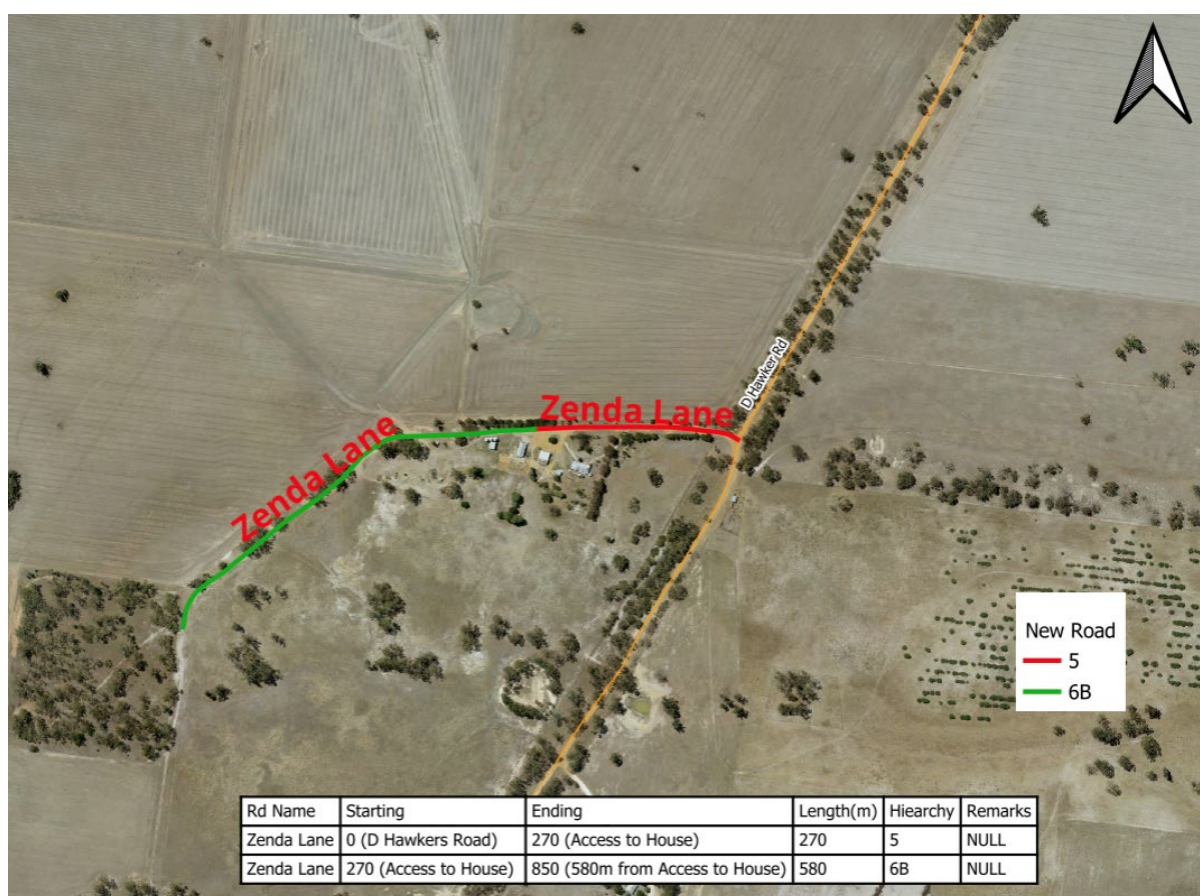


## Road Hierarchy Review – Road Register Update

West Wimmera Shire Council is reviewing its Road Hierarchy and Road Register and is inviting community feedback. The Road Register lists all public roads that Council considers reasonably required for public use, as outlined in the Road Management Act 2004 and Council's Road Management Plan. The last review was completed in 2021, and Council is now undertaking a further review to ensure the register remains accurate, up to date, and reflective of community needs.

**Zenda Lane** – The previously unnamed section of road (off D Hawkers Rd) was given a name formally by Council in late 2024. The naming process was completed 6 February 2025 with placement of the naming notice in the Government Gazette. There is a sandstone gravel section in fair condition, which leads to a house on Zenda lane that is 270m long. The next section past the house entrance is unformed and is generally not maintained by Council but does provide access to the Lillimur South Cemetery (this section gets very little use but should be recognised to allow access to the cemetery and it also provides a rural property access beyond the cemetery along the road reserve). This section could be categorised as Category 6B.

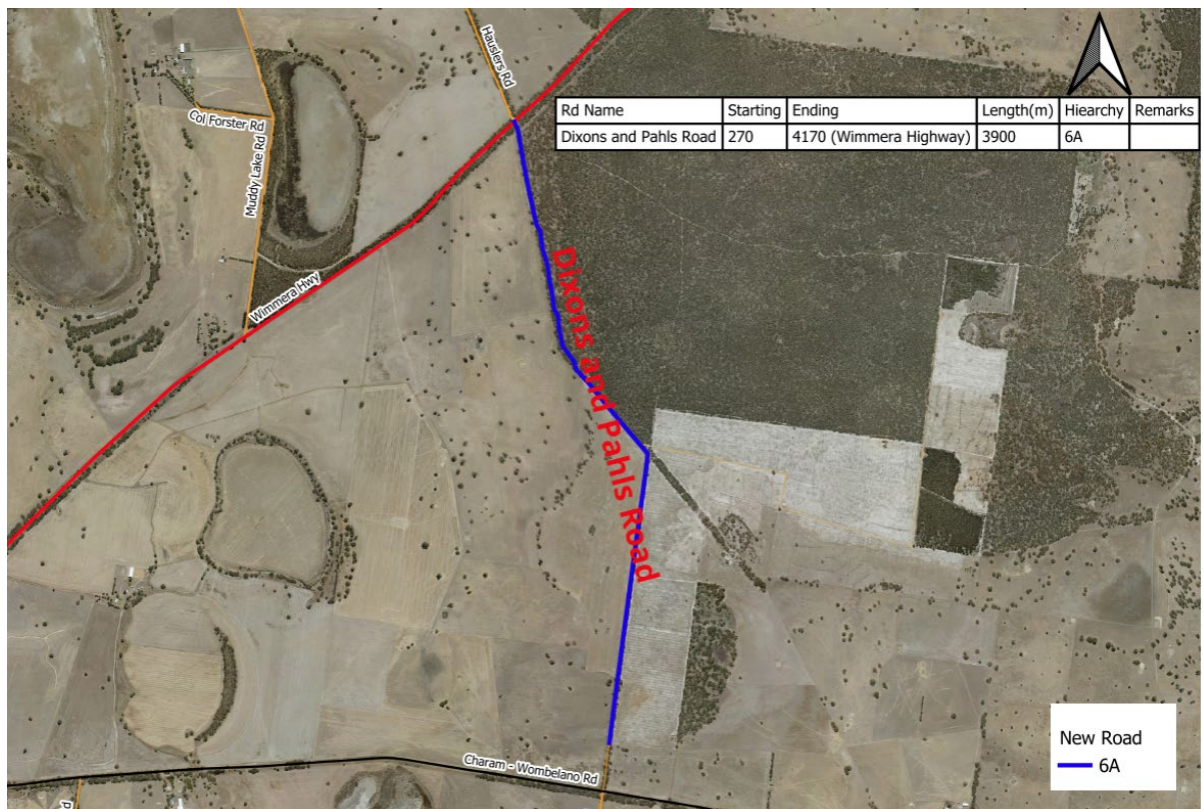


Recommendation:

That chainage 0.0km – 0.270km section of Zenda Lane to be listed in the Road Register as a Category 5.

That the earth section chainage 0.270km - 0.850km section of Zenda Lane be listed in the Road Register as Category 6B.

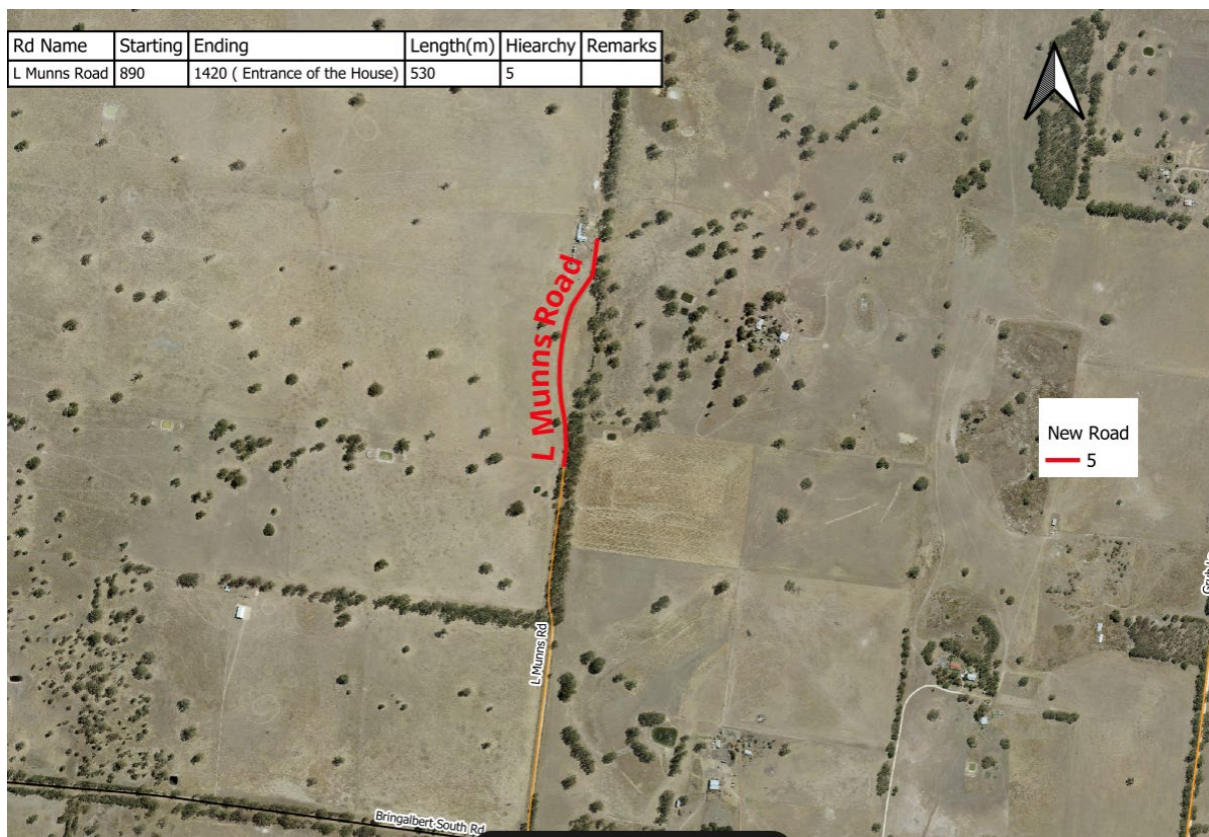
**Dixons and Pahls Road** – Currently only the first 270m off the Charam Wombelano Road is recognised on Council's Road Register as a Category 6A road. The entire section through to the Wimmera Highway is maintained by Council, so it is reasonable that the full length being 4.17km be categorised as 6A. There is 1.7km from the Wimmera Highway which is has been gravelled in the past, while much of the remainder have no gravel surfacing.



Recommendation:

That chainage 0.27km – 4.17km of Dixons and Pahls Rd be categorised as 6A.

**Les Munns Road** – This road runs north of the Bringalbert South Road and is categorised as 5A for 890m. There is a further formed and gravelled section that provides access to a house that is 530m long that is not listed at all on the Road Hierarchy. I believe this to be an oversight, and it would be prudent to recognise this section as Cat 5 as well. It is a good formation, with two culverts under it, and buckshot gravel. Very corrugated and needs a grade but otherwise performs well in wet.



Recommendation:

That chainage 0.890km – 1.420km of Les Munns Road be categorised as 5 in the Road Register.

**Albert Isaacsons Road** – Runs south from the Natimuk Francis Road. Ch 0.0km – 2.85km is Cat 5 to a house. Chainage 2.850km – 4.974km is Cat 6A. The remaining 2.75km of Albert Isaacsons Road (which links up to Morgans Road, a Cat 5 road) is not listed on Councils Road Register. This section passes through the Mount Arapiles Tooan State Park. Parks and DEECA do not maintain this section. Council has historically maintained the section. It is lightly formed and generally unpaved, just the odd section with gravel or rubble. It is in reasonable condition throughout when inspected after wet weather. Note: the section of road proposed for inclusion into the Road Register generally traverses through the State Park rather than the road reserve adjacent.

Also note the following:

Section 3 of the *Local Government Act 1989* outlines that:

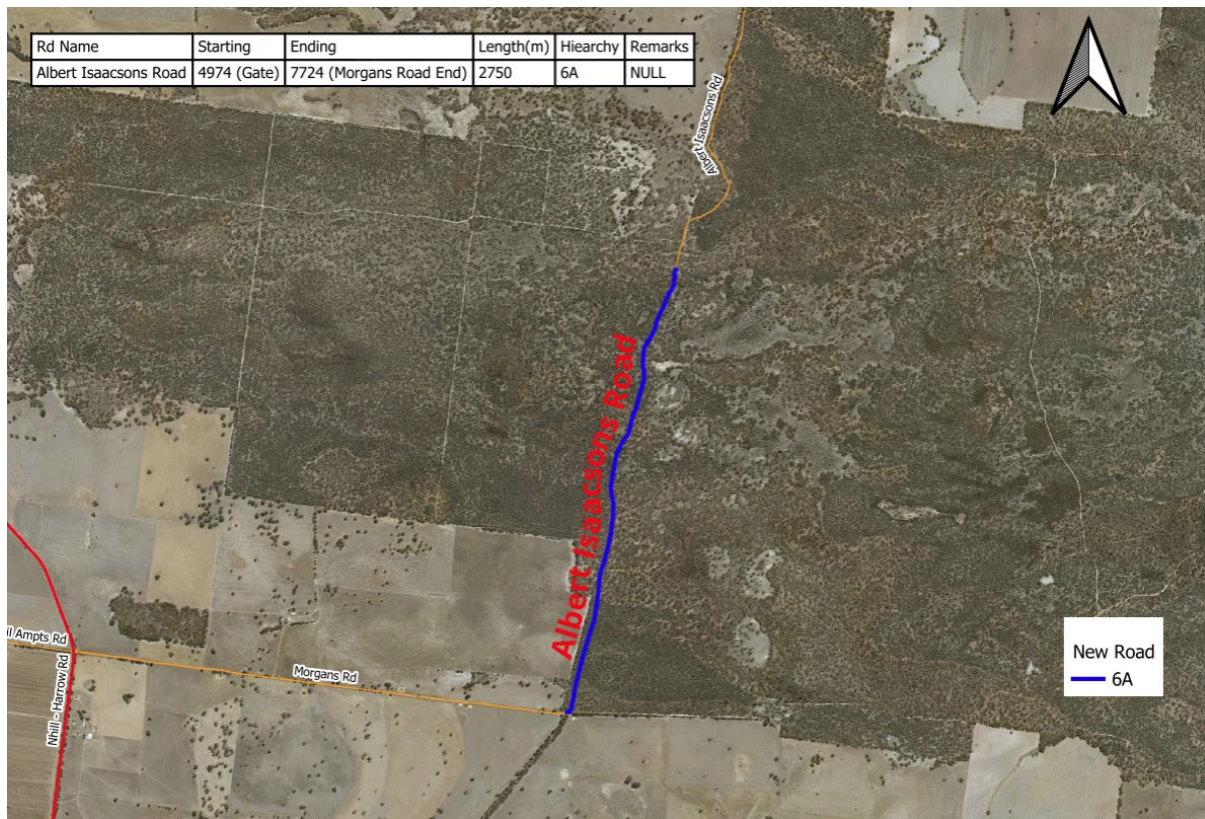
*A public highway* is a road which is open to the public for traffic as a right, irrespective of whether the road is in fact open to traffic, and includes a road—

- (a) declared to be a public highway under section 204(1) or under any other Act;
- (b) which becomes a public highway under section 24(2)(c) of the Subdivision Act 1988;
- (c) which is a public road under the Road Management Act 2004;

Part 9 Section 205 of the *Local Government Act 1989* continues to detail that:

9(1) - A council has the care and management of –

- (a) all public highways vested in Council; and
- (c) all public highways on Crown land and roads vested in a Minister (other than freeways and arterial roads within the meaning of the *Road Management Act 2004* and public highways and roads vested in a public authority);



Recommendation: That chainage 4.974km – 7.724km of Albert Isaacsons Road be categorised as 6A in the Road Register.

### Kaniva South Road

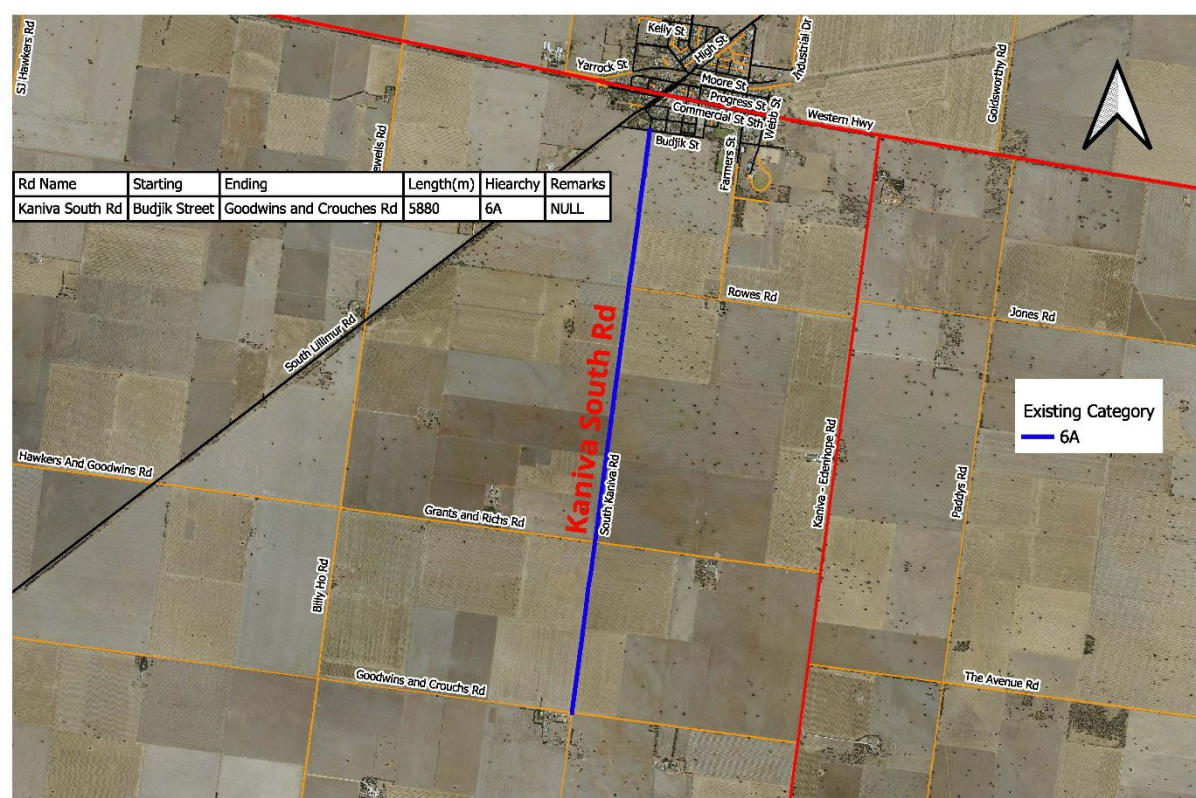
Several requests have been made to Council for the upgrade of Kaniva South Road. There is 5.56km of Kaniva South Road which starts at Budjik Street and extends to Goodwins and Crouchs Road. The pavement is very poor quality sandstone at best and of minimal depth. It is not a viable option during wet weather in its current condition. The road is currently Category 6A as there are no residences along its length. Property owners who reside on Goodwins and Crouchs Road and Grant Richs Road utilise the road to access their properties and as access into Kaniva. The properties have Category 5 access in an easterly direction from their properties to the Kaniva Edenhope Road.

While there would be a benefit for primary production and general access in the Kaniva South area, the road would need to be fully resheeted at an approximate cost of \$220,000 if it were upgraded to a Category 5. This would need to be done over time.

Council needs to consider whether it is in a position to upgrade its network and provide a more efficient and accessible alternative route for the users in the Kaniva South area.

As an alternative, the condition of Kaniva South Road could be improved with some major gravel patching through maintenance funds. There may be a need to do these

works over successive years. This would not provide the standard that is requested but should improve access over time. The majority of the road portion is well formed however sections are holding water, need to be reformed and some gravel applied in sections.



Recommendation: That Council reaffirm the status of Kaniva South as Cat 6A but direct maintenance funds from existing budget toward the road.

## Hawkers and Goodwins Road

Hawkers and Goodwins Road is currently Category 5 from Lillimur South Road (where the chainage of the road starts) for 2.28km. The remainder is currently 6A.

Gravelling works have been undertaken in recent years at the direction of Council, so that the length from Lillimur South Road to S Hawkers Road is now of good quality pavement (all limestone except for 1km east from S Hawker Rd which is sandstone). It is reasonable that the road be Category 5 so that this road can be maintained into the future as an all-weather gravel road.

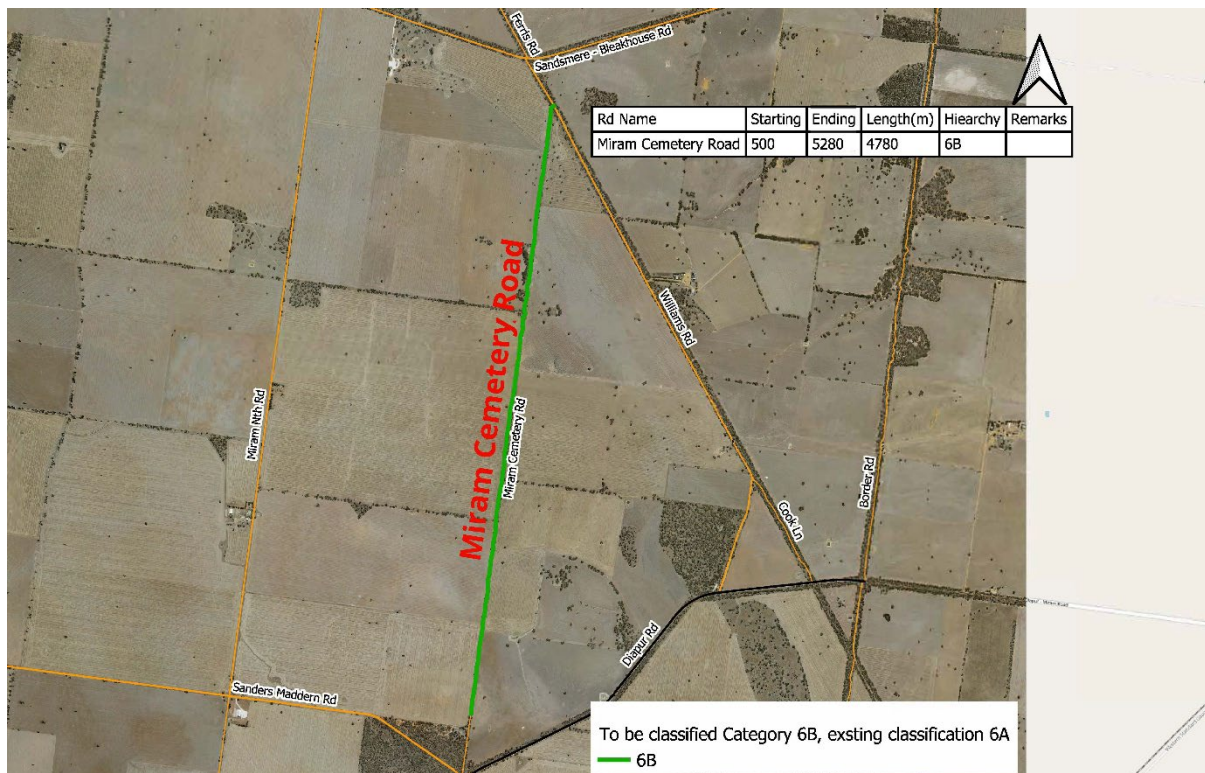


Recommendation: That chainage 2.280- 7.030 km of Hawkers and Goodwins Road be Category 5.

## Miram Cemetery Road

The Miram Cemetery Road starts at Sanders Maddern Rd and terminates at Williams Rd at its northern end. The first 500m provides access to the Miram Cemetery and is classified at 6A. This access road to the cemetery gates is gravelled and in reasonable condition.

The section going north from the cemetery 0.50km – 5.280km is currently category 6A however the road is a track at best. The road is unformed and not maintained by Council. This section is recommended to be 6B.

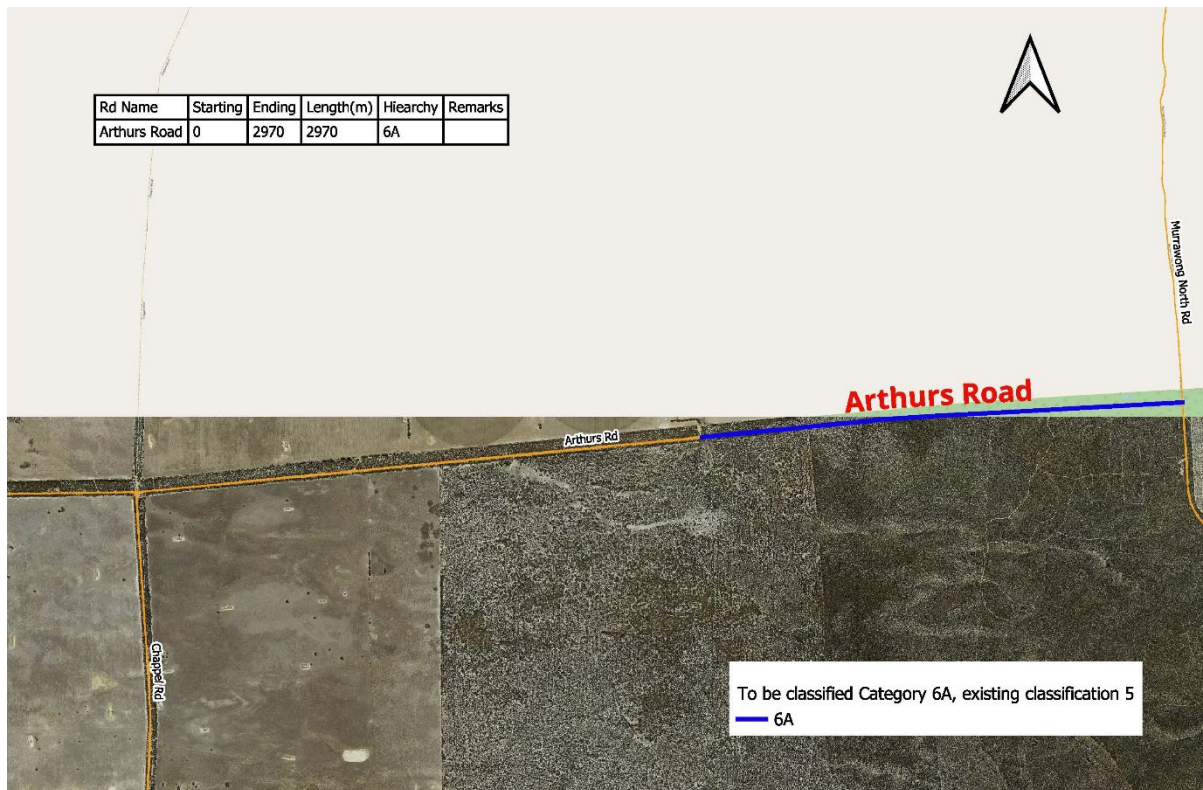


Recommendation: That chainage 0.50km – 5.280km of Miram Cemetery Road be Category 6B.

## Arthurs Road

Arthurs Road starts at zero chainage at Murrawong North Road and is currently Category 5 to 9.150km which is the entrance to the Niagra property Walbwa Downs property. The entrance to the Walbwa Downs property is at 2.970km. Chainage 0 to 2.970km is extremely sandy and has not been maintained as a Category 5 road as the all-weather access to the south for both Arthurs Road properties is via Chappel Road. It is thought that a more realistic classification for the initial 2.97km of Arthurs Road would be 6A. Its current condition is reflective of a 6A classification, and it would seem reasonable as

the property affected already has one all weather access to Chappel Road. The access could be improved with some major gravel patching through maintenance funds in this section.



Recommendation: That chainage 0.0km – 2.970km be categorised as 6A, but direct maintenance funds from existing budget toward the section of road.

## ROAD HIERARCHY DESCRIPTIONS FOR CATEGORY 5 and 6.

### Access-Dwelling Roads; Category 5a

These roads serve as primary all weather access to at least one dwelling.

Definition: Serve at least one occupied dwelling and link individual houses to higher classification roads, generally have traffic volumes less than 30 vehicles per day.

Many of these roads are unsealed with a small percentage being sealed.

### Access-Property Roads; Category 5b

These roads serve as all-weather access to rural, commercial or industrial properties.

Definition: Serve as access to non-residential properties only and link those non-residential properties to higher classification roads, they generally have average traffic volumes of less than 30 vehicles per day and usually have imported pavement material placed upon them.

### Minor Roads; Category 6A

Provide dry weather access to rural, commercial or industrial properties.

Definition: Serve as access to non-residential properties only and link those non-residential properties to higher classification roads, they generally have average traffic volumes of less than 10 vehicles per day and generally have no imported pavement material placed upon them.

### Minor Roads (not maintained); Category 6B

Category 6B Roads are not proactively maintained by Council. They are not constructed roads.

Definition: Non-constructed roads within a road reserve which are not proactively maintained by council.