

Draft Road Management Plan

1. Background

The Draft 2021 Road Management outlines the way Strathbogie Shire Council maintains its extensive road network. This Draft Road Management Plan:

- Describes road assets within road reserves for which Council is responsible.
- Outlines areas within Council's responsibility including public roads, bridges and major culverts, footpaths, on-street and off-street car parks.
- Sets out inspection intervals and response times for maintenance
- Considers the staff inspect, maintain and repair roads and to show a duty of care for ratepayers, while providing sustainable, safe and economic maintenance.
- Sets out how Council works with other authorities and implements processes and systems to ensure compliance and standards are met.
- Forms an integral part of Council's Asset Management Strategy.

2. The Engagement Approach

Council adopted the Draft 2021 Road Management Plan to be released for community consultation at its June meeting.

Council used www.share.strathbogie.vic.gov.au to provide the community with a copy of the draft plan and a submission form to have their say. The community was also able to email and post submissions.

The consultation period was open for four weeks and during this time we ran a communication campaign that included a media release, advertising, social media, eNews, website content and emails seeking feedback to key stakeholders.

Depth: Consult

Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Promise to the public: We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision

3. Participation and reach

Overall Council received 12 submissions. Of these nine were received through the Share Strathbogie platform, two via email and one in writing. The project achieved 290 views on Share Strathbogie platform and our social media campaign achieved a reach of more than 1300.

4. What our community told us

Many of the submissions focussed on requests for specific road maintenance and updates and/or changes to specific road and intersection treatments. To provide the community with

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an easier way to create requests for maintenance a simple-to-use form will be created on Council's new website, which is due in late 2021.

The following recommendations were made to Council:

- Remove the use of the word Paper Road
- Clarify flow chart responsibilities on page 9
- Include three new fire access roads
- Put more effort into Project Management and supervision of contractors
- Include Mitchell Shire as an abutting Shire to the Shire of Strathbogie (paragraph 4:1 of the Draft Strategy)
- Clarification needed on terms "fire access track" and "fire access roads".
- Improve roadside vegetation section for clarity
- Include section about road maintenance program including roadside spraying or slashing.
- Include section outlining road marking and compliance with applicable acts and standards.

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Findings



From	Request to speak	Submission
1. DELWP via email	NO	<p>The Department would like to provide the following comments regarding the draft plan:</p> <p>Section 1.6 Glossary of Terms:</p> <p>The document defines: “Unused Road Reserve or Paper Road” as “A road reserve that exists on paper but does not contain a physical road”.</p> <p>DELWP Comment: The plan does not refer anywhere to “Paper Road” and we suggest this term be removed. “Unused Road” as defined under the Land Act 1958, “means a road or any part of a road which is the subject of a notice under section 400(1)”. Scheduling of all or part of a road under this section means that DELWP may issue an agricultural licence under the Land Act 1958.</p> <p>Section 4 Demarcation of Responsibility</p> <p>The flow chart on Page 9 could be seen as misleading to the public because of the definition (provided in your glossary) for unused road. DELWP is only responsible for administering unused road Licences under the Land Act 1958 over unused roads. DELWP are of the opinion that all other management requirements (including access) of unused roads (whether licenced or not) fall under the “care and management” of Council, in accordance with section 205 of the Local Government Act 1989.</p> <p>While nothing in the Road Management Act 2004 can be construed as requiring that a road which is specified to be an unused road under section 400 must be opened to the public or maintained to any standard, DELWP believes that section 205 of the Local Government Act 1989 makes Council responsible for the care and management of all Public Highways under Common Law on Crown land. Reiterating above, DELWP is only responsible for the management of the Licence and Licensee.</p>
2. Strathbogie Shire Council Emergency	No	<p>One of the roles of the Council's Emergency Management Officer position is to provide administrative support to the Municipal Fire Planning Sub Committee (MFPSC) and convene weekly catchup meetings with the CFA Group Officers and the CFA's Strathbogie Catchment Officer to discuss issues of concern.</p>

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Management Officer		<p>I have recently completed inspections of existing fire access roads accompanied in some instances by the CFA Group Officers from Euroa and Violet Town. The former Municipal Fire Management Planning Committee (prior to 1st December 2020) had discussed the inclusion of some additional fire access tracks in the Fire Plan and a recent weekly meeting of the CFA Group Officers including the Strathbogie CFA Catchment Officer endorsed the following new fire access roads for consideration by the Council in the Road Management Plan.</p> <ol style="list-style-type: none"> 1. Unnamed Fire Access from Arcadia Two Chain Road to Frosts Road 1630m Miepoll - length 1630m 2. Sugarloaf Road from Sheans Creek Road 3415 to end of road 9032m Kithbrook length 4900m 3. Wakenshaws Road from Polly McQuinns Road 98 to Coach Road 2765m Strathbogie length 2667m <p>As indicated in the proposed Road Management Plan, fire access tracks are only required to be trafficable during the declared fire season such that minimal maintenance is generally required which typically would include trimming of low branches and grading or otherwise filling in some ruts/larger potholes which may have developed.</p>
3. General submission	No	Baxters Rd Goulburn Weir desperately needs a good layer of gravel put down and rolled.
4. General submission	No	In regards to roads in Euroa that need improvement one is Birkett Street from Branjee Street to Drysdale Road. Due to the volume of traffic especially semi trailers and school buses the road needs to be widened to reduce the huge clouds of dust that cover our houses, washing, and we breathe in. We have to refrain from having our doors and windows open from spring to winter to minimize the dust inside.
5. General submission	No	<p>Any time there is rain Wormangal-Wahring Rd turns to mush and despite slowing to 20-30 km/h my all wheel drive still slides and locks up with lights lit up all over the dash.</p> <p>I have stood on the side of the road many times watching the school bus lock up and or skid as it tries to stop to let my kids off. Our car gets so filthy every single trip that trying to get in and out of the car without covering our clothes in mud which dries to white is near impossible. When the local primary school uniform is black my kids end up turning up at school looking filthy each morning despite being dressed in freshly washed clothes.</p> <p>The rest of the year the road releases a thick white dust when driven on. This covers every surface in our house and with my husband as an asthmatic I spend hours wiping surfaces each week. Once again the bus stop becomes a dangerous environment as we can't breathe easily for a minute or two as each vehicle goes past while waiting at the stop.</p>

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		<p>The road is used by numerous trucks travelling at 100km/h all year round but more frequently during harvest time.</p> <p>I would love to see the road properly formed and covered in bitumen to make it safer and healthier for all the local residents. While there are only a small number of houses on the road the number of trucks and farm machinery travelling on this road greatly exceeds that number.</p>
6. General submission	No	<p>Look at local traffic only on Mansfield-Longwood Rd. It has become the bypass of Euroa. Traffic move on that road at a 100km plus.</p> <p>Making the road better will only make more traffic not what locals need. It's dust in summer travels for kms over the homes and farms in summer. I have video over our farm. They travel onto the old Hume without stopping and myself and family members have been run off the road.</p> <p>On long weekends I've seen 20 plus cars and trailers trying to get back on the Hume taking 1/2 hour or more as the traffic is moving thick back to Melbourne and travelling at 110 kms.</p> <p>The road is potholes plus at the moment. Big gravel trucks run on this road nonstop and drive fast. I hope no one is killed before something is done, it would be better if they could get on the Hume near Euroa.</p>
7. General submission	No	<p>1. Formalise traffic management at intersection of Binney St and Railway St with a small roundabout</p> <p>2. Modify drainage on N side of Binney St between Brock St and Bury Street (nearly need a 4x4 to access between road and footpath at times)</p>
8. General submission	No	Turning circle required at the end of Fleming road, Arcadia South
9. General submission	Yes	<p>Thank you for the opportunity to submit our points of awareness and concern. We understand that Strathbogie Shire has been, since the previous Councillors, prior to 2020 election, are on somewhat of a mission to improve the roads of their various classes in the Strathbogie Shire this is very commendable, we have witnessed it often and more in depth when we had to wait for machinery to be do their work.</p> <p>This is a good start, but the quality of the work does not seem to be of any sort of high nor enduring standard, you have 20-40-100yr standards on roads keep to it. A lot more effort into Project Management and Supervision on behalf of the Shire's Supervising body seems to be greatly needed. An example of this is the 'below par' effort is the corner of Livingstone Street and Ewings Rd Avenel. To the observer, over the greatly extended time</p>

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	<p>in which the works were going on, the project appeared to be poorly managed and executed, lacked supervision from the relevant authority and the work done is not seamless to its surrounds, the lines were in the wrong place, new lumps and bumps on the new road, the shoulders were and still are in a very poor condition, to access footpaths/driveways it is unpleasant to put it mildly and messy.</p> <p>Then a big disconnect from the 'works' start and end to the existing roads, Queen Street drainage has not been addressed, the many side roads that were used over the extended period due to these works are shoulders damaged, potholes and uneven surfaces then throwing some gravel on the area may have looked good but the rain sorted that out in less than an hour!</p> <p>Seriously it is a badly done job leaving a mess all about the greater project area. Ewings road; in total road shoulders are appalling, it is well used and hazardous. Children, Adults, cyclists walk along this road and then to cross the railway line is just a hazard as they have to walk on the road to cross the railway line, go figure.. it is a major access road into and about Avenel.</p> <p>Very recently, as in this week, grading works on Hovell St in Avenel occurred but totally pointless as there appears to be no drainage at all, so runoff is the road, it is a mess, this same situation too is obvious in Vearings Rd.</p> <p>Fergusons Lane the same, waste of time with poorly conducted works. Also Vearings Rd Bank Street intersection is very deceptive when travelling north, Bank street is not easily seen and the signage is not well placed. Footpaths: Make them at least 1200mm wide, Granitic sand is fine but, it needs to have a correctly set up base and materials worked in and rolled well, otherwise, as all can see, it deteriorates quickly and where it has been done well, quite some years ago, these footpaths still have a solid base so the upkeep if done correctly should be minimal if done well, once again pointing to a management and supervision problem.</p> <p>The Avenel to Seymour road, who is in care of this? It is not in good shape, ARTC caused quite some damage but not all of it, that goes back to badly executed work practices, ignorance of how to do it should not be a mitigating circumstance and once again points to management and supervision the lack of, workers and contractors seem to only do what they feel they can get away with, this is not good work practice or direction, nor have high standards obviously been explained, put it in the contract, redoing a bad job badly does not mean that it is fixed!</p>
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10. General submission	Yes	<p>The purpose of my submission is to recommend the Council install signs on non-maintained council roads to that effect and that the road may be impassable. Near our family farm is Airstrip Road which on Google Maps and car GPS displays runs from Drysdale Rd north to Wood Rd as shown, Airstrip Road is also shown on the Shire's Road Register, but notes only 545 metres north of Drysdale Rd is maintained.</p> <p>I believe the balance isn't maintained because Council feel it doesn't service a Council asset or ratepayer. I assume Airstrip Road is an Unsurfaced Road, (page 14 Strathbogie RMP 27/04/2021) and Council is not obliged to undertake Maintenance works however it is on the Register of Public Roads contrary to par 4.11. I don't believe it is an unused road reserve as per par 4.5 and 4.9 which the Council also accepts no responsibility for, under the Act.</p> <p>These unused roads reserves are also not included in the Road Register. (Submission included photo taken on June 27 2021 in Airstrip Road at the intersection with Wood Road). The installation of the Give Way sign suggests someone believes the road has more than limited access. My point is that the general public on viewing Google Maps or their GPS could reasonably assume they could safely use that road. As that section is not maintained the road is impassable in winter and challenging in the dry.</p> <p>(Submission included photo taken on June 27 2021 looking south in Airstrip Road at the intersection with Wood Road). To ensure the Council shows a duty of care to road users, signs should be installed at each end of the non-maintained road saying the road is not maintained. I assume there are similar situations elsewhere in the shire and these should also be addressed.</p>

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		<p>It is disappointing on reading par 1.5.1 and 1.5.2 that in part states that “the three most damaging effects of road construction and management are noise, dust and vibrations”. No mention is made of the importance of road reserves as wildlife corridors or the need to preserve and revegetate indigenous trees and understorey.</p> <p>Also, the management of weeds doesn’t seem to be addressed. Our road reserves also carry evidence of our First Nations prior occupation of the country, ie. scar trees and yet this history and its preservation isn’t referenced in the draft plan.</p> <p>First Nations artefacts are protected by state law, https://www.aboriginalvictoria.vic.gov.au/fact-sheet-aboriginal-scar-trees and I assume someone in Council is tasked with that responsibility.</p>
11. CFA Catchment Officer	No	<p>As the CFA Catchment Officer for Strathbogie, I thank you for the opportunity to review your DRAFT Roadside Management Plan, I've only a couple of comments to make, the majority of which relate to Fire Safety/Prevention.</p> <ul style="list-style-type: none"> • “Fire Access Track” is this term in reference to tracks that are used for predominantly firefighting vehicle access, as opposed to designated “Fire Access Roads” under the Fire Access Road Subsidy Scheme (FARSS funded) to which there are FARSS funded roads within the Shire of Strathbogie i.e. Bonds Lane, Weibye Track etc. FARSS funded roads have a limited maintenance requirement. • Roadside Vegetation, This section is a little confusing in relation to the statement “A road authority does not have a statutory or a common law duty to maintain, inspect or repair land on any public highway that is not a constructed path or roadway (section 107 of the Act)”. <p>Should the plan not mention the roadside maintenance program of the shire including the roadside spraying or slashing for road safety reasons including fuel management on roadsides, or is this outside the scope of the document.</p> <p>Lastly, would a brief section detailing the Shires position on road markings, that being compliance with applicable Acts and Standards, be referenced in the Road Management Plan to clearly articulate the Council's position on road markings.</p>

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12. General submission		<p>I am writing in regards to the Draft Road Management Plan, I have two roads to report. These roads are Harrington Rd from Pine Lodge Rd to Violet Town Boundary Rd and Chanters Rd between Violet Town Boundary Rd to Wallis Rd.</p> <p>These two roads are used extensively as new owners of land on either side of the road have increased the traffic . Also the Violet Town Boundary Rd, between Chanters Rd and Icks Rd, which needs repairs. I would like to meet some of the staff to explain these roads re water over them, and culverts and road repairs and explain the new owners direction compared to the past owners.</p>
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