



STRATHBOGIE SHIRE COUNCIL

Notice is hereby given that an Extraordinary Meeting of the Strathbogie Shire Council will be held virtually on Tuesday 10 August 2021, commencing at 5.00 p.m.

Chair: Chris Raeburn (Mayor) *(Honeysuckle Creek Ward)*

Councillors: Laura Binks *(Mount Wombat Ward)*
Reg Dickinson *(Lake Nagambie Ward)*
Sally Hayes-Burke *(Seven Creeks Ward)*
Kristy Hourigan *(Seven Creeks Ward)*
Paul Murray *(Hughes Creek Ward)*

Officers: Julie Salomon Chief Executive Officer *(CEO)*
David Roff Director, Corporate Operations *(DCO)*
Amanda Tingay Director, Community and Planning *(DCP)*
Dawn Bray Executive Manager, Governance and Customer Service *(EMGCS)*
Kristin Favaloro Executive Manager, Communications and Engagement *(EMCE)*

BUSINESS

1. Welcome
2. Acknowledgement of Traditional Land Owners
'I acknowledge the Traditional Owners of the land on which we are meeting. I pay my respects to their Elders, past and present'
3. Apologies
Councillor Melanie Likos (Deputy Mayor) *(Lake Nagambie Ward)*
4. Disclosure of Conflicts of Interest
5. Officer Reports
 - 5.1 Strategic and Statutory
 - 5.2 Community
 - 5.3 Infrastructure
 - 5.4 Corporate
 - 5.5 Governance and Customer Service
 - 5.6 Executive
6. Confidential Business

Julie Salomon
CHIEF EXECUTIVE OFFICER

6 August 2021

REPORTS INDEX

| | | |
|------------|--|----|
| 5. | OFFICER REPORTS | |
| 5.1 | Strategic and Statutory | |
| 5.2 | Community | |
| 5.3 | Infrastructure | |
| 5.3.1 | Road Management Plan Review – Receiving / Hearing of Submissions | 1 |
| 5.4 | Corporate | |
| 5.5 | Governance and Customer Service | |
| 5.6 | Executive | |
| 6. | CONFIDENTIAL BUSINESS | 16 |
| | Nil | |

5. REPORTS

5.3 INFRASTRUCTURE

5.3.1 Road Management Plan Review – Receiving / Hearing of Submissions

Author: Manager Asset Planning

Responsible Director: Director Community and Planning

EXECUTIVE SUMMARY

At the June 2021 Council Meeting, Council resolved to undertake a Section 223 process in accordance with the *Local Government Act 1989*, calling for submissions in relation to Council's periodical review of the Road Management Plan.

The purpose of the consultation was to provide an opportunity for the community to comment and provide feedback on the draft Road Management Plan, including how effective the previous version was. This feedback is collated in this report and be presented to Council as part of their consideration and deliberation before adopting the final Road Management Plan.

Following the submission period, 12 submissions regarding the draft Road Management Plan were received. Two of the 12 submitters have requested to be heard in support of their written submission. The purpose of the Section 223 hearing is for the Committee of Council to receive and hear the submission regarding the draft Road Management Plan. Officers will prepare a report outlining the recommendation from the Committee of Council hearing for consideration at the September 2021 Council Meeting.

RECOMMENDATION

That Council:

1. ***Note the verbal and written submissions received in response to the public advertisement of the draft Road Management Plan.***
2. ***Note that a report will be prepared by Officers providing a recommendation from the Committee hearing at the September 2021 Council Meeting for its consideration.***

PURPOSE AND BACKGROUND

The purpose of this report is to hear submissions in relation to Council's draft Road Management Plan.

Council's Road Management Plan (RMP) sets reasonable standards in relation to the performance of road management functions for the maintenance of its public roads, pathways and associated infrastructure.

5.3.1 Road Management Plan Review – Receiving / Hearing of Submissions (cont.)

The *Road Management Act 2004* (the Act), allows Council, as a road authority, to amend its RMP in accordance with the *Road Management (General) Regulation 2016* (the Regulation). Under the Act and in accordance with the Regulations, Council must review and publish its Road Management Plan every four years. In line with the general Council election held in October 2020, the Plan is now due for renewal.

The RMP has been reviewed and amended following consultation with relevant internal service areas and includes proposed changes.

Changes made to the plan include:

- Identification of stakeholders
- Diagrams to assist with determining who is responsible for a road
- Figures to describes the most common operational demarcation scenario found for the arterial road network
- Provision of clearer explanations and additional definitions.

ISSUES, OPTIONS AND DISCUSSION

One of the overarching governance principles in section 9 of the Local Government Act 2020 is that priority is to be given to achieving the best outcomes for the municipal community, including future generations.

A public notice advising of the review of the Road Management Plan was placed in the daily circulating newspaper calling for submissions from the general public over a 28-day period from the date of advertisement. Following the hearing of the submissions, a report will be prepared with recommendations based on the submissions and will be presented to Council at a future Council Meeting for consideration.

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 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.

COMMUNITY ENGAGEMENT

One of the overarching governance principles in section 9 of the Local Government Act 2020 is that the municipal community is to be engaged in strategic planning and strategic decision making.

5.3.1 Road Management Plan Review – Receiving / Hearing of Submissions (cont.)

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

Council used www.share.strathbogrie.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

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

POLICY CONSIDERATIONS

Council Plans and Policies

- Council Plan:
 - *Goal 2 – To sustainability manage our natural and built environment*
 - *Key Strategy – Protect and enhance our built environment.*
- Asset Management Policy
 - *Asset renewal – is the upgrading or replacement of an existing Asset, or a component, that restores the service capability of the Asset to its original functional condition and performance.*
- Asset Management Strategy
 - *Ensure the Shire’s infrastructure enhances efficiency for people and freight movement, service delivery and community amenities.*

LEGAL CONSIDERATIONS

One of the overarching governance principles in section 9 of the Local Government Act 2020 is that Council decisions are to be made and actions taken in accordance with the relevant law.

Road Management Act 2004

The Act lists the roles and responsibilities of different authorities across Victoria’s road networks. It establishes the functions and powers of councils as the road authority for local roads.

5.3.1 Road Management Plan Review – Receiving / Hearing of Submissions (cont.)

Under section 40, councils have a statutory duty to inspect, maintain and repair public roads. This legislation also requires councils to maintain a register of all roads for which they are responsible. Under the Act, councils can choose to develop a RMP that details standards or policies on how they will perform their road management duties.

This includes:

- Service levels
- Criteria on what defects to repair
- What type of response the council will use for different defects.

Whilst it is not compulsory for councils to develop a RMP, it can provide a defense to civil cases brought against a council for damages related to their roads. Councils need to comply with the standards set out in their RMP and maintain records of compliance in order to rely on this defense. Councils that choose to have an RMP must consult their community on it.

Local Government Act 2020

The new *Local Government Act 2020* is being introduced gradually over four tranches. At the time of writing this report, the provisions of the *Local Government Act 1989* remain in place in relation to council powers over roads. Further, the requirements for public submissions to be lodged under section 223 of the Act still remain in place.

The following provisions of the *Local Government Act 1989* are relevant and at this stage, are continuing indefinitely;

- Section 206(1) (Power of Councils over Roads)
- Clause 2 (Power to deviate Roads) of Schedule 10 (Powers of Councils over Roads)
- Section 207A (Submissions under section 223)
- Section 223 (Right to make submissions)
- Section 207B (Certain land used, or to be used for Roads to vest in Council)
- Section 207D(1)(b) (Registration of titles of land affected by action concerning roads)
- Section 207E Alterations to titles if land exchanged).

Conflict of Interest Declaration

All officers, and/or contractors, involved in the preparation of this report have signed a written declaration that they do not have a conflict of interest in the subject matter of this report.

Transparency

One of the overarching governance principles in section 9 of the *Local Government Act 2020* is that the transparency of Council decisions, actions and information is to be ensured.

5.3.1 Road Management Plan Review – Receiving / Hearing of Submissions (cont.)

Decisions made by Council will be:

- Undertaken in accordance with the Act and the Governance Rules
- Conducted in an open and transparent forum with information available via Council reports.

Council meetings will be open to the community or can be viewed on the livestream (and available as a recording) unless closed for reasons by s.66(2) of the Act.

FINANCIAL VIABILITY CONSIDERATIONS

One of the overarching governance principles in section 9 of the *Local Government Act 2020* is that the ongoing financial viability of the Council is to be ensured.

There is no direct affect to Councils' operational budget as no changes have been made to the intervention, inspection, maintenance targets or response times for roads.

SUSTAINABILITY CONSIDERATIONS

One of the overarching governance principles in section 9 of the *Local Government Act 2020* is that the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

Economic

In reviewing the levels of service within the RMP, consideration was given to what is reasonable, affordable and achievable, taking account of current and future budgetary constraints.

Social

The social issues considered when undertaking this review focus around the desire for all modes of transport being utilised in as safe an environment as practical for the benefit of the community.

Environmental

Early efforts to create sustainable roads focused on reducing the ecological footprint of new roads by optimising route alignment, managing storm water runoff and controlling erosion. Best practice in sustainable roads has now moved into a second phase of initiatives, where sustainable road construction and maintenance centres around energy and resource efficient materials and methodologies.

Climate change

Climate change can have direct and indirect impacts on road infrastructure. The direct impacts are due to the effects of the environment, chiefly rainfall and temperature.

Rainfall changes can alter moisture balances and influence pavement deterioration. Temperature can affect the aging of bitumen resulting in an increase in embrittlement of the surface seals that represent more than 90% of the rural sealed roads within the Municipality.

The indirect impacts of climate change on roads are due to the effects on the location of population and human activity altering the demand for roads.

5.3.1 Road Management Plan Review – Receiving / Hearing of Submissions (cont.)

INNOVATION AND CONTINUOUS IMPROVEMENT

The proposed amendments to the RMP have been prepared with consideration to the amenity and safety of roads, pathways and associated infrastructure. It is a desired outcome that the amenity provided within the road environment be to the highest level that is reasonable, affordable and achievable.

HUMAN RIGHTS CONSIDERATIONS

This report considers that the recommendation does not limit any human rights under the Victorian Charter of Human Rights and Responsibilities Act 2006.

CONCLUSION

Following the submission period, 12 submissions regarding the draft Road Management Plan were received. Two of the 12 submitters have requested to be heard in support of their written submission. The purpose of the Section 223 hearing is for the Committee of Council to receive and hear the submissions regarding the draft Road Management Plan. A report outlining the recommendations from the Committee of Council hearing will be presented for consideration at the September 2021 Council Meeting.

The RMP review process has been undertaken in accordance with the Act and Regulation, taking account of what is reasonable, affordable, and achievable. These proposed amendments will result in improvements to the understanding and workability of the RMP.

ATTACHMENTS

Attachment 1: Engagement Report – Draft Road Management Plan

ATTACHMENT 1:

Engagement Report



Draft Road Management Plan

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.

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

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.

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 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.

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> |

| | | |
|--|-----------|---|
| <p>2. Strathbogie Shire Council Emergency Management Officer</p> | <p>No</p> | <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> <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> |
| <p>3. General submission</p> | <p>No</p> | <p>Baxters Rd Goulburn Weir desperately needs a good layer of gravel put down and rolled.</p> |
| <p>4. General submission</p> | <p>No</p> | <p>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.</p> |
| <p>5. General submission</p> | <p>No</p> | <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> <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 | <ol style="list-style-type: none"> 1. Formalise traffic management at intersection of Binney St and Railway St with a small roundabout 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) |
| 8. General submission | No | Turning circle required at the end of Fleming road, Arcadia South |
| 9. General submission | Yes | 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>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 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,</p> |
|--|---|

| | | |
|-------------------------------|------------|--|
| | | <p>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> <p>The intersection of Mangalore Road over the railway line at Mangalore heading to Avenel is shameful, check it out, fix it! Why is Station Road Mangalore not fully sealed? The amount of traffic through this area is increasing not decreasing. Tree 'sorting' on the road verges main or domestic roads, one tree is close to falling across Livingstone street onto Pioneer Reserve rd more rain and wind and it will topple. But someone will trim some branches of it and it will be left to fall another day. Take old dying falling leaning trees out from areas of public space and replace them with new ones, same sort I don't care but the romance of old trees dying gracefully is not a concept I am comfortable with neither is the idea that people can be badly maimed or killed by same, take them out plant trees that will not cause harm.</p> <p>For your information Mitchell Shire is also an abutting Shire to the Shire of Strathbogie paragraph 4:1 of the Draft Strategy. There is a lot more to be said in the greater area of Strathbogie Shire and I would be happy to discuss it.</p> |
| <p>10. General submission</p> | <p>Yes</p> | <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</p> |

| | | |
|---------------------------|----|--|
| | | <p>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> <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> |

| | | |
|-------------------------------|--|--|
| <p>12. General submission</p> | | <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> |
|-------------------------------|--|--|

6. CONFIDENTIAL BUSINESS

Nil

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT P.M.