



Yarriambiack Shire Council
Road Hierarchy
2026

Road Hierarchy 2026

Yarriambiack Shire Council encourages a working environment which promotes gender equality and models non-violent and respectful relationships.

1 Objective

This road hierarchy is an essential tool in the management of the local roads for which the 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.

It is important that Council direct its limited road funding to where it will achieve best value. The hierarchal classifications reflect the relative community importance of roads and enable Council to effectively define an appropriate level of service to all roads in the Council Road network.

2 Responsibility

The review and implementation of this Road Hierarchy is the responsibility of the Chief Engineering Officer.

3 Policy Statement and Scope

3.1 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:

- Provide a satisfactory network 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, and
- 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.

3.2 Target Construction Standards

The below table summaries the targeted construction standard for each category within the road hierarchy.

Hierarchy	Function	Classification Code	Existing Surface
Rural Link Road	A road that provides a strategic link between two towns, two districts or a combination thereof.	RL1	Sealed

Hierarchy	Function	Classification Code	Existing Surface
	<p>A significant percentage of traffic is not local traffic.</p> <p>Also includes roads linking major industrial sites to towns or to roads of higher classification.</p>		
Rural Collector Road	<p>A road that provides or is part of a secondary link between two areas, two roads of a higher classification or a combination thereof.</p> <p>Collector roads also collect traffic from access roads and channel it to roads of higher classification.</p> <p>Many of these roads form a "grid" for all weather access across the shire.</p> <p>Traffic is usually a mix of local and non-local.</p> <p>This category can also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc.</p>	RC1 RC2	Sealed Gravel
Rural Access Road (Primary)	<p>A road that is designated primary all weather access to 1 or more occupied farm houses. (The house(s) must be the primary place of residence* of the occupant).</p> <p>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.</p>	RA1 RA2 RA3	Sealed Gravel Earth
Rural Access Road (Secondary)	<p>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 the property for farming purposes or to a centre of business enterprise (E.g. Grain Receival/Major On Farm Storage facilities, Major Hay Storage Facilities or Transport Company).</p> <p>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.</p>	RA4 RA5	Gravel Earth
Rural Access Road (Minor)	<p>A road used occasionally (but not regularly) for farm access. Any other rural road with minimal use.</p>	RA6	Earth
Urban Commercial Centre and	<p>A road in the main commercial centre of a town providing access predominately to shops and offices. Also includes major arteries linking</p>	UC1	Sealed

Hierarchy	Function	Classification Code	Existing Surface
Collector Roads	parts of town or feeding traffic to commercial centre.		
Urban Access Road (Primary)	Local road providing primary access to residential, industrial or commercial properties or to recreational facilities.	UA1 UA2	Sealed Gravel
Urban Access Road (Secondary)	A road or laneway providing secondary access to occupied properties, or access to vacant land.	UA3 UA4	Sealed Gravel
Urban Access Road (Minor)	A road or laneway with minimal use.	UA5	Earth
Special Purpose	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	Gravel
Parking Bays or Areas	All parking bays or areas that have deemed to be a Council Asset for the sole purpose of parking.	PB	Sealed

The listed Construction Standard represents the targeted minimum standard to which a road will be provided, should major rehabilitation or reconstruction be programmed. Routine resealing, patching and resheeting of roads is considered general maintenance and does not fit the definition of major rehabilitation or reconstruction.

Roads will continue to have the same surface type as currently exists unless an upgrade is included in the 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 the Council's Asset Management System (AssetFinda).

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.

Some sealed roads 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.

The sealed pavement will be maintained as usual (including periodic reseals) until such time as the underlying pavement fails. The future of the road will then be considered under the Council's Assets & Operations Guideline. If appropriate, the road will then be downgraded to either an all-weather road, or in some cases, an unpaved road.

Current standard unsealed - Target standard sealed.

The road will be maintained at its current standard as a gravel road until funds are available for an upgrade. The work will then be programmed through future Capital Works Programs.

Current standard unpaved - Target standard all weather surface.

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 Capital Works Program.

Roads that are currently of a lower standard than the target standard will be maintained to the existing standard until major rehabilitation or reconstruction works are required. Council will endeavour to construct the new roads to the target specification. Routine resealing, patching and resheeting of roads is considered general maintenance and does not fit the definition of major rehabilitation or reconstruction.

In instances where 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 Road Management Plan.
2. 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.
3. 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.

3.3 Capital Works Program

Council endeavours to produce a Capital Works Program for roads and streets in conjunction with the preparation of annual budget and the Long-Term Financial Plan. During preparation, Council reviews prior plans, priorities and available resources and develops an updated program which sets out the Capital Works that Council intends to carry out on local roads.

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

3.4 Roads Maintained to a Higher Standard for a Specific Purpose

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 the 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 accordance with Council's "Guidelines for Access to Rural Properties-(including Quarries)". If at any time the road no longer serves the centre of a business enterprise to the satisfaction of the Council, it will be maintained as a Rural Access (Secondary) Road.

Roads which are being maintained for either of these purposes will be classified as Rural Access (Secondary) in this Hierarchy and noted in the Road register. Those used for school bus purposes in this category will be inspected on a 12 monthly basis and/or upon request.

Special Purpose

The 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. The Special Purpose road classification will only be granted by a separate decision of the Council on a case-by-case basis.

Council can decide to upgrade a road, based on other circumstances which doesn't meet the road hierarchy criteria, the road will be classified as a Special Purpose Road.

Roads required where access to fire tanks and hydrants is required for firefighting purposes will be classified as Special Purpose roads.

3.5 State Highways and Arterial Roads

Arterial roads were previously known as either State Highways or Main Roads. The Victorian Government, through Head, Transport for Victoria (HTV) is the road authority responsible for these roads.

Where these roads pass through a built-up area there is often a shared responsibility between HTV and the Council for maintenance of the assets on the road reserve. The *Road Management Act 2004, Code of Practice, Operational Responsibility for Public Roads* sets out the limits of this shared responsibility. This is usually, but not necessarily, the defined 60km per hour zone.

In general terms, HTV accepts responsibility for the central traffic lanes and shoulders between and including the kerbs or drainage lines, this includes any sections of a road that intersect with a council road. HTV accepts responsibility for the area of the intersections. Council is responsible for the balance of the road reserve including footpaths. Council also accepts additional responsibility for maintenance of some specific areas within the area controlled by HTV, for example the maintenance of lawns and garden beds within central median strips.

The agreement is based on the document *The Road Management Act 2004* and the associated *Code of Practice, Operational Responsibility for Public Roads*. Areas where Council accepts additional responsibility are detailed within this agreement. Arterial roads that pass through this municipality as well as the built-up areas affected by the demarcation agreement are listed Councils Road Register for Local Roads and Streets.

4 References

4.1 Technical and Legislative References

- Road Management Act 2004 including Codes of Practice
- Road Safety Act 1986
- Road Management (General) Regulations 2016
- Guidelines on School Bus Routes
- Guildelines on Access to Rural Properties-including Quarries
- Guildelines on Evaluation of Sealed Roads

4.2 Yarriambiack Shire Council References

- Road Management Plan 2025 – 2028
- Roal Register for Local Roads and Streets 2026

5 Definitions

Term	Description
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Arterial Road	Refers to freeways, highways and declared main roads, which are managed by the Victorian Government, through Head Transport for Victoria (as the co-ordinating road authority).
Council	Refers to the Yarriambiack Shire Council
Demarcation agreement	A formal agreement between Council and another organisation that defines areas of responsibility.
Municipal road(s)	Road for which the municipal council is the co-ordinating road authority. The Road Management Act 2004 imposes specific duties on the municipal council with respect to the inspection, repair and maintenance of these roads and associated road-related infrastructure.
Other roads	Include roads in state forests and reserves, and roads on private property. Municipal councils are not responsible for the inspection, repair or maintenance of these roads.
Pathway	Refers to a footpath, bicycle path, shared path or other area that is constructed or developed by Council for members of the public (not motor vehicles) to use.
Public Road	As defined by the Road Management Act 2004 and includes a freeway, an arterial road, a municipal road declared under section 14(1) of the Act and a road in respect of which Council has made a decision that it is reasonably required for general public use and is included on the Register of Public Roads.
Road	Has the same meaning as in the Road Management Act 2004, being inclusive of any public highway, any ancillary area and any land declared to be a road under section 11 of that Act or forming part of a public highway or ancillary area.
Road infrastructure	Refers to infrastructure which forms part of a roadway, pathway or shoulder, which includes structures and materials.
Road authority	The organisation which has the responsibility to co-ordinate works. Generally, if the road is a freeway or arterial road, this will be Head Transport for Victoria. Generally, if the road is a municipal road, this will be Council.
Road-related infrastructure	Refers to infrastructure installed or constructed by the relevant road authority to either facilitate the operation or use of the roadway or pathway, or support or protect the roadway or pathway.
Road Reserve	Refers to the area of land that is within the boundaries of a road. Example: any nature strip, forest, bushland, grassland or landscaped area within the road reserve would be roadside.
Roadside	Refers to any land that is within the boundaries of the road (other than shoulders) which is not a roadway or pathway. This includes land on which any vehicle crossing or pathway, which connects from a roadway or pathway on a road to other land, has been constructed. Example: any nature strip, forest, bushland,

	grassland or landscaped area within the road reserve would be roadside
Roadway	Refers to the area of a public road that is open to, or used by, the public, and has been developed by a road authority for the driving or riding of motor vehicles. This does not include a driveway providing access to a public road, or other road, from adjoining land.
Shoulder	Refers to the cleared area, whether constructed or not, that adjoins a roadway to provide clearance between the roadway and roadside. This does not refer to any area that is not in the road reserve.
The Act	Refers to the Road Management Act 2004 as enacted by the Parliament of Victoria

6 Consistency with Governance Principles Local Government Act 2020

This Register has been assessed against the Governance Principles in the Local Government Act 2020.

Governance Principle	Section of policy where covered
a) Council decisions are to be made and actions taken in accordance with the relevant law;	Section 4 -References
b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;	Section 3 – Policy Statement and Scope
c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;	Section 3 – Policy Statement and Scope
d) the municipal community is to be engaged in strategic planning and strategic decision making;	Section 3 – Policy Statement and Scope
e) innovation and continuous improvement is to be pursued;	Section 3 – Policy Statement and Scope
f) collaboration with other Councils and Governments and statutory bodies is to be sought;	Section 4 – References
g) the ongoing financial viability of the Council is to be ensured;	Section 3 – Policy Statement and Scope
h) regional, state and national plans and policies are to be taken into account	Section 3 – Policy Statement and Scope

Governance Principle	Section of policy where covered
in strategic planning and decision making;	
i) the transparency of Council decisions, actions and information is to be ensured.	Section 7 – Policy Review

In giving effect to the overarching governance principles, a Council must take into account the following supporting principles.

Community Engagement Principles	<ul style="list-style-type: none"> • A community engagement process must have a clearly defined objective and scope. • Participants in community engagement must have access to objective, relevant and timely information to inform their participation. • Participants in community engagement must be representative of the persons and groups affected by the matter that is the subject of the community engagement. • Participants in community engagement are entitled to reasonable support to enable meaningful and informed engagement. • Participants in community engagement are informed of the ways in which the community engagement process will influence Council decision making.
Comment:	In accordance with the Road Management Act 2004 Council has undertaken community consultation for a period of at least 28 days.
Public Transparency Principles	<ul style="list-style-type: none"> • Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act. • Council information must be publicly available unless— <ul style="list-style-type: none"> (i) the information is confidential by virtue of this Act or any other Act; or (ii) public availability of the information would be contrary to the public interest. • Council information must be understandable and accessible to members of the municipal community. • Public awareness of the availability of Council information must be facilitated.
Comment:	Following community consultation and upon Council adoption, this Road Hierarchy is published on Council's website.

Strategic Planning Principles	<ul style="list-style-type: none"> • An integrated approach to planning, monitoring and performance reporting is to be adopted. • Strategic planning must address the Community Vision. • Strategic planning must take into account the resources needed for effective implementation. • Strategic planning must identify and address the risks to effective implementation. • Strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances.
Comment:	This Road Register is prepared in line with Councils strategic objectives. It undergoes periodic review in line with changes in both internal and external policy, legislation and is regulated.
Financial Management Principles	<ul style="list-style-type: none"> • Revenue, expenses, assets, liabilities, investments and financial transactions must be managed in accordance with a Council's financial policies and strategic plans. • Financial risks must be monitored and managed prudently having regard to economic circumstances. • Financial policies and strategic plans, including the Revenue and Rating Plan, must seek to provide stability and predictability in the financial impact on the municipal community. • Accounts and records that explain the financial operations and financial position of the Council must be kept.
Comment:	The road management functions of Council are developed using policy, operational objectives and available resources including Council financial resources.
Service Performance Principles	<ul style="list-style-type: none"> • Services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community. • Services should be accessible to the members of the municipal community for whom the services are intended. • Quality and costs standards for services set by the Council should provide good value to the municipal community. • A Council should seek to continuously improve service delivery to the municipal community in response to performance monitoring. • Service delivery must include a fair and effective process for considering and responding to complaints about service provision.
Comment:	This Road Hierarchy is prepared in conjunction with the Road Management Plan, which sets out all Service Performance Principles of the Yarriambiack Shire Councils road network.

7 Policy Review

This Road Hierarchy will be reviewed every 12 months in accordance with its associated procedures and the requirements under the Road Management Act 2004.

From time to time, circumstances may require minor administrative changes to be made to this Register. Where an update does not materially alter this Register, such a change may be made administratively and need not be considered and adopted by Council.

Where any change or update may materially change the intent of this Register, or the legal responsibilities of any member of the community, it must be considered and adopted by Council, or by the Chief Executive Officer in reliance on delegated authority.

8 Legislative Context

This Road Hierarchy has been prepared in accordance with the Road Management Act 2004

CEO Approved Policy

Adopted:	CEO Approved Date	CEO Name	CEO Signature
Reviewed:			
Reviewed:			

DRAFT

9 Appendix A – Target Construction Standard

Surface Type	Target Construction Standard
Sealed	<p>Sealed Surface</p> <p>Generally, the road width will conform to one of two standard widths.</p> <p>Type A: Seal width 6.6m, Pavement width 7.2m and formation width 10.2m.</p> <p>Type B: Seal width 4m, Pavement width 5.7m and formation width 8.7m.</p> <p>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, available resources and location of existing assets including trees, kerb and channels.</p> <p><u>Note:</u> On selected roads with a large number of heavy vehicles Council may elect to provide a road with seal width greater than 6.6m.</p> <p>Traffic volumes on some of the existing sealed 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 the Road 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 road standard.</p> <p>Any roads identified for seal widening or upgrading from gravel to sealed will be identified in the 10 year capital works program.</p>
Gravel	<p>Gravel or Other Suitable All Weather Surface</p> <p>Generally, existing gravel roads will remain as a gravel surface and when resheeted will conform to one of two standard widths:</p> <p>Type A: Pavement width 5.0 m and formation width 8.5 m.</p> <p>Type B: Pavement width 4.0 m and formation width 7.2 m.</p> <p>The pavement width will be recorded in the Asset Register.</p> <p>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. Low traffic includes roads that service one or two residences or properties.</p> <p>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.</p> <p>When the pavements of existing secondary gravel roads reach the end of their life they will not be resheeted. The road will be reformed as an earth formation.</p> <p>Any roads identified for upgrading either from gravel to sealed or earth to gravel will be identified in the 10 year capital works program.</p>

Surface Type	Target Construction Standard
Earth	<p>EARTH CONSTRUCTION</p> <p>Formed from material existing on site.</p> <p>Nominal width for an earth formation shall be 6.0 metres.</p> <p>Any roads identified for upgrading from earth to gravel will be identified in the 10 year capital works program.</p> <p>NO CONSTRUCTION</p> <p>Unformed road on natural surface only.</p>

NOTES:

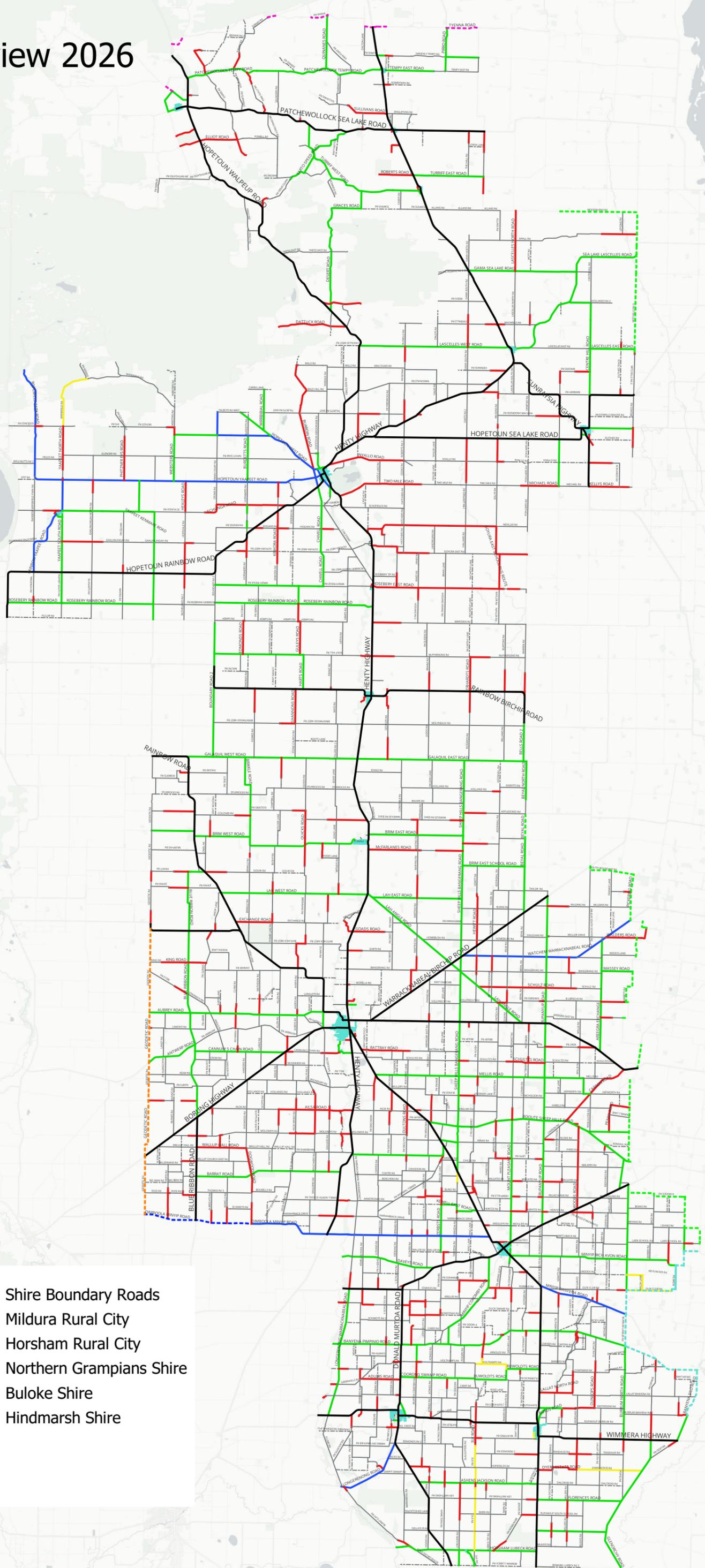
- Primary place of residence: means a house that is the usual place of residence of the occupant. It does not include houses that are occupied seasonally for farming purposes or houses that are otherwise occupied for short periods.
- The widths shown in the "Target Construction Standard" column above 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.
- 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.

Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case-by-case basis by Council. All roads in this situation must meet Council construction standard.

10 Appendix B – Rural & Urban Road Hierarchy Mapping

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Road Hierarchy Review 2026



Road Hierarchy 2026

- State Roads
- Rural Link Roads
- Rural Collector Roads
- Rural Access (Primary)
- Rural Access (Secondary)
- Rural Access (Minor)
- Special Purpose
- Urban Roads

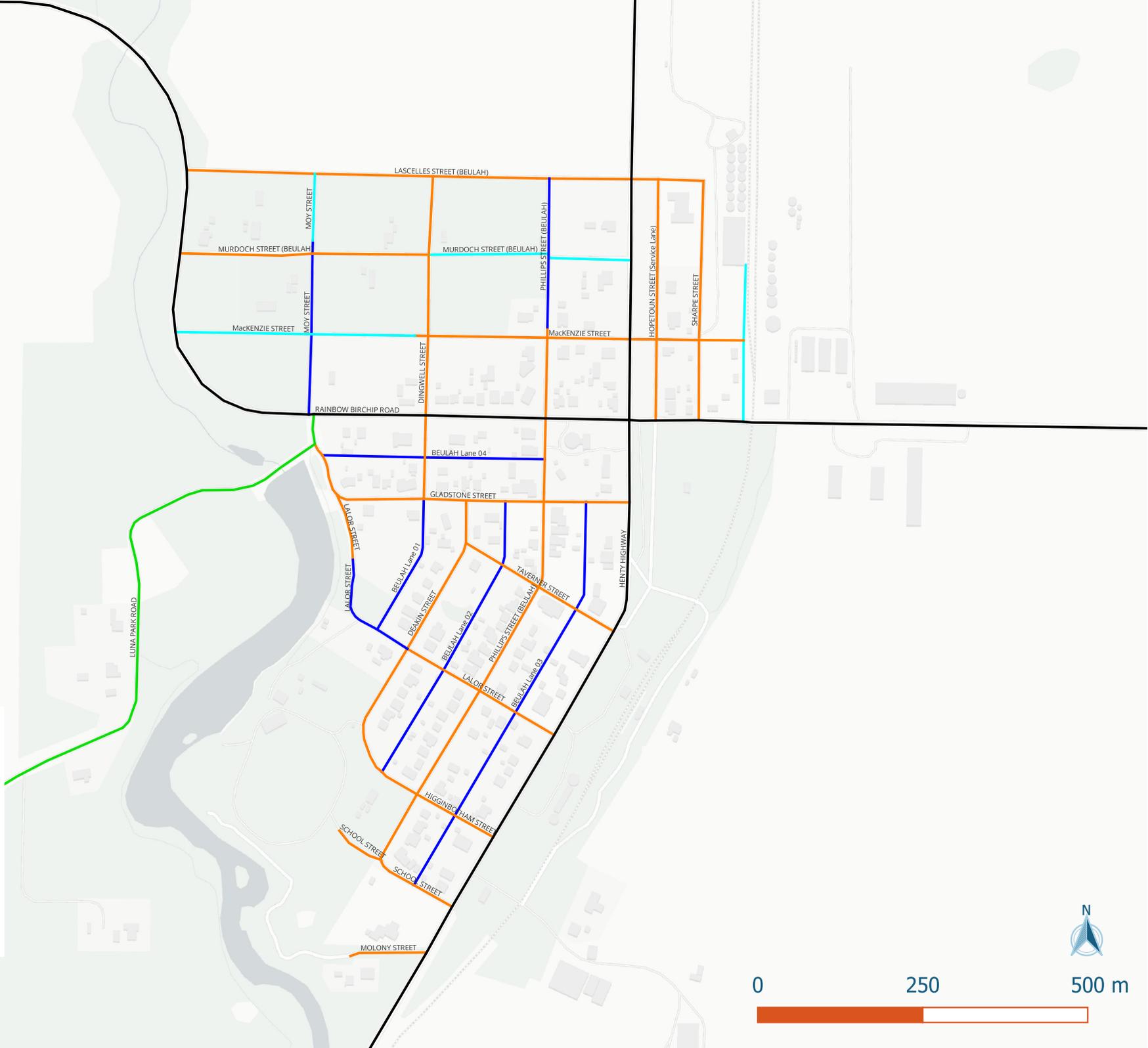
Shire Boundary Roads

- - - Mildura Rural City
- - - Horsham Rural City
- - - Northern Grampians Shire
- - - Buloke Shire
- - - Hindmarsh Shire

Beulah 2026

Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)



Brim 2026

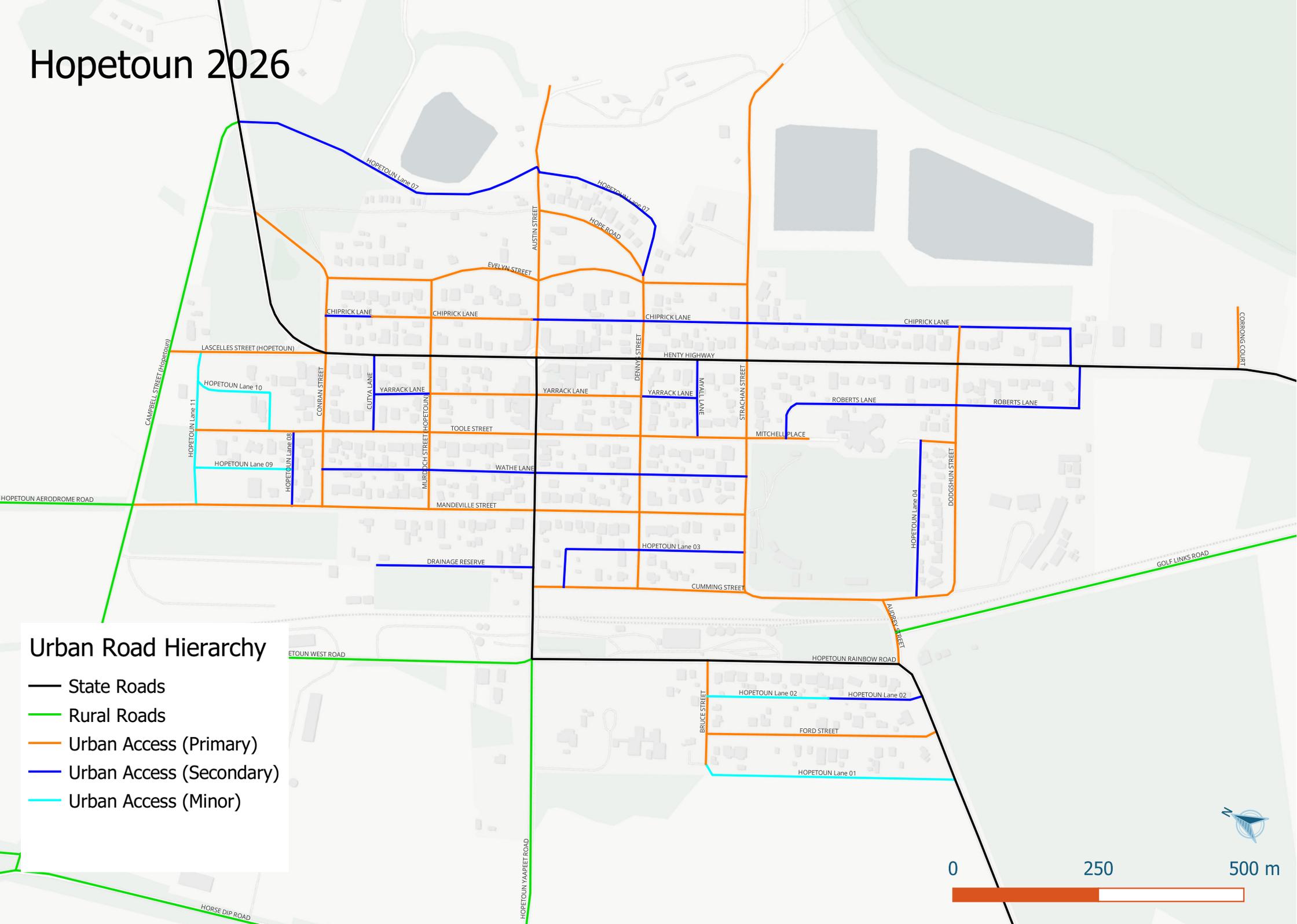


Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)



Hopetoun 2026



Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)



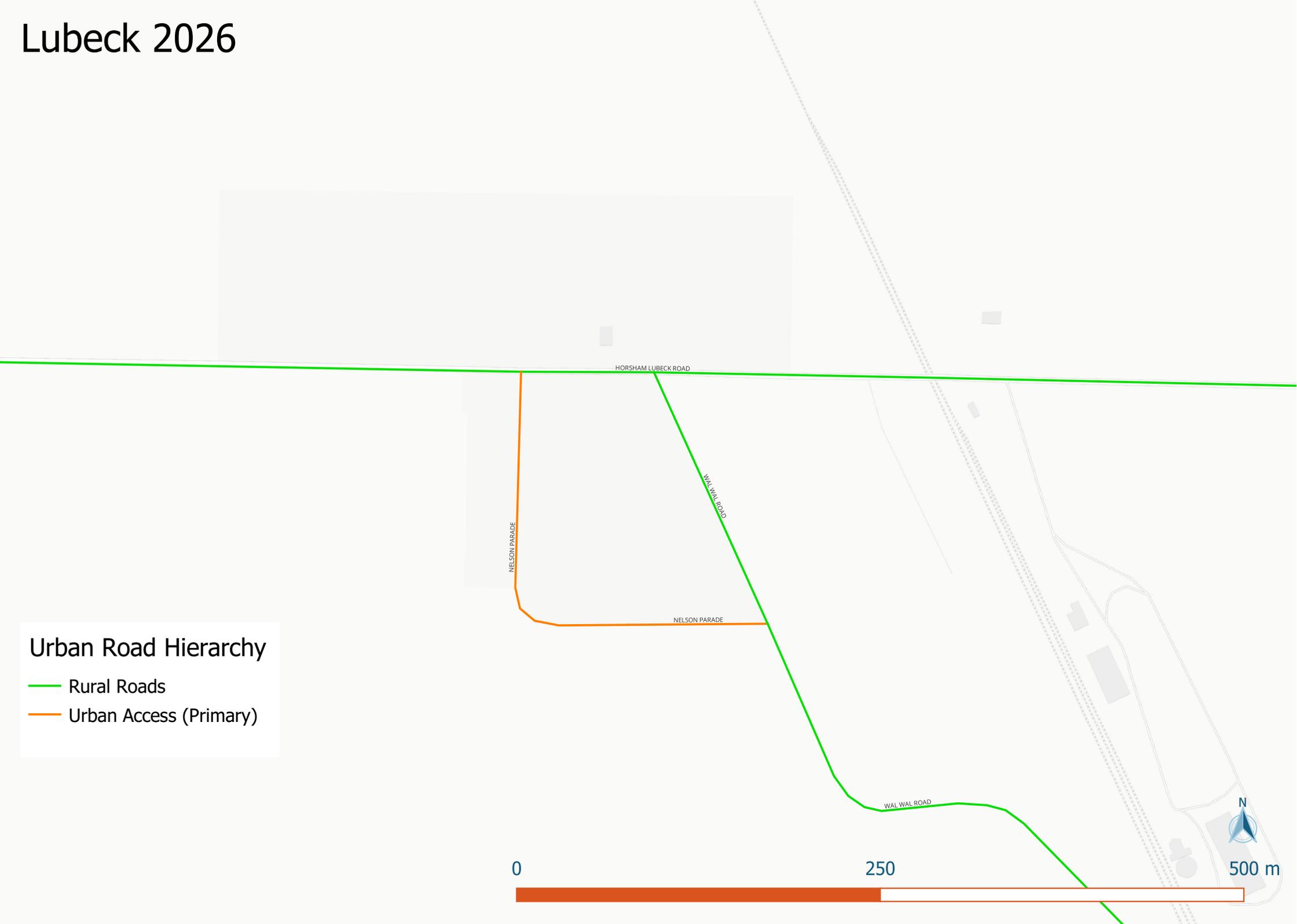
Lascelles 2026

Urban Road Hierarchy

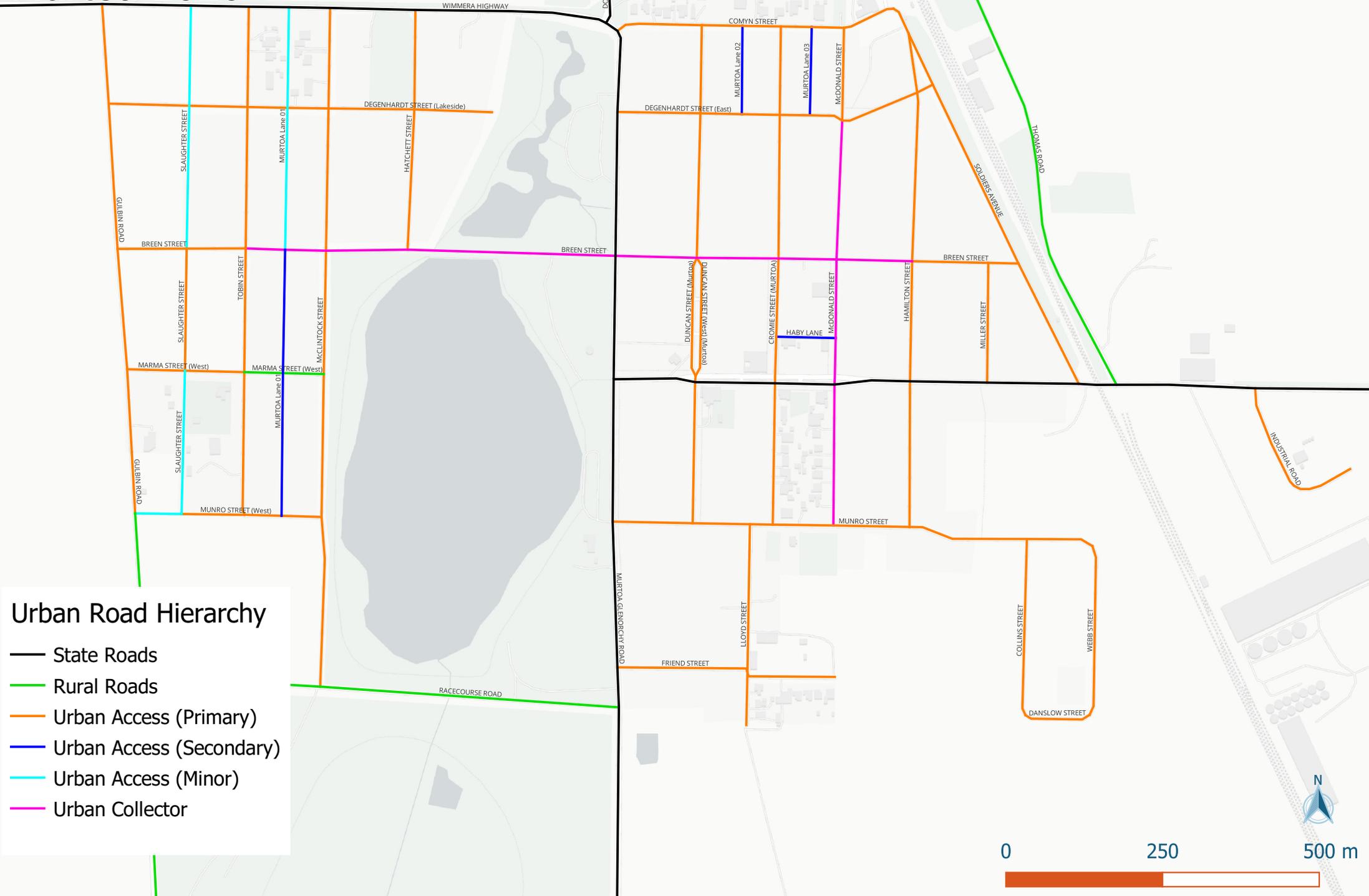
- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)



Lubeck 2026



Murtoa 2026



Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)
- Urban Collector



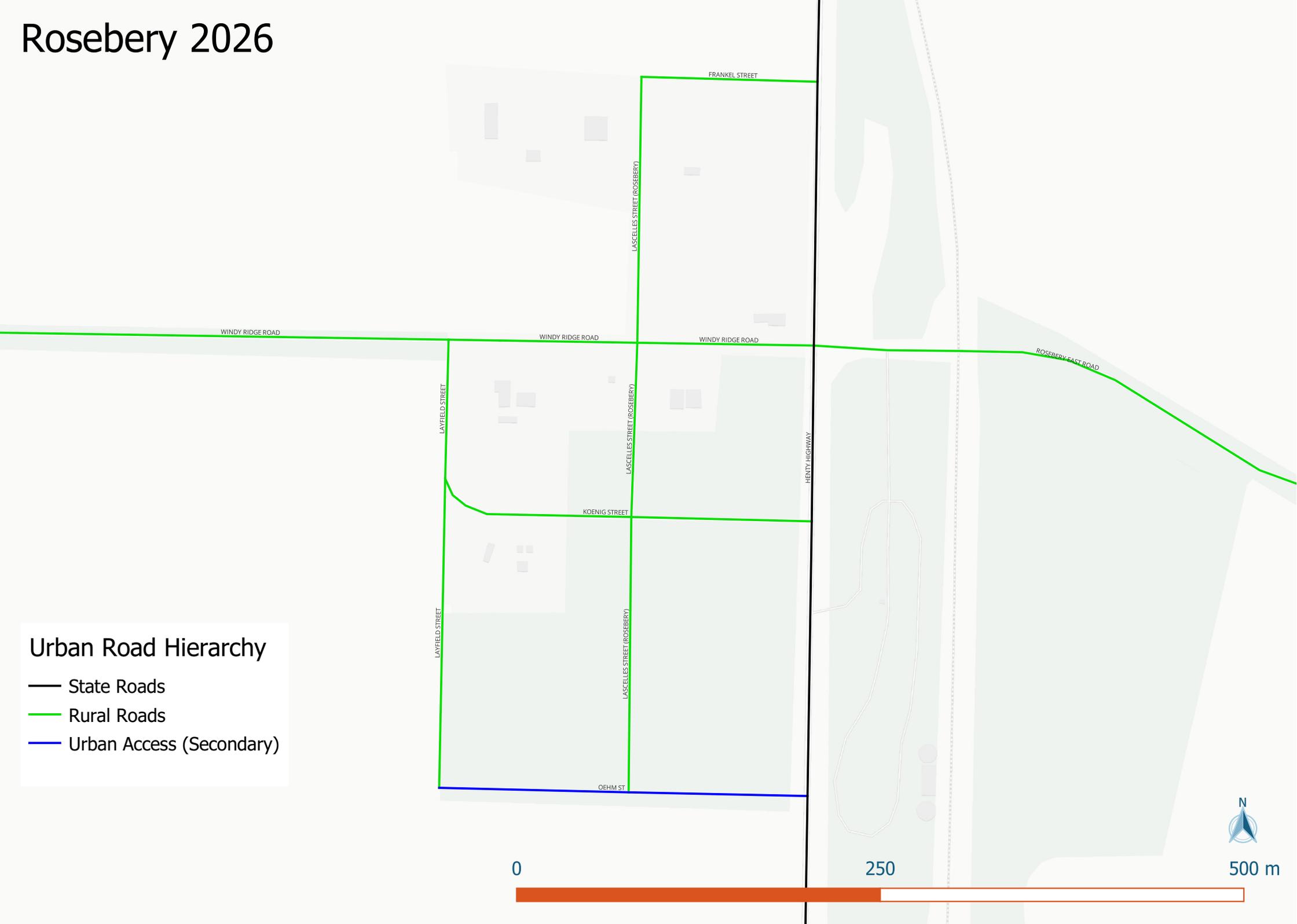
Patchewollock 2026

Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Minor)



Rosebery 2026



Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Secondary)

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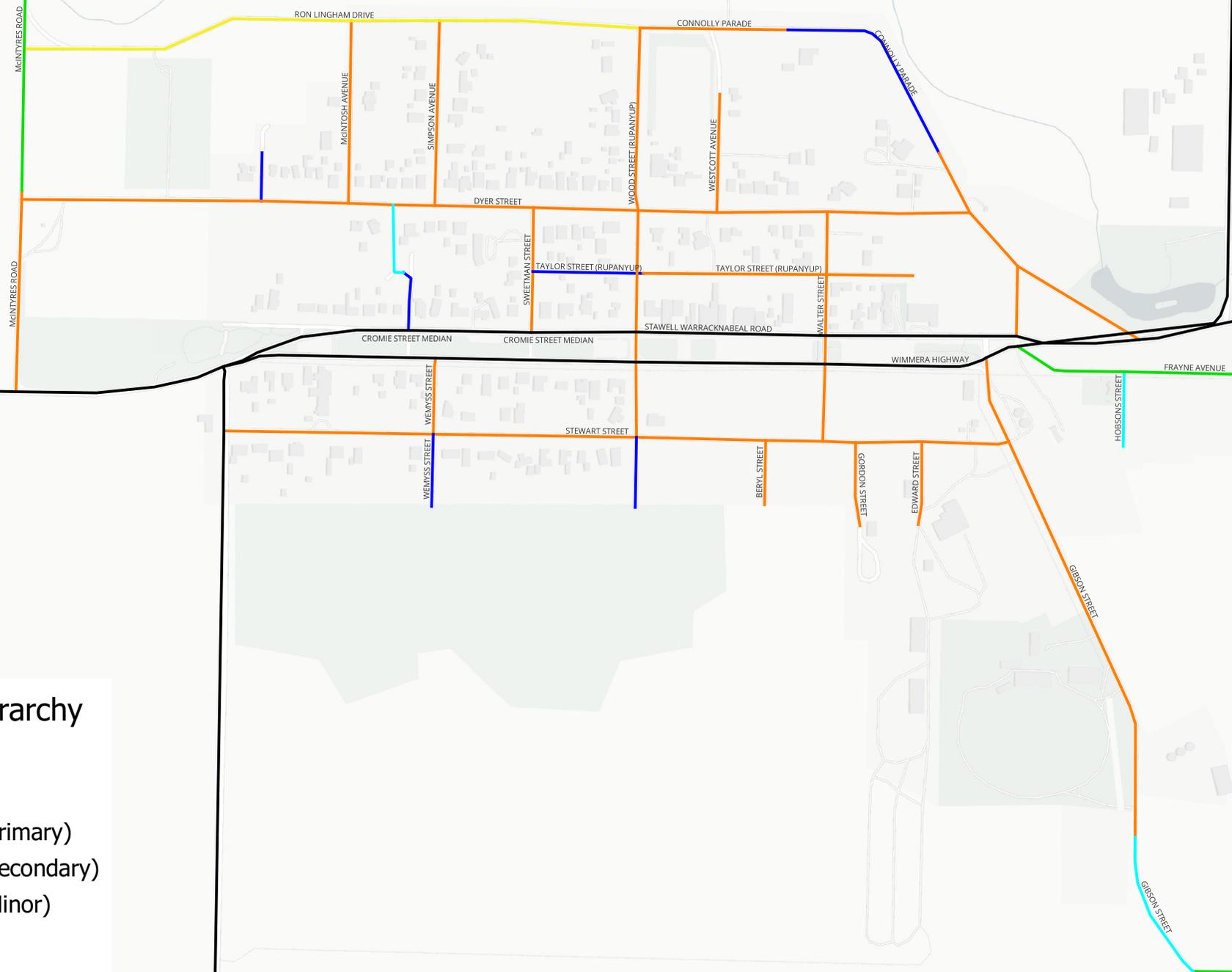
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Rupanyup 2026

Urban Road Hierarchy

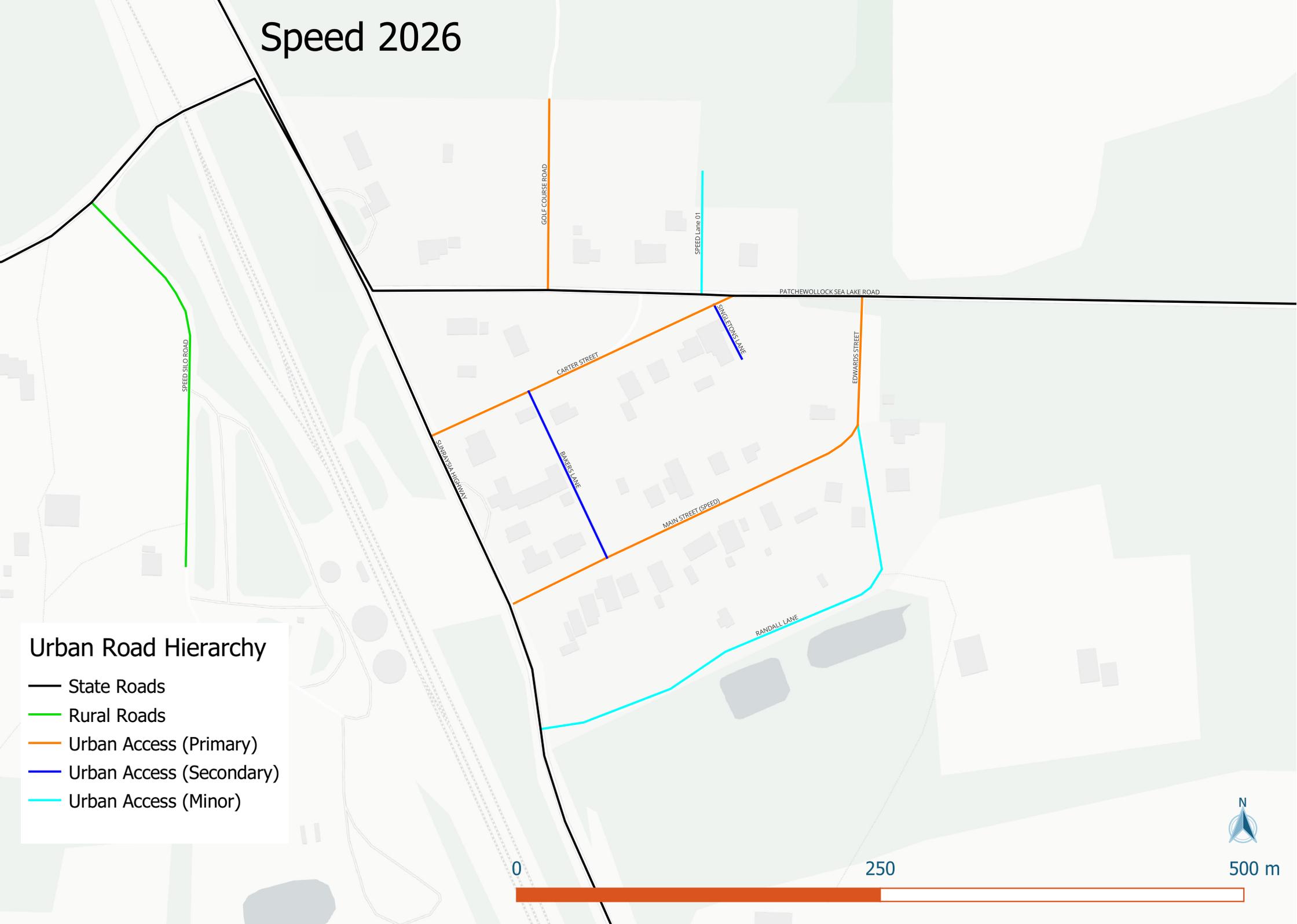
- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)
- Special Purpose



Speed 2026

Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)



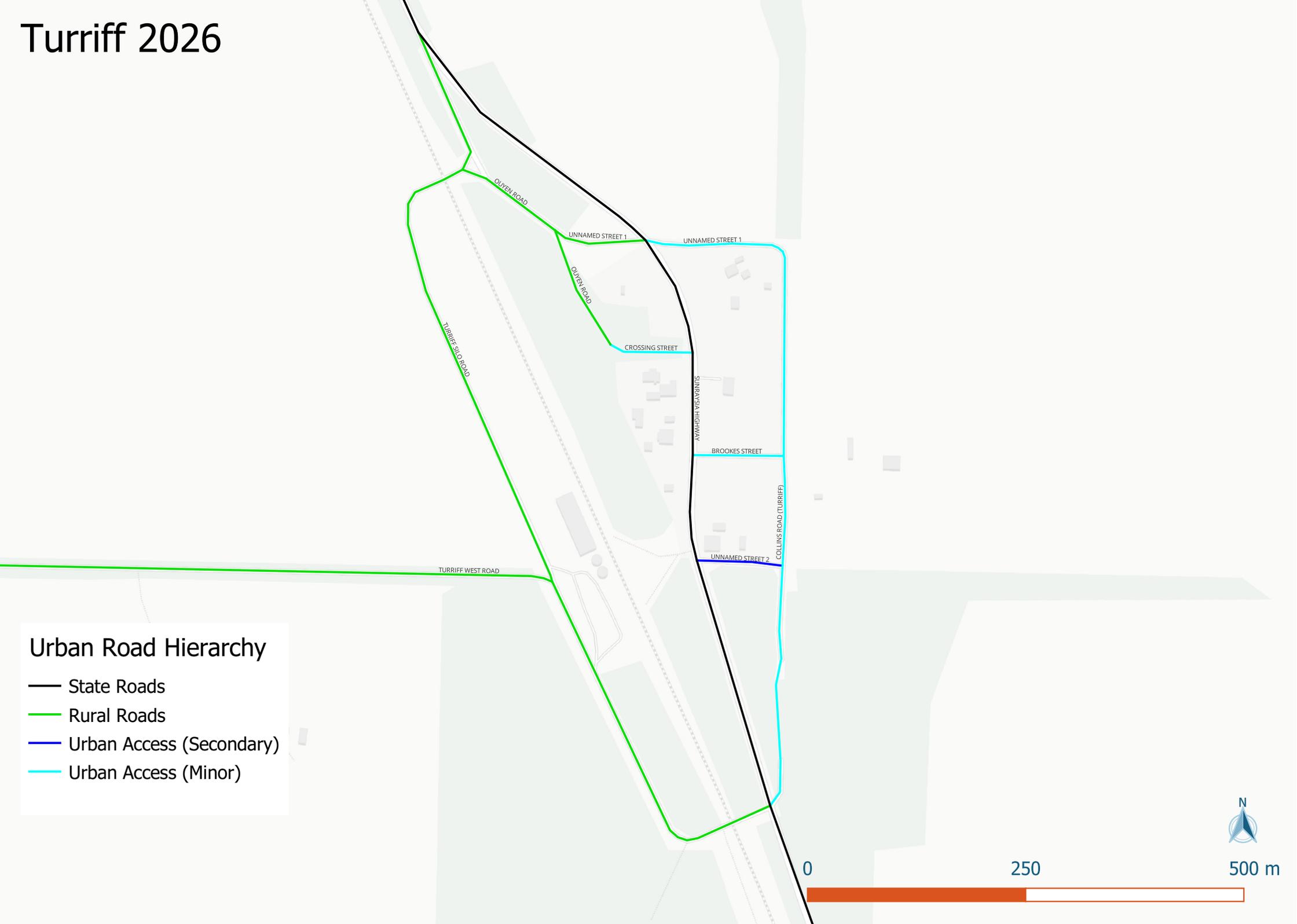
Tempy 2026

Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)



Turriff 2026



Urban Road Hierarchy

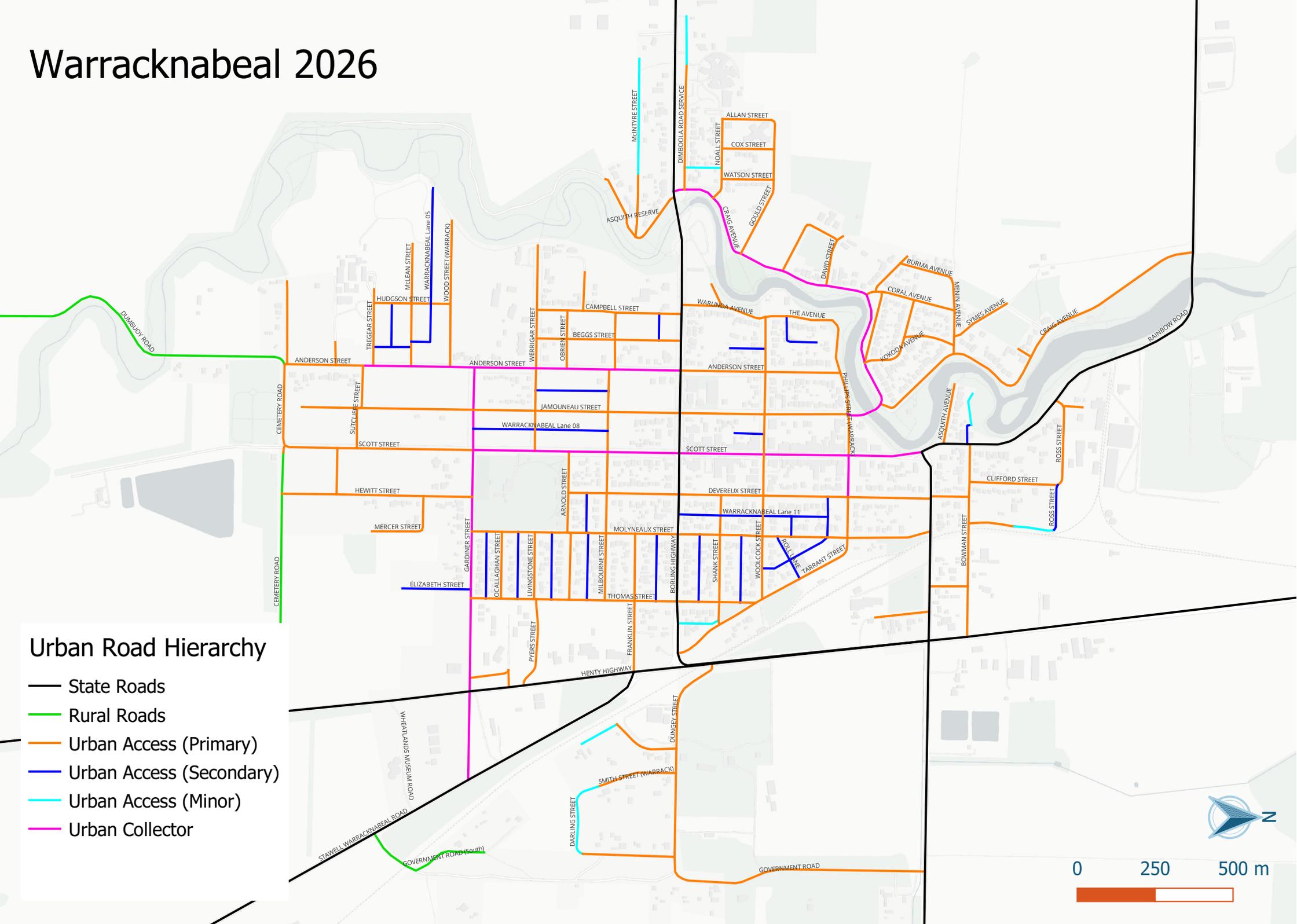
- State Roads
- Rural Roads
- Urban Access (Secondary)
- Urban Access (Minor)



Warracknabeal 2026

Urban Road Hierarchy

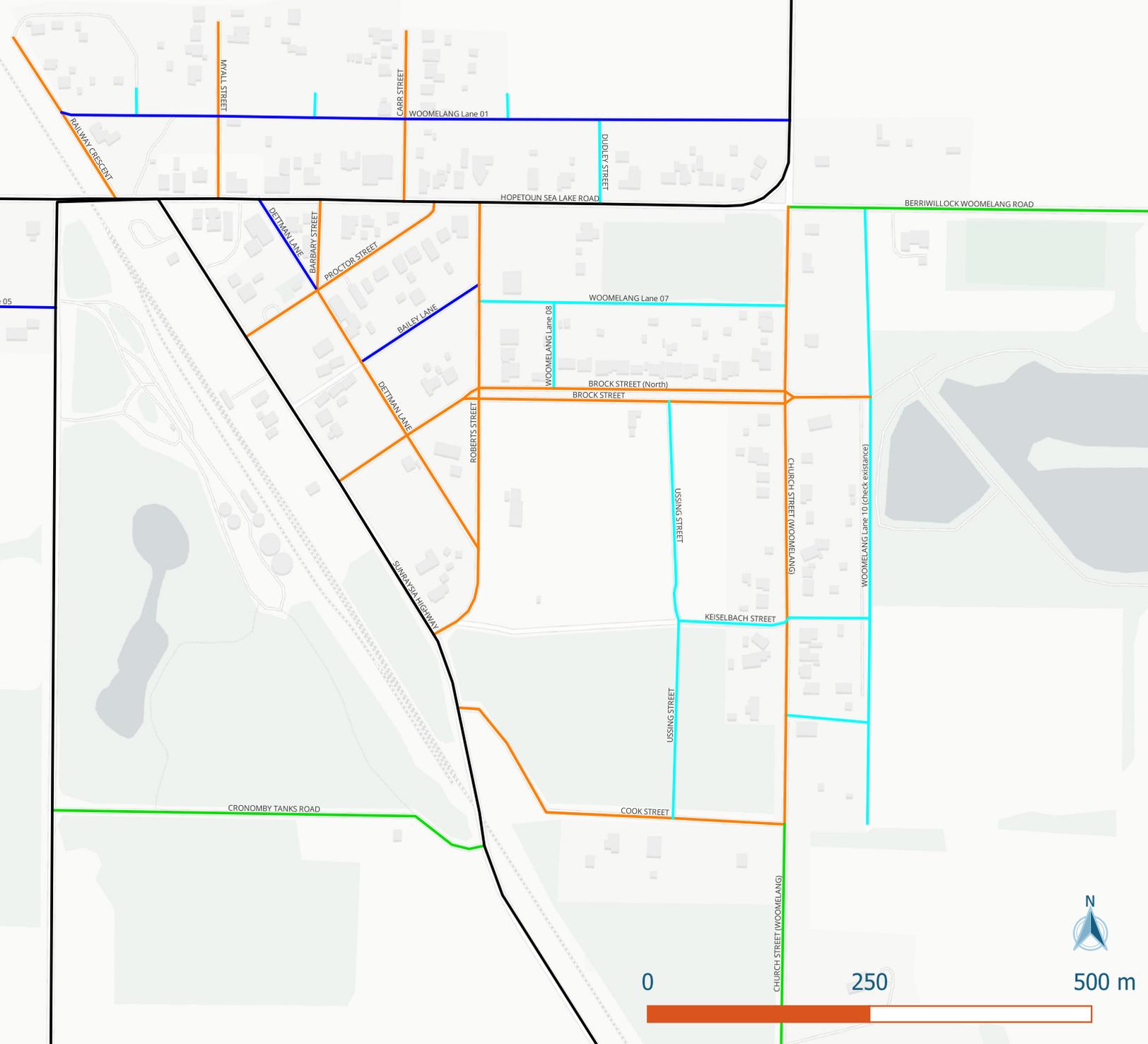
- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)
- Urban Collector



Woomelang 2026

Urban Road Hierarchy

- State Roads
- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)



Yaapeet 2026

Urban Road Hierarchy

- Rural Roads
- Urban Access (Primary)
- Urban Access (Secondary)
- Urban Access (Minor)

