



ROAD HIERARCHY

First adopted by Council 2nd February 1999
Version 8, Adopted 10th Dec 2014

1. INTRODUCTION

It is important that Council direct its limited road funding to where it will achieve best value. This road hierarchy is an essential tool in the management of the local roads for which Council has responsibility.

This hierarchy provides direction in the following aspects of road management.

- Target specification for the physical characteristics of the road.
- Frequency of routine maintenance inspections to be carried out on a regular basis by Council staff.

Development of the original road hierarchy included an extensive process of public consultation.

2. ROAD CLASSIFICATIONS

The classifications included in this road hierarchy are considered to be the most appropriate for Yarriambiack Shire. The classifications have been developed after consideration of the following points:

- the function of the road/street
- the volume and type of traffic
- the availability of funds to maintain the road/street.

In assessing which roads fit into each category of this hierarchy, Council has endeavoured to achieve the following two objectives in rural areas:

- (a) Provide a satisfactory network (grid) of all weather roads to provide ready access to, and between, all sections of the Shire. This is generally provided by Link Roads and Collector Roads
- (b) Provide all weather access to all properties with residential occupancy. Where these properties are not serviced by Link or Collector Roads, access is by Rural Access (Primary) Roads.

Roads which are not deemed necessary for one of these two purposes are classed as either Rural Access (Secondary) or Rural Access (Minor). As such they are not required to provide all weather access.

3. TARGET CONSTRUCTION STANDARDS

The spreadsheet (Page 7) titled “Classifications for Road Hierarchy” sets out the function, classification, existing surface type, target construction standard, and inspection frequency for each classification.

A brief summary of the target construction standards is as follows: Rural

Link Road	Sealed
Rural Collector Road	Sealed or other all weather surface
Rural Access (Primary)	All weather surface
Rural Access (Secondary)	Earth Formation
Rural Access (Minor)	No Construction
Special Purpose 1	All weather surface (Fire Access)
Special Purpose 2	All weather surface sections
Urban Commercial Centre and Collector Roads	Sealed
Urban Access (Primary)	Sealed
Urban Access (Secondary)	All weather surface or earth formation or no construction
Urban Access (Minor)	No construction
Parking Bays & Areas	Sealed

*Priority Maintenance (PM) Any road Urban or Rural, gravel or earthen to be graded 6 monthly

The listed “Target Construction Standard” represents the minimum standard to which a road will be provided should major rehabilitation or reconstruction be programmed. (For the purposes of this clause routine resealing or patching of sealed roads and gravel resheeting of gravel roads are not considered to be major rehabilitation or construction.)

For Rural Collector Roads and Urban Access (secondary) Roads, the road will continue to have the same surface type as currently exists unless an upgrade is included in the 10 year capital works program.

The standard of many existing roads differs from the ‘Target Construction Standard’ shown in this hierarchy. Details of the existing standards are recorded in Council’s Asset Management System (Moloney Asset Management System / Asset Asyst).

Where the existing standard of a road differs from the desired standard, the road will be managed in one of the following ways.

- Current standard sealed - Target standard sealed.
(Categories RL 1, RC 1, UC 1 and UA 1)
Some of the sealed roads in these categories are of a width that is inconsistent with the requirements of the hierarchy. If this is the case the seal will be maintained in the usual manner (including periodic reseals) until such time as the underlying pavement fails. The road will then be reconstructed to the appropriate width.

- Current standard sealed - Target standard unsealed.
(Categories RA 1, RA 4 and UA 3)
The sealed pavement will be maintained as usual (including normal reseals) until such time as the underlying pavement fails. The future of the road will then be considered under Council's "Evaluation of Sealed Roads" policy. If appropriate, the road will then be down graded to either an all weather road, or, in some cases an unpaved road.
- Current standard unsealed - Target standard sealed.
(Categories RL 2 or UA 1)
The road will be maintained at its current standard as a gravel road until funds are available for upgrade. The work will then be programmed through the ten year Capital Works Program.
- Current standard unpaved - Target standard all weather surface.
(Categories RL 2 or UA 1)
Where a road is currently unpaved and the target standard is all weather surface, the road will be firstly assessed to decide if the existing in-situ material will provide adequate all weather access in the long term. If so, the road will not be altered. If the in-situ material will not provide adequate access in the long term the road will be maintained at its current standard until funds for upgrade can be made available in the ten year Capital Works Program.

Roads that are currently of lower standard than the target standard will be maintained to the existing standard until major rehabilitation or construction works take place. However when a road is upgraded or fully reconstructed Council will endeavour to construct the new roads to the target specification. **(Note: For the purposes of this clause Routine resealing or patching of sealed roads and gravel resheeting of gravel roads are not considered to be major rehabilitation or construction.)**

In some instances the existing road is of a higher standard than is now justified. These roads will be treated as follows:

1. For an existing sealed road where traffic volumes no longer justify a sealed road, the seal will be maintained in the usual manner (including periodic reseals) until such time as the underlying pavement fails. The future of the road will then be considered under Council's "Evaluation of Sealed Roads" policy.

For an existing sealed road where the existing seal is wider than that indicated by the hierarchy, the seal will be maintained in the usual manner (including periodic reseals) until such time as the underlying pavement fails. If traffic volumes at that time provide justification, the road will be reconstructed to the width shown in the hierarchy.

2. For an existing gravel road where gravel is no longer justified, the existing gravel pavement will be maintained until the end of its life. The road will then be reformed as an unpaved road.

4. CAPITAL WORKS PROGRAM

Council has a ten year Capital Works Program for roads and streets. This program sets out the Capital Works that Council intends to carry out on local roads during the next 10 years.

Any roads that are to be upgraded to a higher standard in the next 10 years will be identified in the program.

The capital works program shall be reviewed and updated each year as part of the budget process.

5. ROADS MAINTAINED TO A HIGHER STANDARD FOR SPECIFIC PURPOSES

Council has agreed to maintain a limited number of Rural Access (Secondary) roads as all weather roads for one of the following two reasons:

- (i) The road has been approved for use as a school bus route.

In such cases Council will maintain the road at a suitable standard as a bus route until the current need for a bus on that route lapses. Roads which are used by parents to transport children from the residence to a school bus pick up point will be given similar consideration providing that no suitable alternative transport route is available.

If at any time the road is no longer a school bus route it will be maintained as a Rural Access (Secondary) Road.

- (ii) The road provides access to the centre of a business enterprise on a property where there is no residential occupancy.

This access will be granted by a separate decision of Council in accord with Council's Policy for Access to Rural Properties

If at any time the road no longer serves the centre of a business enterprise to the satisfaction of Council it will be maintained as a Rural Access (Secondary) Road.

Roads which are being maintained for either of these purposes will still be classified as Rural Access (Secondary) in this Hierarchy, but will be identified separately by the use of a suffix on the road classification code in Council's Road Register and Road Asset Register.

Those used for school bus purposes will be shown as RA 5(s) and those serving the centre of a farming business enterprise will be shown as RA 5(b). In some instances, roads serving the centre of a business enterprise will be shown as RA5(c) This Road Classification will only be granted by a separate decision of Council on a case by case basis.

The roads are also identified on the maps in this Hierarchy.

Council has also agreed to have a Classification called Special Purpose and in such cases the road will be maintained as an all-weather surface.

Special Purpose 1 - Target standard all weather surface

(Category SP1)

In such cases Council will maintain the road at a suitable standard for firefighting purposes allowing access to fire tanks and hydrants.

Special Purpose 2 - Target standard all weather surface or all weather surfaced sections

(Category SP2)

In such cases Council will maintain the road or sections of a road, at a suitable standard based on specific individual reasons.

The special purpose Road Classifications will only be granted by a separate decision of Council on a case by case basis.

6. STATE HIGHWAYS AND ARTERIAL ROADS

Generally VicRoads is responsible for management and funding of these roads. Construction standards are also determined by VicRoads and therefore these roads do not appear in the Schedule of Classifications that forms part of this Hierarchy.

Where these roads pass through a 60km/hour zone in a built up area responsibility for the road is shared between Vic Roads and Council.

Generally, Vic Roads accept responsibility for the central traffic lanes and shoulders from back of kerb to back of kerb, or, if there are no kerbs, between drainage lines. Council is responsible for the balance of the road reserve including footpaths. Council also accepts responsibility for some sections of road where there are areas designated for parking.

A detailed agreement for demarcation of these responsibilities is based on "ROAD MANAGEMENT ACT [2004]", & the "Code of Practice, OPERATIONAL RESPONSIBILITY FOR PUBLIC ROADS".

7. OTHER COUNCIL POLICIES

This road hierarchy is consistent with, and is supported by, the following policies:

- Policy on School Bus routes
- Policy on Access to Rural Properties
- Policy on Evaluation of Sealed Roads

8. REVIEW

The classifications of individual roads under this road hierarchy are subject to change by resolution of Council at any time.

The whole road hierarchy shall be reviewed within three (3) years of its latest adoption or at an earlier time should the need arise.

9. MAPS

The classifications of all roads and streets in the municipality are shown on the following seven sheets of maps.

Rural Areas

Rural Roads – Northern Section of Shire	Map Sheet 1
Rural Roads – Central Section of Shire	Map Sheet 2
Rural Roads – Southern Section of Shire	Map Sheet 3

Township Maps

Beulah	Map Sheet 7	Rupanyup	Map Sheet 5
Brim	Map Sheet 5	Speed	Map Sheet 4
Hopetoun	Map Sheet 7	Tempy	Map Sheet 4
Lascelles	Map Sheet 4	Turriff	Map Sheet 4
Lubeck	Map Sheet 5	W'Beal	Map Sheet 6
Minyip	Map Sheet 5	Woomelang	Map Sheet 4
Murtoa	Map Sheet 5	Yaapeet	Map Sheet 4
Patchewollock	Map Sheet 4		
Rosebery	Map Sheet 5		

YARRIAMBIACK SHIRE COUNCIL
CLASSIFICATIONS FOR ROAD HIERARCHY

TABLE A

HIERARCHY	FUNCTION	CLASSIFICATION CODE	EXISTING SURFACE	TARGET CONSTRUCTION STANDARD	INSPECTION FREQUENCY
Rural Link Road.	A road that provides a strategic link between two towns, two districts or a combination thereof. A significant percentage of traffic is not local traffic. Also includes roads linking major industrial sites to towns or to roads of higher classification.	RL 1 RL 2	Sealed Gravel	SEALED SURFACE Generally the road width will conform to one of two standard widths. Type A: Seal width 6.6 m, Pavement width 7.2 m and formation width 10.2 m. Type B: Seal width 4 m, Pavement width 5.7 m and formation width 8.7 m. Road width for each section of road will be decided on a case by case basis. All relevant factors will be considered including traffic volume and type, road alignment and available resources. <i>Note:</i> On selected roads with a large number of heavy vehicles Council may elect to provide a road with seal width greater than 6.2m. Roads to be upgraded from gravel to seal in the next five years will be identified in Council's capital works program. Any roads identified for seal widening will also be identified in the 10 year capital works program.	6 monthly
Rural Collector Road	A road that provides, or is part of a secondary link between two areas, two roads of a higher classification or a combination thereof. Collector roads also collect traffic from access roads and channel it to roads of higher classification. Many of these roads form a "grid" for all weather access across the shire. Traffic is usually a mix of local and non-local. This category may also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc.	RC 1	Sealed	SEALED SURFACE Generally existing sealed collector roads will remain at the current width until the pavement requires reconstruction. If the pavement is to be reconstructed the road will conform to one of two standard widths. Type A: Seal width 6.6 m, Pavement width 7.2 m and formation width 10.2 m. Type B: Seal width 4 m, Pavement width 5.7 m and formation width 8.7 m. Road width for each section of road will be decided on a case by case basis. All relevant factors will be considered including traffic volume and type, road alignment and available resources. Traffic volumes on some of these roads are small. In some cases, when the existing pavement reaches the end of its life, there may be no justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 3 of this hierarchy and Council's policy for evaluation of sealed roads. If Council decides that seal is not justified, the road will be "deconstructed" to unsealed collector road standard.	12 monthly
		RC 2 RC 3	Gravel Earth	GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE Generally existing gravel collector roads will remain as a gravel surface and when resheeted will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Most roads will be constructed as Type A, but in some instances where traffic is known to be low, Type B construction may be used. The pavement width will be recorded in the Asset Register. In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be provided (width 6m). Roads to be upgraded from natural surface to gravel in the next 10 years will be identified in Council's 10 year capital works program.	
Rural Access Road (Primary).	A road that is designated primary all weather access to 1 or more <u>occupied</u> farm houses. (The house(s) must be the primary residence * of the occupant). This category may also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc. No significant through traffic.	RA 1 RA 2 RA 2 (PM) RA 3 RA 3 (PM)	Sealed Gravel Gravel - Priority Maintenance Earth Earth - Priority Maintenance	GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE. For gravel roads the width will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Generally a 4.0 m pavement will be provided where the road serves one or two residences or properties and a 5.0 m pavement will be provided where more than two residences or properties are serviced. Traffic volumes on some of the <u>existing sealed</u> primary access roads are small. In some cases, when the existing pavement reaches the end of its life, there may be no justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 3 of this hierarchy and Council's policy for evaluation of sealed roads. If Council decides that seal is justified the road will be reconstructed to Type B specification, if Council decides that seal is not justified, the road will be "deconstructed" to unsealed primary access road standard. In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be considered adequate. Roads to be upgraded from gravel to seal or from natural surface to gravel in the next ten years will be identified in Council's 10 year capital works program.	24 monthly
Rural Access Road (Secondary).	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) Road but is used on a regular basis to provide access to other parts of a property for farming purposes or to a business enterprise (E.g. Grain Receival or Transport Company). Also includes roads maintained to a higher standard in accord with clause 5 of this hierarchy. Such roads will assume the "Target Construction Standards" of Rural Access (Primary) Roads whilst they are being provided to the higher standard.	RA 4 RA 5 RA 5(b) RA 5(s) RA5(c) RA 5 (PM) RA 6 RA 6 (PM)	Sealed Gravel Gravel - Primary Farming Business Gravel - School Bus Route Gravel - Business Enterprise Earth - Priority Maintenance Earth Earth - Priority Maintenance	EARTH FORMATION. Formed from material existing on site. Traffic volumes on most of the <u>existing sealed</u> secondary access roads are small. When the existing pavement reaches the end of its life, it is unlikely there will be justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 2 of this hierarchy and Council's policy for evaluation of sealed roads. A number of the roads will be "deconstructed" to "earth formation" standard. When the pavements of existing gravel roads in this classification reach the end of their life they will not be resheeted. The road will be reformed as an earth formation. Nominal width for an earth formation shall be 6.0 metres.	Upon request
Rural Access Road (Minor).	A road used occasionally (but not regularly) for farm access. Any other rural road with minimal use.	RA 7 RA 7 (PM)	Earth Earth - Priority Maintenance	NO CONSTRUCTION Unformed road on natural surface only.	Upon request
Urban Commercial Centre and Collector Roads.	A road in the main commercial centre of a town providing access predominately to shops and offices. Also includes major arteries linking parts of town or feeding traffic to commercial centre.	UC 1	Sealed	SEALED SURFACE Width depends on usage and location of existing assets such as kerb and channel or trees.	6 monthly
Urban Access Road (Primary).	Local road providing primary access to residential, industrial or commercial properties or to recreational facilities.	UA 1 UA 2	Sealed Gravel	SEALED SURFACE Width depends on usage and location of existing assets such as kerb and channel or trees. Roads to be upgraded from gravel to seal in the next Ten years will be identified in Council's capital works program.	12 monthly
Urban Access Road (Secondary).	A road or laneway providing secondary access to occupied properties, or access to vacant land.	UA 3 UA 4 UA 5	Sealed Gravel Earth	Surface may be either GRAVEL or EARTH FORMATION or UNFORMED depending on usage and available resources. Roads to be upgraded from gravel to seal or from natural surface to gravel in the next five years will be identified in Council's capital works program.	Upon request
Urban Access Road (Minor).	A road or laneway with minimal use.	UA 6	Earth	NO CONSTRUCTION Unformed road on natural surface only.	Upon request
Special Purpose 1	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) but provides all weather access for a Special Purpose.	SP 1	Gravel	GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE For gravel roads the width will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Generally a 4.0 m pavement will be provided where the road serves one or two residences or properties and a 5.0 m pavement will be provided where more than two residences or properties are serviced.	24 monthly
Special Purpose 2	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) but provides an all weather surface or surfaced sections for a Special Purpose.	SP 2	Gravel	GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE For gravel roads the width will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Generally a 4.0 m pavement will be provided where the road serves one or two residences or properties and a 5.0 m pavement will be provided where more than two residences or properties are serviced.	24 monthly
Parking Bays or Areas	All parking bays or areas that have deemed to be a Council Asset for the sole purpose of parking	PB	Seal	SEALED SURFACE Width depends on usage and location of existing assets such as kerb and channel or trees. Roads to be upgraded from gravel to seal in the next Ten years will be identified in Council's capital works program.	12 monthly

- NOTES:**
- "Primary Residence"** means a house that is the usual place of residence of the occupant.
It does not include houses that are occupied seasonally for farming purposes or houses that are otherwise occupied for short periods.
 - The widths shown in the **"Target Construction Standard"** column above for pavements and formations of unsealed roads are approximate only.
Actual widths may vary due to physical constraints including drainage lines and vegetation.
When the gravel pavements are resheeted and when maintenance grading of these pavements and formations is carried out no measurements of width are controlled.

Because these works are carried out without control measurement, minor variations in width are likely to occur.
 - (PM)** Council will provide additional maintenance effort for this road category
 - The inspection frequencies shown in this table are current at the time of the latest review of the road hierarchy. The frequencies are also shown in Council's Road Management Plan which is reviewed annually. Should discrepancies arise between the frequencies shown in the road hierarchy and those shown in the Road Management Plan, those in the Road Management Plan shall be deemed to be correct.
 - The categories shown here agree with those shown in Council's Road Register and Road Asset Register.

RL = Rural Link Road
 RC = Rural Collector Road
 RA = Rural Access Road
 (PM) = 6 Monthly Primary
 Maintenance Roads
 SP = Special Purpose Road

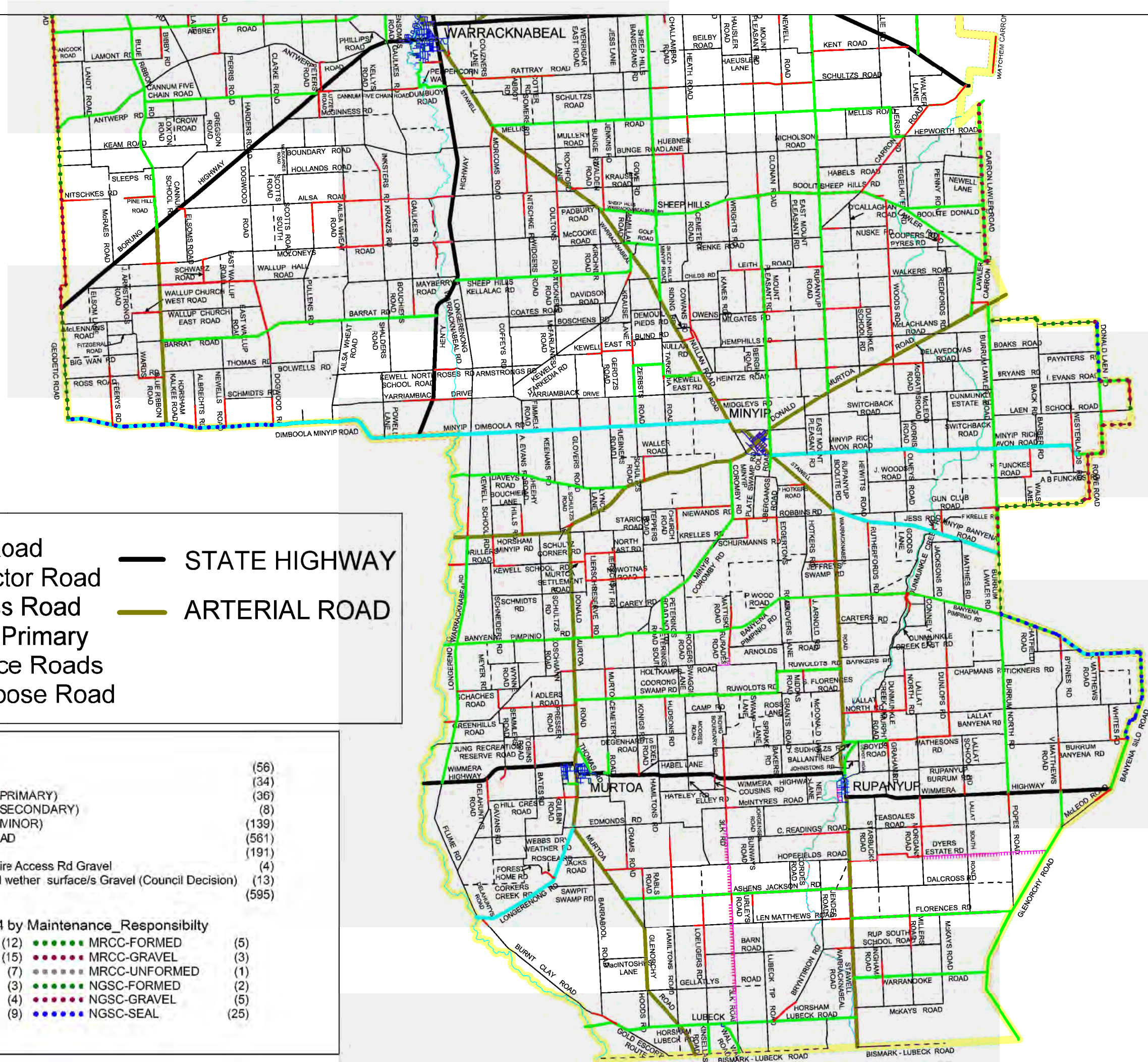
— STATE HIGHWAY
 — ARTERIAL ROAD

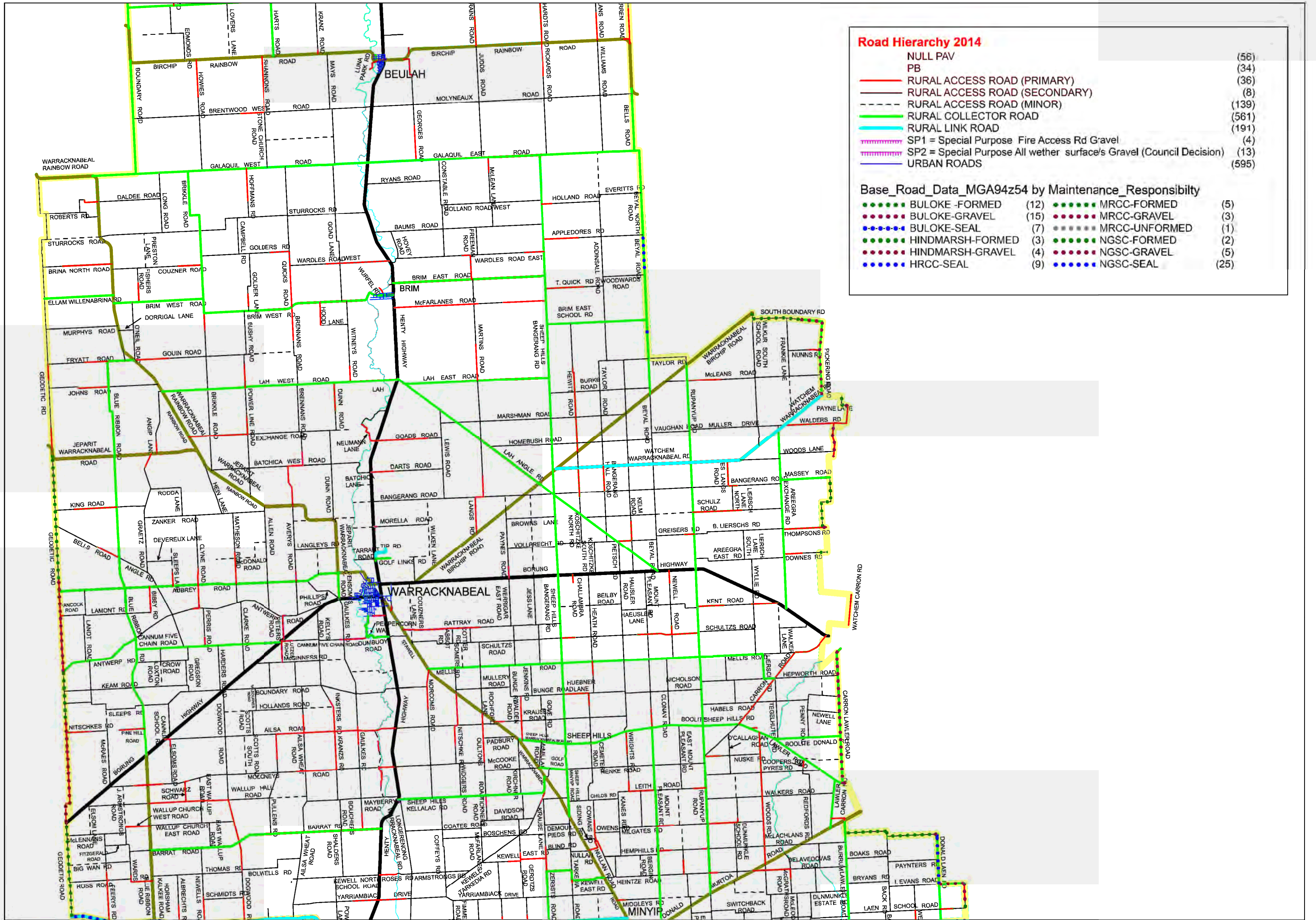
Road Hierarchy 2014

NULL PAV	(56)
PB	(34)
RURAL ACCESS ROAD (PRIMARY)	(36)
RURAL ACCESS ROAD (SECONDARY)	(8)
RURAL ACCESS ROAD (MINOR)	(139)
RURAL COLLECTOR ROAD	(561)
RURAL LINK ROAD	(191)
SP1 = Special Purpose Fire Access Rd Gravel	(4)
SP2 = Special Purpose All wether surface/s Gravel (Council Decision)	(13)
URBAN ROADS	(595)

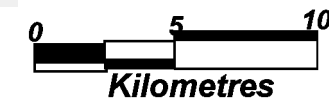
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BULOKE -FORMED	(12)	MRCC-FORMED	(5)
BULOKE-GRAVEL	(15)	MRCC-GRAVEL	(3)
BULOKE-SEAL	(7)	MRCC-UNFORMED	(1)
HINDMARSH-FORMED	(3)	NGSC-FORMED	(2)
HINDMARSH-GRAVEL	(4)	NGSC-GRAVEL	(5)
HRCC-SEAL	(9)	NGSC-SEAL	(25)

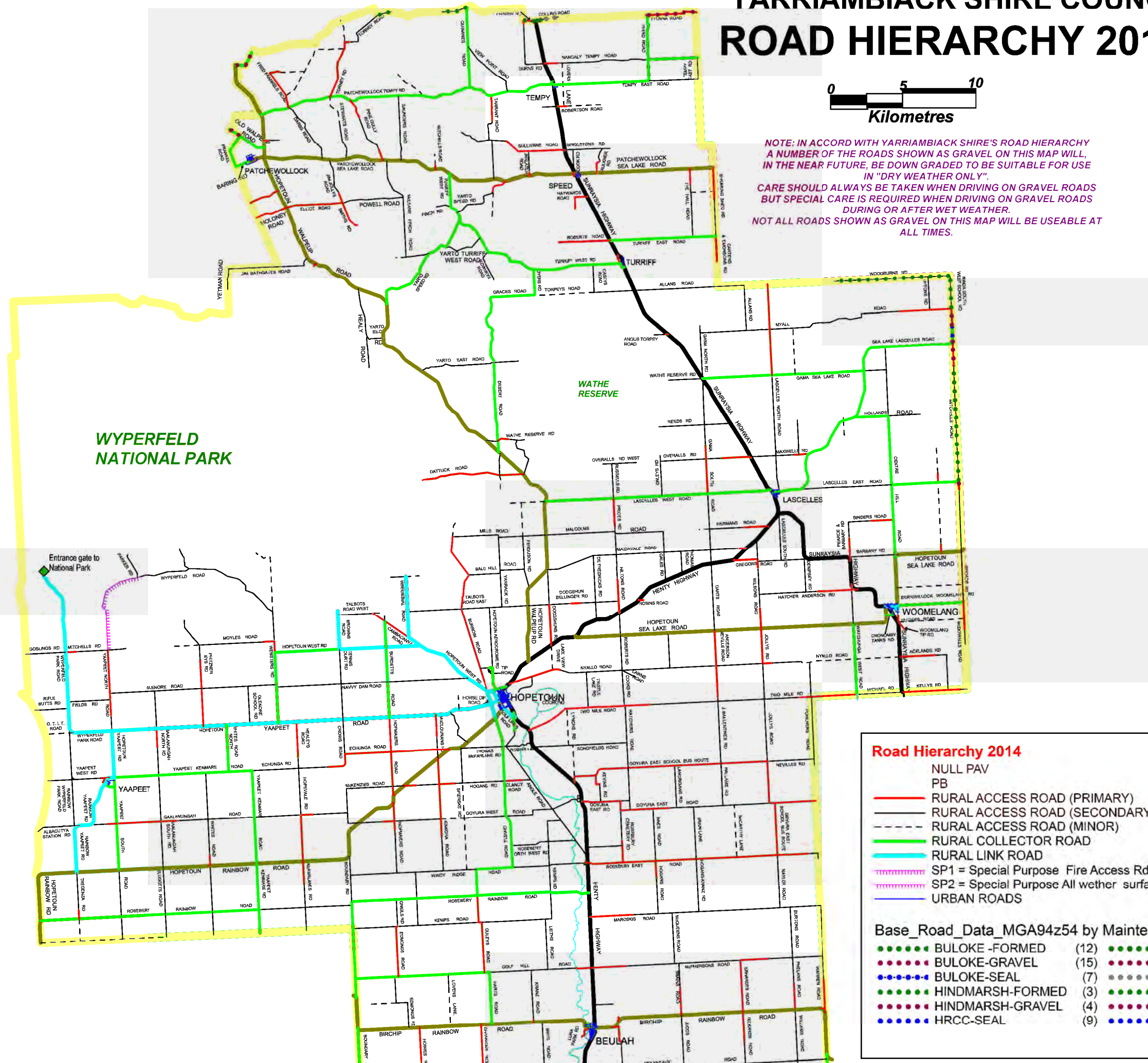




YARRIAMBIACK SHIRE COUNCIL ROAD HIERARCHY 2014



NOTE: IN ACCORD WITH YARRIAMBIACK SHIRE'S ROAD HIERARCHY A NUMBER OF THE ROADS SHOWN AS GRAVEL ON THIS MAP WILL, IN THE NEAR FUTURE, BE DOWN GRADED TO BE SUITABLE FOR USE IN "DRY WEATHER ONLY".
CARE SHOULD ALWAYS BE TAKEN WHEN DRIVING ON GRAVEL ROADS BUT SPECIAL CARE IS REQUIRED WHEN DRIVING ON GRAVEL ROADS DURING OR AFTER WET WEATHER.
NOT ALL ROADS SHOWN AS GRAVEL ON THIS MAP WILL BE USEABLE AT ALL TIMES.

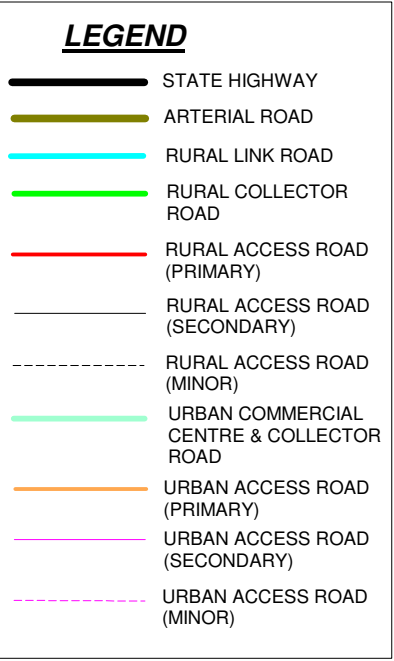
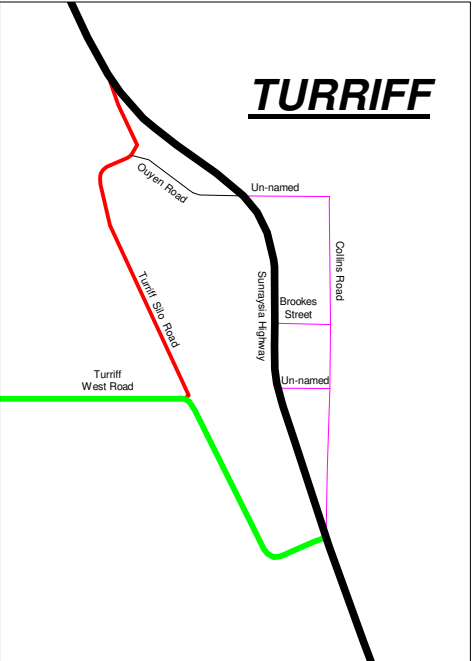
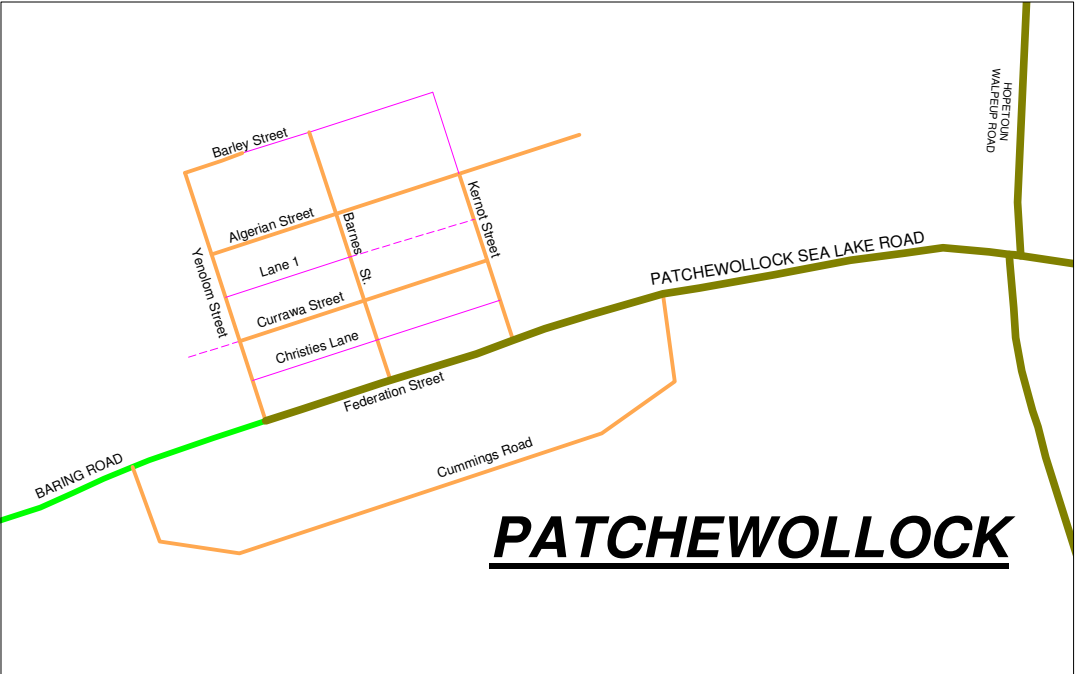
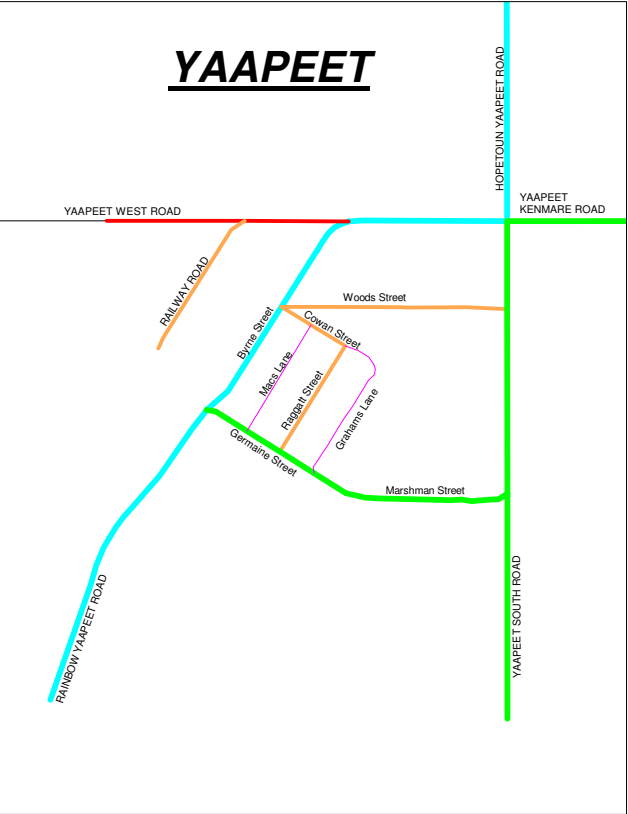
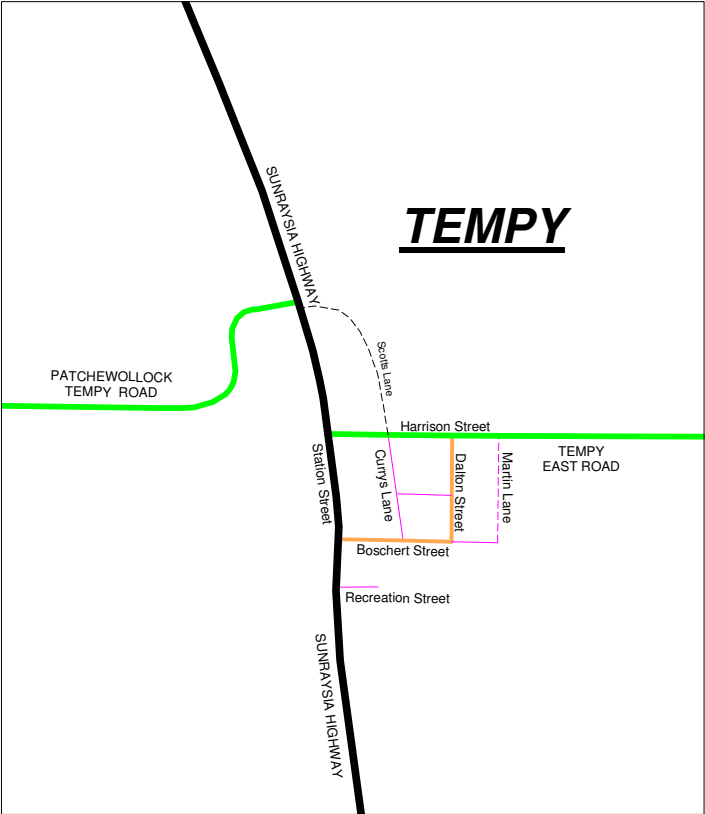
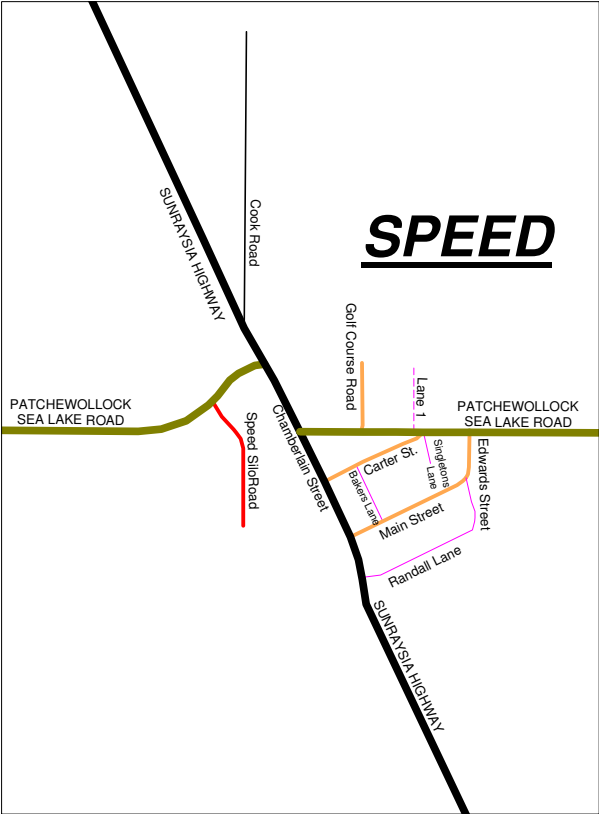
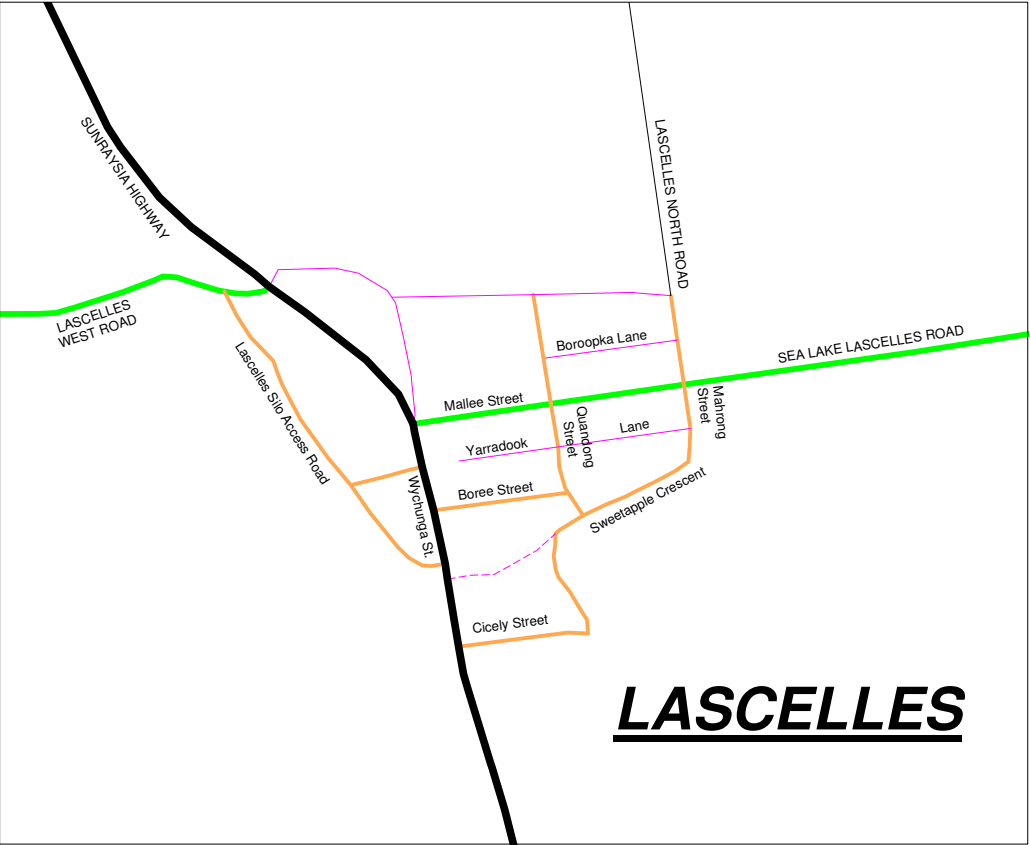
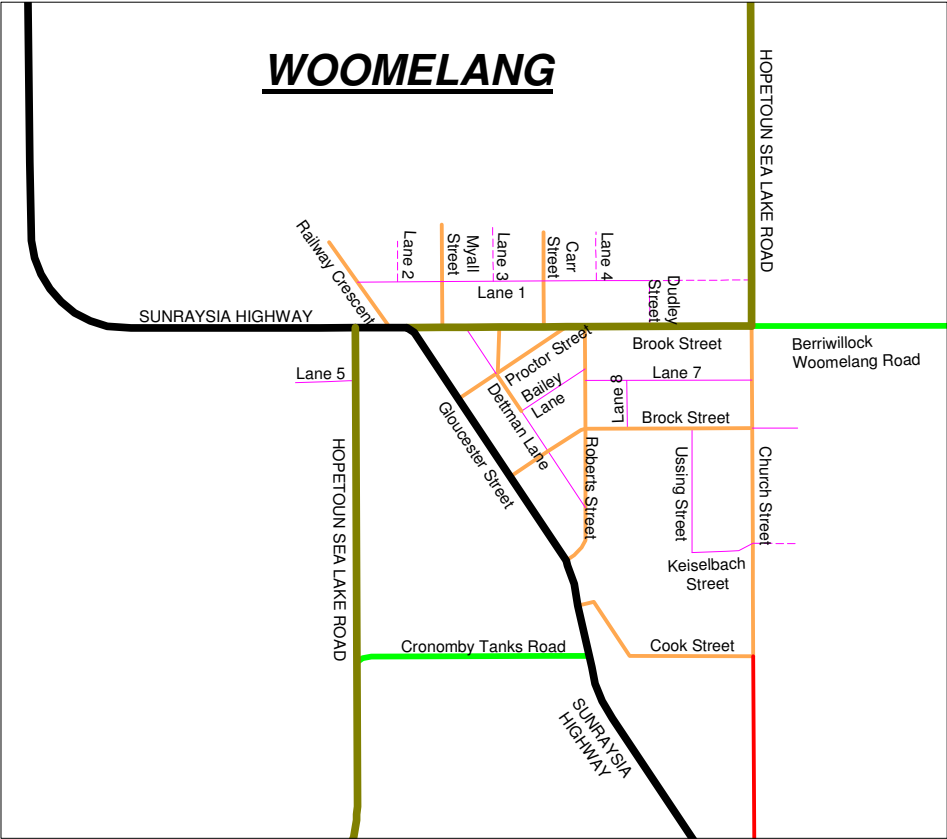


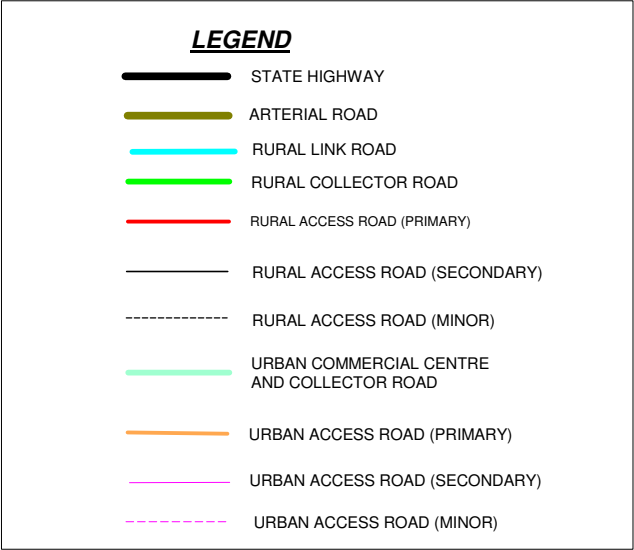
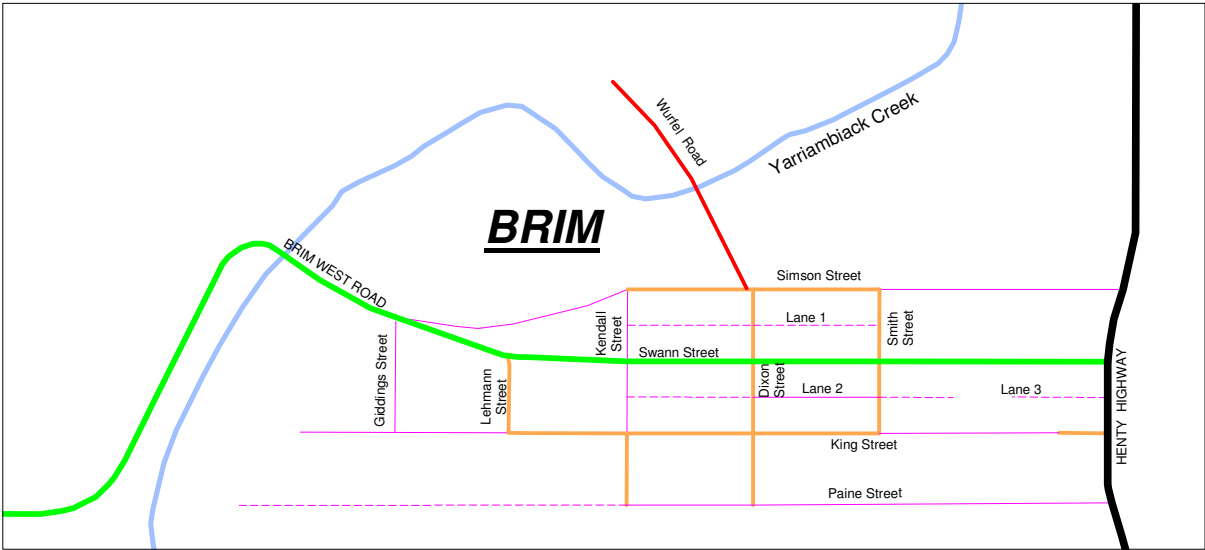
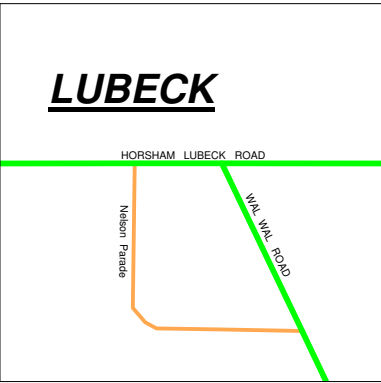
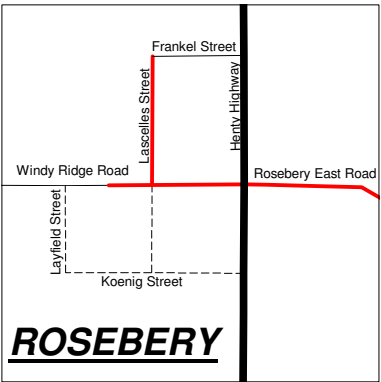
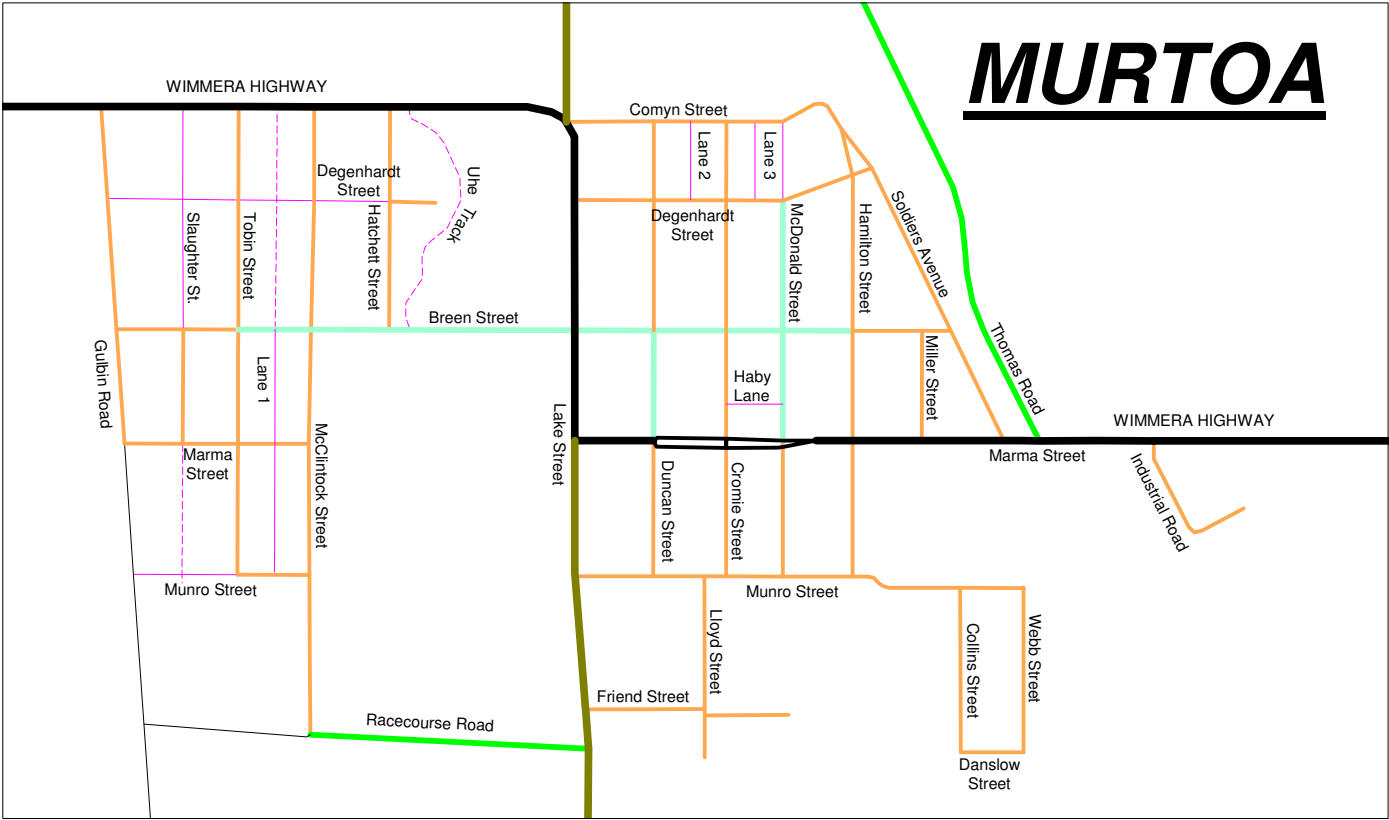
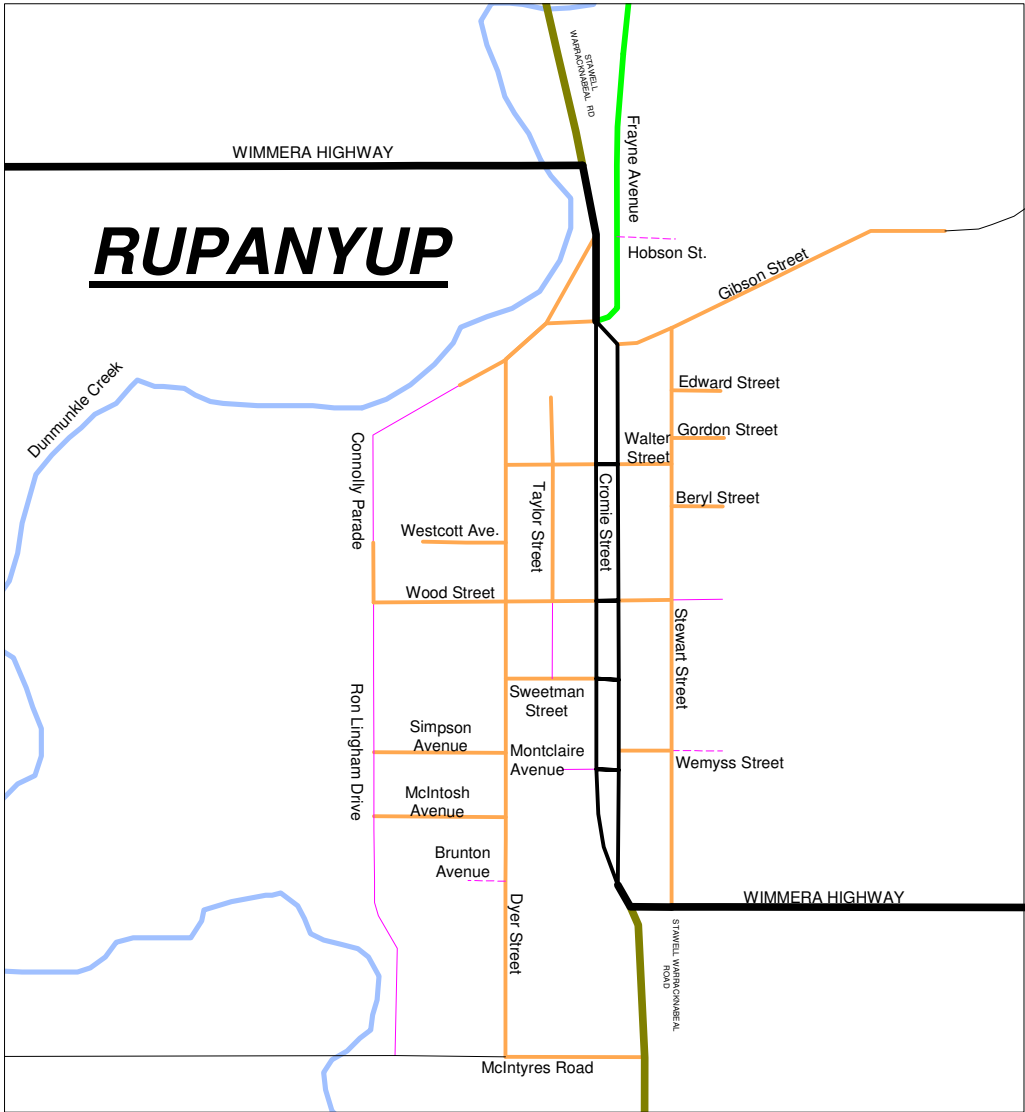
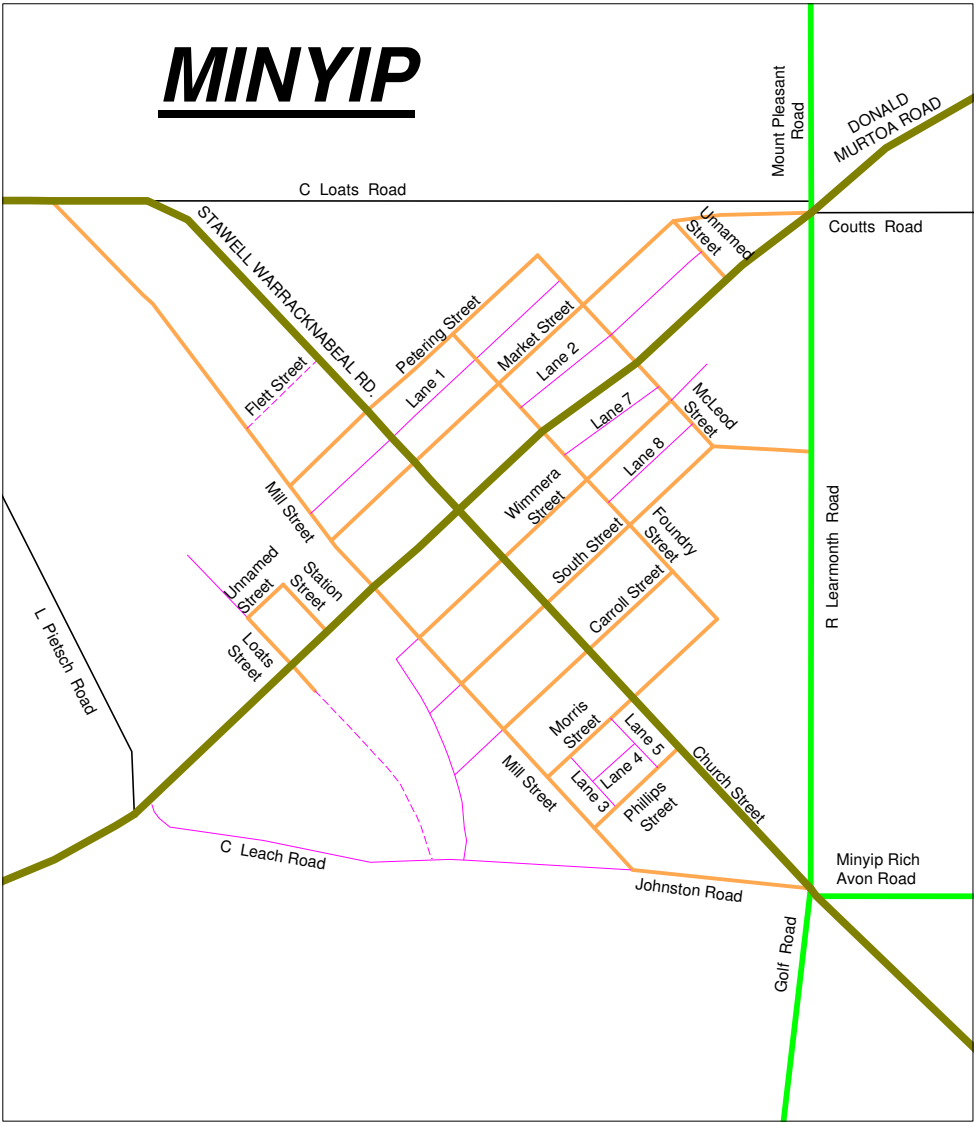
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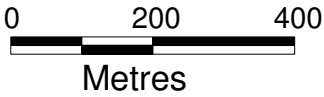
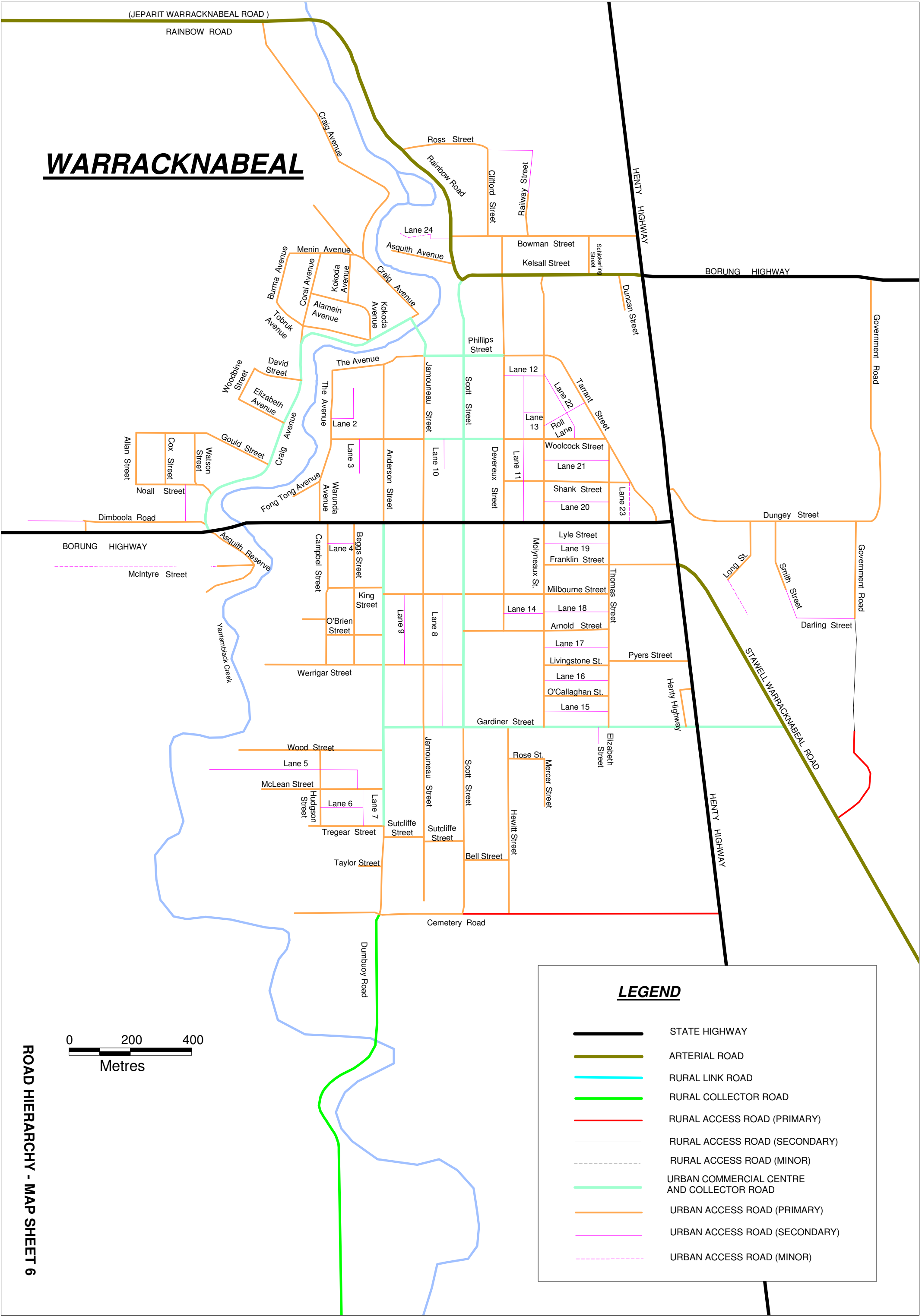
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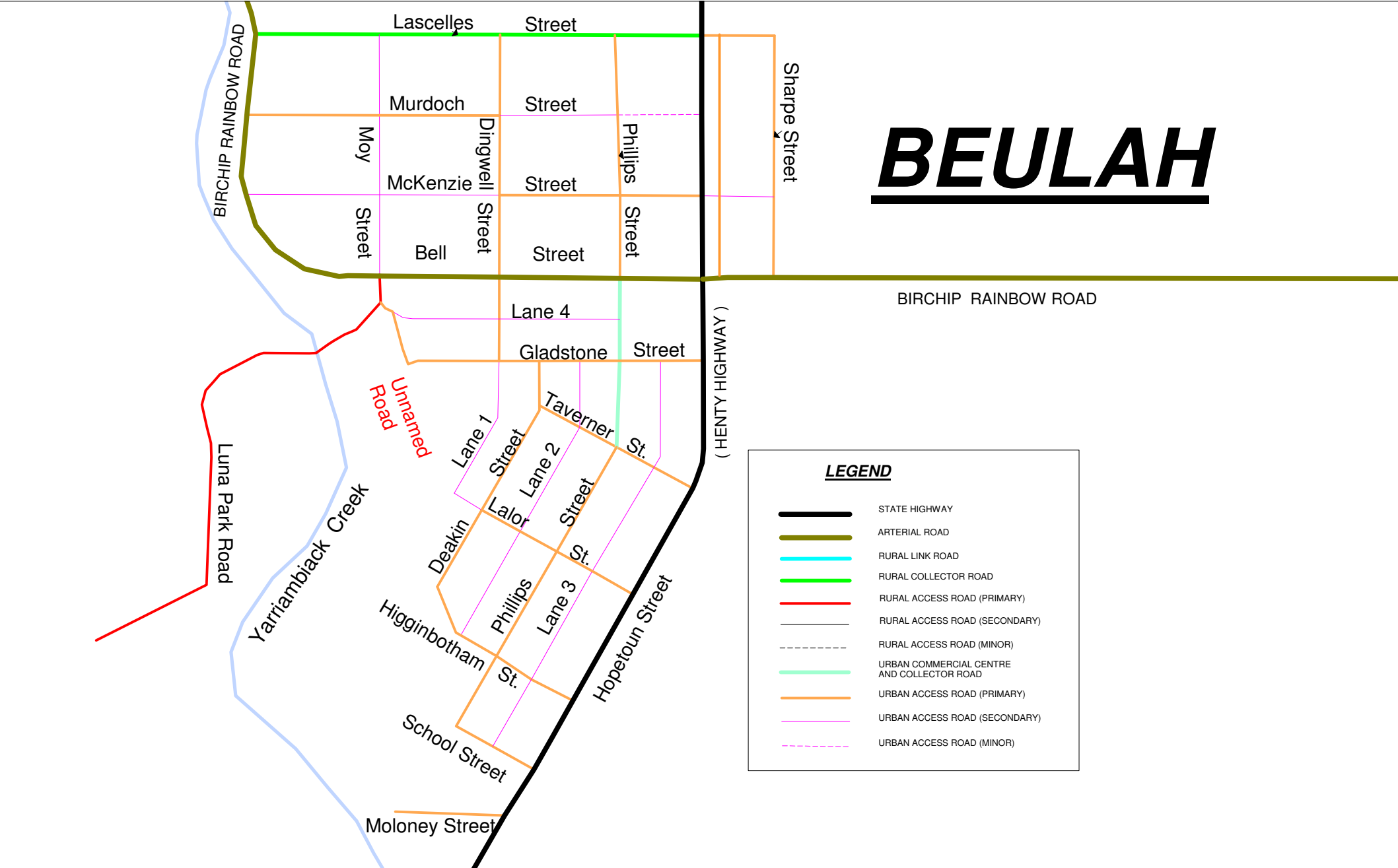
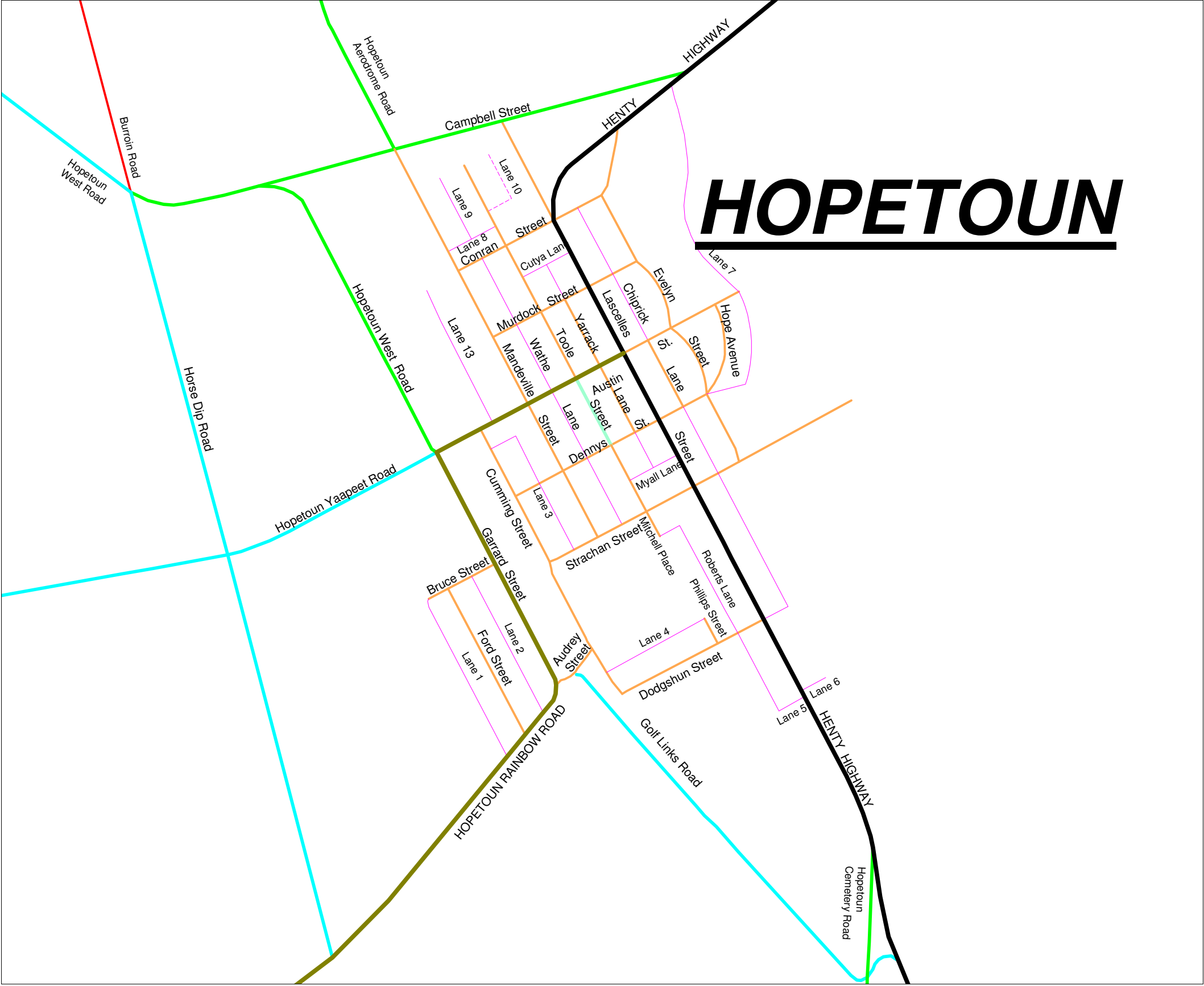


WARRACKNABEAL



LEGEND

- STATE HIGHWAY
- ARTERIAL ROAD
- RURAL LINK ROAD
- RURAL COLLECTOR ROAD
- RURAL ACCESS ROAD (PRIMARY)
- RURAL ACCESS ROAD (SECONDARY)
- RURAL ACCESS ROAD (MINOR)
- URBAN COMMERCIAL CENTRE AND COLLECTOR ROAD
- URBAN ACCESS ROAD (PRIMARY)
- URBAN ACCESS ROAD (SECONDARY)
- URBAN ACCESS ROAD (MINOR)



LEGEND

- STATE HIGHWAY
- ARTERIAL ROAD
- RURAL LINK ROAD
- RURAL COLLECTOR ROAD
- RURAL ACCESS ROAD (PRIMARY)
- RURAL ACCESS ROAD (SECONDARY)
- RURAL ACCESS ROAD (MINOR)
- URBAN COMMERCIAL CENTRE AND COLLECTOR ROAD
- URBAN ACCESS ROAD (PRIMARY)
- URBAN ACCESS ROAD (SECONDARY)
- URBAN ACCESS ROAD (MINOR)