costs. If the grid is older than 12 years, the land owner shall pay the purchase cost of one grid.

If the land owner requests to widen the road and grid, the complete replacement cost shall be the responsibility of the land owner.

9. TRAFFIC CONSIDERATIONS

Grids must be able to facilitate the free movement of modern motor vehicles, plant and machinery of varying width and weight.

9.1 Design width

The effective trafficable design width for all future and replacement grids will be:

- (a) for a double grid 8 metres; and
(b) for a single grid 4 metres.



“**effective trafficable width**” means the clear trafficable distance between the inside of the grid side walls when measured at the narrowest points.

9.2 Commercially available grids

Table 1 sets out the commercially available grids that are suitable without certification:

Table 1 –Commercially Available Stock Grids (Example Only)

Two Lane Stock Grid	Single Lane Stock Grid
“Aprilla” model S26DMR	“Aprilla” model S13DMR

10. CONSTRUCTION AND INSTALLATION OF GRIDS

The construction of a grid structure and appurtenant work must, as a minimum requirement, comply with the design criteria for grids set out in this policy.

The base foundation shall be constructed of a well graded suitable material and compacted to a suitable standard.

11. MAINTENANCE OF GRIDS

The land owner is responsible for the structural maintenance of the grid, abutments, wing-walls and for the fence and gates leading up to the sides of the grid.

The Council shall be responsible for all maintenance on the road surface, guideposts and signs leading to and from the grid.

12. FENCING OF ROADS

It is Council’s preferred position that eventually all roads will be fenced so that all grids can be removed.

13. COST SHARING AND FUNDING ARRANGEMENTS

13.1 Introduction

Due to the uncertainty relating to the installation, maintenance and repair of grids over many years, this policy provides for financial assistance for grid replacements as contained below.



13.2 Grid installation and removal

- a) **New Grid** – A new grid will be at full cost to the landholder after such installation has been approved by Council.
- b) **Existing Grids** – Where an existing grid is required to be replaced under 12 years old, Council will pay the cost of installation of the grid. This will be a 'once only' contribution and future replacements will be to the full cost of the landholder. Where Council requires the installation of a double grid in place of a single grid, Council will be responsible for the supply and installation of a single grid plus half the cost of installation of a single grid.

13.3 Fencing

- a) Where Council requires a grid to be replaced, the landholder/s may have the option of fencing off the road on one or both sides to allow for the permanent removal of the grid. If this option is chosen, Council may supply fencing materials to the value of half the cost of the installation of a replacement grid.
- b) If a landholder wishes to remove a Grid, they may approach Council to contribute as per Clause 13.3 (a).
- c) The amount of Council's contribution is half the replacement cost, please refer to the current Schedule of Fees and Charges for the replacement cost allowance.

13.4 Source of Funds for Regional Roads

For circumstances where Council agrees to contribute for works along Regional Roads as described in Clauses 13.2 and 13.3, the funds are to be sourced from the RMS Block Grant.