



**WARATAH
WYNYARD**
COUNCIL



ROADS INFRASTRUCTURE SERVICE LEVEL DOCUMENT 2021

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1. INTRODUCTION

Waratah-Wynyard Council (Council) is responsible for maintaining a road network of 539 kilometres and 125 kilometres of kerb and channel infrastructure. A little over half the network is sealed (with surface materials such as bitumen and asphalt), with the remainder unsealed (with gravel surfaces). Table 1 provides a summary of the whole network.

Table 1: Network Summary

ROAD TYPE	LENGTH (km)
Urban Sealed Roads	74
Rural Sealed Roads	216
Rural Unsealed Roads	250
Kerb and Channel	125

The community expects its roads to be maintained at an acceptable and affordable level. Council must also comply with relevant industry standards and guidelines to ensure its statutory and risk management obligations are met.

This document sets out the manner in which Council will meet its various obligations and outlines the level of service to be provided with respect to its transport network.

Specifically, the intention is to clearly communicate the methodology by which hazards in the road network are assessed and prioritised for corrective works (including the programming of annual maintenance), and capital renewal and construction activities.

This document relates to Council's entire road network – including both urban and rural sealed and unsealed roads, roadside furniture and traffic-related infrastructure.

Given limitations in available resources, the goal is to achieve a reasonable balance between managing the risks to users posed by hazards while still providing acceptable, fit-for-purpose roads infrastructure that can be maintained in a sustainable and cost effective manner into the future.

2. SERVICE AIM

Safe, affordable and efficient network for the movement of goods and people.

3. SERVICE PRINCIPLES

Council's strategic asset management framework and decision making processes are underpinned by the three principles of good governance:

- Transparency
- Accountability
- Evidence Based

In this way, Council aims to deliver sustainable, value for money services to the community.

4. ROAD DEFINITION

Infrastructure included in this document incorporates the roadway and roadside shoulders.

Roads which are not maintained by the Council (state and private roads) are not included within this document.

5. LIFECYCLE MANAGEMENT PLAN

The Roads Infrastructure Asset Management Plan drives the construction approach methodology and takes into consideration the location, suitability and lifecycle cost when assessing the materials used in construction.

6. MAINTENANCE RESPONSIBILITY

Pursuant to Section 21(1) of the Local Government (Highways) Act 1982, there is no required level of road maintenance to be undertaken, however Council has a duty of care to road users and must ensure that works carried out are conducted properly.

Urban and rural property owners are responsible for all property driveway maintenance and repairs as per Council's Vehicular Crossovers for Individual Residential Property Titles Policy (Doc No. TR.001)

7. HIERARCHY

A key aspect of Council's approach is to recognise that some roads are of greater 'importance' than others in the sense that a specific hazard in a certain location might pose greater risk to the public than a similar hazard elsewhere in the network. A section of road may be identified in this manner because it is subject to particularly high levels of use or is used to freight goods and connect towns.

Council will also take into consideration future trends in projected population growth and the selecting of a preferred strategic route for heavy traffic.

The Local Government Road Hierarchy has been adopted as an extension to the Tasmanian State Road Hierarchy as proposed in the Expert's Report contained within the Report of the Auditor General No.5 of 2013-14: Infrastructure Financial Accounting in Local Government.

See Table 2 for a description of each of the hierarchy classes and Tables 3 and 4 to demonstrate how the road hierarchies are determined.

Appendix A contains the full inventory of Council's rural road network categorised by their ranking within the road hierarchy. Appendix B shows this information on a thematic map.

Table 2: Hierarchy Definitions

HIERARCHY CLASS	ROAD FUNCTION
6 – Arterial	Major link for traffic flow within urban areas, between towns, major tourist destinations and industrial areas
7 – Collector	Connect from arterial roads and link roads
8 – Link	Access for properties and link to collector roads
9 – Local Access	Access for residential and commercial properties
10 – Minor Access	Access for residential properties
11 – Unformed	Roads not maintained by Council

Table 3: Hierarchy Determination - Urban

CLASSIFICATION	6. ARTERIAL	7. COLLECTOR	8. LINK	9. LOCAL ACCESS	10. MINOR ACCESS	11. UNFORMED
Functional Criteria						
Function/Predominate Purpose	Provides for the principle links between urban centres and rural regions	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres	Provide a link between arterial or collector roads and local access roads	Provide access to residential properties and, in some cases, commercial properties at a local level	Provide access to residential properties and irregular access to community facilities such as parks and reserves	Roads not maintained by Council or non-constructed/ maintained road reserves or roads that have a very low level of service.
Connectivity Description	High – connecting precincts, localities, suburbs, and rural population centres.	High – supplements arterial roads in connecting suburbs, business districts and localised facilities.	Medium – connects traffic at a neighbourhood level with collector and arterial roads.	Low – connects individual properties within a neighbourhood to link roads.	Low – provides access to properties.	Future roads or roads that have a very low level of service.
Guidance Metrics						
Average Annual Daily Traffic (AADT) – vehicles per day	> 10,000 vpd	3,000 - 10,000 vpd	1,000 – 3,000 vpd	50 – 1,000 vpd	< 50 vpd	N/A
Heavy Vehicles Permitted	Yes – thoroughfare	Yes – thoroughfare	Yes – some through traffic	No thoroughfare, local access only	No thoroughfare, local access only	N/A
Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT / EHV)	> 1,000 AADTT or > 10% EHV	250 – 1,000 AADTT or > 10% EHV	< 250 AADTT or > 10% EHV	N/A	N/A	N/A
Public transport route	Yes	Yes	Yes	No	No	N/A
Carriageway Form	2 lanes	2 lanes	2 lanes	1 or 2 lanes	1 or 2 lanes	N/A
Running Surface	Sealed	Sealed	Sealed / Unsealed	Sealed / Unsealed	Sealed / Unsealed	N/A
Approved Residential Properties (ARP)	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	> 2 approved residential properties	N/A

Table 4: Hierarchy Determination - Rural

CLASSIFICATION	6. ARTERIAL	7. COLLECTOR	8. LINK	9. LOCAL ACCESS	10a. MINOR ACCESS	10b. MINOR ACCESS	10c. MINOR ACCESS	11. UNFORMED
Functional Criteria								
Function/ Description	Provide the principal links between rural population centres and regions.	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between rural population centres.	Provide a link between the arterial or collector roads and local access roads.	Provide access to residential properties and in some cases commercial properties, at a local level.	Provide secondary access to residential properties and irregular access to community facilities such as parks and reserves.	Provides low-use access to properties	Provides access for forestry or farm vehicles only	Roads not maintained by Council or non-constructed/ maintained road reserves or roads that have a very low level of service.
Connectivity Description	High – connecting rural population centres.	High – supplements arterial roads in connecting towns, rural centres and localised facilities	Medium – connects traffic at a neighbourhood level with collector and arterial roads.	Low – connects individual properties within a neighbourhood to link roads.	Low – provides access to properties.	Low – provides access to properties.	Low – provides access to properties.	Future roads or roads that have a very low level of service.
Guidance Metrics								
Average Annual Daily Traffic (AADT) – vehicles per day	> 2,500 vehicles per day (vpd)	300 – 2,000 vpd	100 - 300 vpd	30 - 100 vpd	< 30 vpd Refer to ARP guidelines	< 30 vpd Refer to ARP guidelines	< 30 vpd Refer to ARP guidelines	N/A
Heavy Vehicles Permitted	Yes – thoroughfare	Yes – thoroughfare	Yes – some through traffic	No thoroughfare, local access only	No thoroughfare, local access only	No thoroughfare, local access only	No thoroughfare, local access only	N/A
Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT / EHV)	> 300 AADTT or > 20% EHV	60 – 300 AADTT or > 10% EHV	< 60 AADTT or > 10% EHV	N/A	N/A	N/A	N/A	N/A
Public Transport Route	Yes	Yes	Yes	No	No	No	No	N/A
Carriageway Form	2 lanes	2 lanes	2 lanes	1 or 2 lanes	1 or 2 lanes	1 or 2 lanes	1 or 2 lanes	N/A
Running Surface	Sealed	Sealed	Sealed / Unsealed	Sealed / Unsealed	Sealed / Unsealed	Unsealed / unformed	Unsealed / unformed	N/A
Approved Residential Properties (ARP)	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	> 2 approved residential properties	< 3 approved residential properties or dairy farms	Access to other properties	N/A

8. DEFECTS AND INTERVENTION LEVELS






Roads of different types are susceptible to various defects (a fault or failure which may present a hazard to road users). Intervention levels define the minimum severity for each defect type that will trigger corrective maintenance. In general, a severe defect will be prioritised for action before a lesser defect and roads higher in the hierarchy will be prioritised over others lower down.

Council's defined intervention levels are detailed in section 8.1, 8.2 & 8.3 below.

8.1 URBAN SEALED ROADWAY

Formalised on and off-street parking are included under this service level.

Table 5: Urban Sealed Road Defect & Intervention Levels



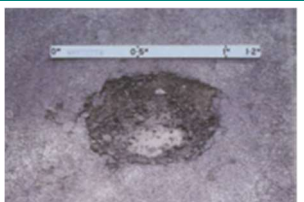


DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
Surface Condition	Deformation and Ruts	Depth is >75mm Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights	
	Edge Drop-Off	Drop is >75mm	
	Potholes	Attend to all potholes, subject to inspection	
	General Surface Degradation	Other surface conditions subject to inspections – e.g. cracking, bleeding, ravelling, stripping, etc.	
Road Drainage	Kerbing	No longer fit for the purpose of draining water efficiently or is misaligned, subject to inspection	
	Culverts	> one third of culvert diameter blocked	
	Longitudinal and Table Drains	Where the water level in the drain creates a risk to the road surface or a hazard to road users	
Road Delineation	Guard Rail (not including bridge approaches), Fences & Bollards	Structural Defects: all damage, subject to inspection	
	Guide Posts and Signs	Not clearly legible and aligned correctly Damaged or not fit for purpose	

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
	Line Marking and Raised Reflective Pavement Markers	Not clearly legible or correctly aligned, subject to inspection	
	Street Lighting and Traffic Lights	Where structurally damaged or not working	
	Channelisation, Roundabouts, Pedestrian Refuges, and Traffic Islands, Wheel Stops	Where structurally damaged and misaligned	
Vegetation Management	Nature strips	Generally, nature strips are maintained by residents (refer Nature strip Mowing Policy). Where this does not apply see maintain traffic corridor below.	
	Maintain Traffic Corridor - minor vegetation	Maintain a clear traffic corridor of one slasher width as follows: <div><div><ul style="list-style-type: none">U7. CollectorU8. LinkU9. LocalU10a. MinorU10b. Minor</div><div>Typically, annual slashing</div></div> <div><div><ul style="list-style-type: none">U10c. Minor (Road in use)</div><div>Biennial slashing</div></div> <div><div><ul style="list-style-type: none">U10c. Minor (Road not in use)</div><div>N/A - Acceptable</div></div>	
	Maintain Traffic Corridor - trees (trunk >50mm diameter)	Keep road corridor clear of tree limbs >30mm diameter to a height of 5.5m	
	Visual Amenity	The biannual (typically December and April) slashing of the road corridor (boundary to boundary), on tourist roads identified as: <ul style="list-style-type: none">Old Bass HighwayMount Hicks Road (Nth of Bass H'way)Deep Creek Road (Nth of Bass H'way)Reservoir Drive (Nth of Bass H'way)	

8.2 RURAL SEALED ROADWAY

Note: There is currently no R6 hierarchy class for Sealed Rural Roads and therefore it has not been listed in this Section.

Table 6: Rural Sealed Road Defect & Intervention Levels



DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
Surface Condition	Deformation and Ruts	Depth is >100mm Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights	
	Edge Drop-Off	Intervene at 50mm upon request, otherwise: <ul style="list-style-type: none"> R7. Collector >75mm R8. Link R9. Local R10a. Minor >100mm R10b. Minor R10c. Minor 	
	Potholes	Attend to all potholes subject to inspection	
	General Surface Degradation	Other surface conditions subject to inspections – e.g. cracking, bleeding, ravelling, stripping, etc.	
Road Drainage	Culverts	> one third of the culvert diameter is blocked	
	Longitudinal and Table Drains	Where the water level in the drain creates a risk to the road surface or a hazard to road users	
Road Delineation	Guide Posts and Signs	Not clearly legible and aligned correctly Damaged or missing Not fit for purpose	
	Guard Rail (not including bridge approaches), Fences and Bollards	Structural Defects: all damage, subject to inspection	
	Line Marking	Not clearly legible Not correctly aligned	


DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
Vegetation Management	Maintain Traffic Corridor - minor vegetation	<div>Maintain a clear traffic corridor of one slasher width as follows:</div> <div><div><div><ul style="list-style-type: none">• R7. Collector• R8. Link• R9. Local• R10a. Minor• R10b. Minor</div><div>Typically, annual slashing</div></div><div><div><ul style="list-style-type: none">• R10c. Minor (Road in use)</div><div>Biennial slashing</div></div><div><div><ul style="list-style-type: none">• R10c. Minor (Road not in use)</div><div>N/A - Acceptable</div></div></div>	
	Maintain Traffic Corridor - trees (trunk >50mm diameter)	Keep road corridor clear of tree limbs >30mm diameter to a height of 5.5m	
	Visual Amenity	The biannual (typically December and April) slashing of the road corridor (boundary to boundary), on tourist roads identified as: <ul style="list-style-type: none">• Tollymore Road• Table Cape Road• Port Road (Boat Harbour Beach)	

8.3 RURAL UNSEALED ROADWAY

Note: There is currently no R6 and R7 hierarchy class for Unsealed Rural Roads and therefore have not been listed in this Section.

Table 7: Rural Unsealed Road Defect & Intervention Levels

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE							
Surface Condition	Corrugations	<p>Corrugations on corners, dips and crests will typically be prioritised over those on straights.</p> <p>Where affected section is measured as:</p> <table><tr><td>• R8. Link</td><td rowspan="3">Depth of >50mm for >30m of road length</td></tr><tr><td>• R9. Local</td></tr><tr><td>• R10a. Minor</td></tr><tr><td>• R10b. Minor</td><td rowspan="2">When road is in use and impassable* by a 2wd vehicle</td></tr><tr><td>• R10c. Minor</td></tr></table>	• R8. Link	Depth of >50mm for >30m of road length	• R9. Local	• R10a. Minor	• R10b. Minor	When road is in use and impassable* by a 2wd vehicle	• R10c. Minor	
	• R8. Link	Depth of >50mm for >30m of road length								
	• R9. Local									
	• R10a. Minor									
• R10b. Minor	When road is in use and impassable* by a 2wd vehicle									
• R10c. Minor										
Potholes	<p>Potholes on corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights.</p> <p>Defect exists as:</p> <table><tr><td>• R8. Link</td><td rowspan="3">Cluster of >3 potholes in 10m section of road, depth >100mm and diameter of >400mm</td></tr><tr><td>• R9. Local</td></tr><tr><td>• R10a. Minor</td></tr><tr><td>• R10b. Minor</td><td>Cluster of >5 potholes in 10m section of road, exceeding depth >100mm</td></tr><tr><td>• R10c. Minor</td><td>When road is in use and impassable* by a 2wd vehicle</td></tr></table>	• R8. Link	Cluster of >3 potholes in 10m section of road, depth >100mm and diameter of >400mm	• R9. Local	• R10a. Minor	• R10b. Minor	Cluster of >5 potholes in 10m section of road, exceeding depth >100mm	• R10c. Minor	When road is in use and impassable* by a 2wd vehicle	<p>Example R8/R9/R10a</p> 
• R8. Link	Cluster of >3 potholes in 10m section of road, depth >100mm and diameter of >400mm									
• R9. Local										
• R10a. Minor										
• R10b. Minor	Cluster of >5 potholes in 10m section of road, exceeding depth >100mm									
• R10c. Minor	When road is in use and impassable* by a 2wd vehicle									
Rutting/ Heaving, and Wash Outs/ Scouring	<p>Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights.</p> <p>Depth is measured as:</p> <table><tr><td>• R8. Link</td><td rowspan="3">>100mm deep</td></tr><tr><td>• R9. Local</td></tr><tr><td>• R10a. Minor</td></tr><tr><td>• R10b. Minor</td><td>>125mm deep</td></tr><tr><td>• R10c. Minor</td><td>When road is in use and impassable* by a 2wd vehicle</td></tr></table>	• R8. Link	>100mm deep	• R9. Local	• R10a. Minor	• R10b. Minor	>125mm deep	• R10c. Minor	When road is in use and impassable* by a 2wd vehicle	
• R8. Link	>100mm deep									
• R9. Local										
• R10a. Minor										
• R10b. Minor	>125mm deep									
• R10c. Minor	When road is in use and impassable* by a 2wd vehicle									
Build Up of Loose Materials	>250mm height from the road surface									
Road Drainage	Culverts	> one third of the culvert diameter is blocked								

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE									
	Longitudinal Drains, and Table Drains	Where the water level in the drain creates a risk to the road surface or a hazard to road users										
Road Delineation	Guide Posts and Signs	Not clearly legible and aligned correctly Damaged or missing Not fit for purpose										
	Guard Rail	Structural Defects: all damage, subject to inspection										
Vegetation Management	Maintain Traffic Corridor - minor vegetation	Maintain a clear traffic corridor of one slasher width (approximately 2 metres) as follows: <table><tr><td>• R8. Link</td><td rowspan="3">Typically, annual slashing</td></tr><tr><td>• R9. Local</td></tr><tr><td>• R10a. Minor</td></tr><tr><td>• R10b. Minor</td><td rowspan="2">Biennial slashing</td></tr><tr><td>• R10c. Minor (Road in use)</td></tr><tr><td>• R10c. Minor (Road not in use)</td><td>N/A - Acceptable</td></tr></table>	• R8. Link	Typically, annual slashing	• R9. Local	• R10a. Minor	• R10b. Minor	Biennial slashing	• R10c. Minor (Road in use)	• R10c. Minor (Road not in use)	N/A - Acceptable	
	• R8. Link	Typically, annual slashing										
• R9. Local												
• R10a. Minor												
• R10b. Minor	Biennial slashing											
• R10c. Minor (Road in use)												
• R10c. Minor (Road not in use)	N/A - Acceptable											
	Maintain Traffic Corridor - trees (trunk >50mm diameter)	Where trees protrude over the edge of road surface. Keep road corridor clear of tree limbs >50mm diameter to a height of 5.5m										

* - Definition of impassable: Impossible to travel along the roadway at a slow crawl

9. INSPECTIONS

Routine inspections of the road network are continually being carried out by road maintenance staff as a part of their normal duties and the locations and severity of defects used to plan maintenance activities. Defects are also reported to Council by road users and in such instances a reactive inspection is triggered to assess the concern in accordance with the same criteria used in the routine inspection process.

10. PRIORITISATION OF WORKS

A defect which meets Council's defined intervention levels is prioritised for corrective maintenance according to the severity of the defect, the hierarchy classification of the road in question, and available resources. In this way, available resources are targeted to strategically manage the risk associated with defects in the road network.

11. RESPONSE TIMES

Council's response times are directly related to the priority of the defect as determined in the section above (Prioritisation of Works). As Council's primary consideration is to manage the risk to road users, response times relate to the time required for Council to take reasonable steps to reduce the risk associated with the defect, and for it to be scheduled into the planned program for corrective maintenance.

Examples of managing the risk posed by a defect may include:

- Closing all or part of the road; or
- Placing hazard warning signs or barriers.

The time taken to actually repair the defect will depend upon the appropriate repair method and availability of resources.

12. APPENDIX A – ROAD HIERARCHY INVENTORY

Table 8: Roads Hierarchy Inventory – Urban Sealed

ROAD NAME – URBAN SEALED	HIERARCHY CLASS
Airport Street	U9
Alicia Court	U10A
Annie Street	U10A
Arthur Street*	U9
Arthur Street*	U10A
Athol Street	U10A
Austin Street*	U7
Austin Street*	U9
Austin Street*	U10A
Ballad Avenue	U10A
Banksia Crescent	U10A
Bass Highway	U6
Beamish Avenue	U10A
Beaufort Court	U10A
Beaufort Street	U9
Bells Parade	U10A
Belton Street*	U7
Belton Street*	U10A
Bluewater Crescent	U10A
Bowick Court	U10A
Bowick Street	U9
Brady Place	U10A
Bravo Street	U10A
Bridge Street	U10A
Caravan Park Access	U10A
Cardigan Street*	U9
Cardigan Street*	U10A
Challis Street	U10A
Church Street*	U9
Church Street*	U10A
Collins Street	U10A
Community Center Carpark	U10A
Cotton Street*	U9
Cotton Street*	U10A
Crosby Street	U10A
Daphne Street	U10A
Dart Street	U10A
Delacey Street	U10A

ROAD NAME – URBAN SEALED	HIERARCHY CLASS
Dodgin Street	U7
Duncanson Street	U10A
Easton Avenue	U10A
Edward Street	U10A
Elizabeth Street	U9
Elm Court	U10A
Enden Place	U10A
English Street	U10A
Exhibition Link	U9
Fairlands Drive	U9
Falmouth Street*	U7
Falmouth Street*	U10A
Flinders Drive	U10A
Frederick Street	U7
Freestone Crescent	U10A
George Street - Somerset	U10A
George Street - Wynyard	U10A
Gibbons Street*	U9
Gibbons Street*	U10A
Gilmour Crescent	U10A
Goldie Street	U7
Golf Links	U10A
Gordon Street	U10A
Grace Avenue	U10A
Guy Crescent	U10A
Hales Court	U10A
Hales Street*	U9
Hales Street*	U10A
Hall Street	U10A
Henry Street	U10A
Hogg Street	U9
Hogg Street	U10A
Houston Court	U10A
Inglis Court	U10A
Inglis Street	U8
Inglis Street	U10A
Inglisdale Drive	U10A
Isabelle Court	U10A
Jackson Street*	U9
Jackson Street*	U10A

ROAD NAME – URBAN SEALED	HIERARCHY CLASS
Jackson Street Carpark	U10A
Jenner Street	U10A
John Street	U10A
Johnson Place	U10A
Jones Court	U10A
Katelyn Drive	U10A
Kayser Street	U10A
Kerrison Court	U10A
Kingsmill Street	U10A
Lewis Street - Somerset	U10A
Lewis Street - Wynyard	U9
Little Goldie Street	U9
Little Inglis Street	U10A
Little Quiggin Street	U10A
Little Saunders Street	U9
Lockett Street	U10A
Loongana Place	U10A
Lowe Street	U10A
Lyons Street*	U9
Lyons Street*	U10A
Mackenzie Drive*	U9
Mackenzie Drive*	U10A
Magnet Court	U10A
Main Pumpstation Road	U10A
Main Street	U10A
Malakoff Street	U9
Maple Crescent	U10A
Martin Street	U9
Maxwell Place	U10A
McArthur Street	U10A
McKays Road*	U9
McKays Road*	U10A
Moore Court	U10A
Moore Street*	U9
Moore Street*	U10A
Moraine Place	U10A
Morse Place	U10A
Mount Hicks Road	U7
Mount Road	U10A
Murchison Highway	U9

ROAD NAME – URBAN SEALED	HIERARCHY CLASS
New Street	U10A
Oak Avenue	U10A
Old Bass Highway	U7
Old Cam Road	U8
Old Port Road	U10A
Oonah Crescent	U10A
Palm Crescent	U10A
Pandanus Court	U10A
Park Street*	U9
Park Street*	U10A
Pelissier Court	U10A
Pelissier Street*	U9
Pelissier Street*	U10A
Percy Street	U10A
Pergola Crescent	U10A
Petunia Street*	U9
Petunia Street*	U10A
Pine Crescent	U10A
Plummer Court	U10A
Port Road	U10A
Que Street	U10A
Quiggin Court	U10A
Quiggin Street*	U9
Quiggin Street*	U10A
Raglan Street	U9
Ramsden Street	U10A
Reece Court	U9
Rees Street	U10A
Reeve Street	U10A
Reid Street	U10A
Ritchie Street	U10A
Riverdale Crescent	U10A
Ronald Crescent	U10A
Rose Street	U10A
Sandy Crescent	U10A
Saunders Street*	U7
Saunders Street*	U10A
Simpson Street	U10A
Smith Street	U10A
Somerset Esplanade	U10A

ROAD NAME – URBAN SEALED	HIERARCHY CLASS
Southern Place	U10A
Spencer Access	U10A
Sprent Street East	U10A
Sprent Street West	U10A
Stanwyn Court	U10A
Station Street	U10A
Sunset Avenue	U10A
Taroona Place	U10A
Tennis Court	U10A
Terra Nova Drive	U9
Vincent Street	U10A
Walker Street	U10A
Ward Street	U10A
Waterworth Street	U10A
West Jenner Street	U9
Wharf Access	U10A
Wilkinson Street	U9
William Street	U10A
Wragg Street*	U7
Wragg Street*	U10A
Wynyard Esplanade	U10A
Yacht Club Access	U10A
York Court	U10A
York Street*	U9
York Street*	U10A
Yulambi Court	U10A

*- Partial road in this hierarchy class. Refer to map in Appendix B.

Table 9: Roads Hierarchy Inventory – Rural Sealed

ROAD NAME – RURAL SEALED	HIERARCHY CLASS
Alandale Place	R10A
Alberts Road	R10A
Andersons Road	R10A
Austins Road	R10A
Back Cam Link Road	R10A
Back Cam Road*	R8
Back Cam Road*	R10A
Ballast Pit Road*	R8
Ballast Pit Road*	R10A
Banksia Avenue	R10A
Banksia Park Road	R10A
Baulds Hill Road	R10A
Bramichs Road	R9
Bridge Street	R10A
Broomhalls Road	R9
Brownriggs Road	R10A
Calder Road*	R7
Calder Road*	R9
Calder Road*	R10A
Cook Street	R10A
Coopers Lane	R8
Cumming Street - Sisters Beach	R10A
Cummings Street - Boat Harbour	R10A
Dallas Road	R9
Deep Creek Road*	R8
Deep Creek Road*	R9
Deep Creek Road*	R10A
Dicks Road	R10A
Dobsons Lane	R10A
East Boulevard	R10A
East Yolla Road	R10A
Edward Street	R10A
Elfrida Avenue*	R9
Elfrida Avenue*	R10A
Fenton Crescent	R10A
Gates Road	R9
Guildford Road	R10A
Hardys Road	R10A
Haywoods Lane	R10A

ROAD NAME – RURAL SEALED	HIERARCHY CLASS
Heppels Road	R10A
Hoares Lane	R10A
Honeysuckle Avenue*	R9
Honeysuckle Avenue*	R10A
Irby Boulevard	R10A
Irby's Crescent	R10A
Johnsons Road	R9
Kellatier Road	R10A
Kenelm Avenue	R10A
Lagoon Avenue	R10A
Lapoinya Road	R8
Lennah Drive	R10A
Little Village Lane	R10A
Lowries Road	R10A
Marshall's Road	R9
Max's Road	R10A
Meunna Road	R10A
Moore Street	R10A
Morton Street	R10A
Mount Hicks Road	R8
Murchison Highway Yolla	R9
Myalla Road*	R9
Myalla Road*	R8
Newhaven Drive	R10A
Newlands Road	R10A
Nunns Road	R10A
Oldina Road*	R9
Oldina Road*	R10A
Pages Road	R7
Pecks Road	R10A
Pine Street	R10A
Pinebrae Road	R10A
Port Road*	R9
Port Road*	R10A
Preolenna Road*	R8
Preolenna Road*	R9
Reservoir Drive*	R7
Reservoir Drive*	R9
Rettkes Road	R10A
River Road	R9

ROAD NAME – RURAL SEALED	HIERARCHY CLASS
Robin Hill Road	R9
Rulla Road*	R10A
Rulla Road*	R9
School Lane	R9
Seabrook Road	R8
Serrata Crescent	R10A
Shekleton Road	R10A
Sisters Beach Road	R9
Smarts Road	R10A
South Elliott Road	R10A
Stennings Road	R9
Stockdale Avenue	R10A
Strawberry Lane	R10A
Table Cape Road	R7
Takone Road	R9
Ten Foot Track	R10A
Timothy Drive	R9
Tink Taylor Avenue	R10A
Tink Taylor Avenue Circuit	R10A
Tollymore Road	R9
Tom Moores Road	R9
Tysons Road	R9
Vicevich Road	R10A
Village Lane	R9
Wattle Avenue	R10A
Wattle Hill Drive	R10A
West Calder Road	R10A
Whyte Hill Lookout Road	R10A
Willis Street	R10A
Woolleys Road	R10A

*- Partial road in this hierarchy class. Refer to map in Appendix B.

Table 10: Roads Hierarchy Inventory – Unsealed

ROAD NAME – UNSEALED	HIERARCHY CLASS
Aerodrome Road	U10A
Aitkens Road	R10A
Aldersons Lane	R10C
Aldersons Road	R10A
Allens Road	R10A
Andersons Road	R10A
Archers Road	R10C
Austins Road	R10A
Back Cam Road	R10A
Ballast Pit Road	R10A
Bassetts Road*	R10A
Bassetts Road*	R10B
Bassetts Road*	R10C
Baulds Hill Road	R10A
Baulds Road	R10A
Beatties Road	R10A
Bens Road	R10B
Bills Road	R10B
Blackabys Road	R10A
Boags Road	R10A
Boat Harbour Siding Road	R10A
Bourkes Road*	R10A
Bourkes Road*	R10B
Bowketts Road	R10A
Brackendale Road	R10B
Bramichs Road	R9
Broomhalls Road*	R10B
Broomhalls Road*	R10C
Buggs Lane	R10A
Buggs Road	R10C
Camerons Road	R10A
Campbell Range Road	R10C
Capells Road	R10A
Cemetery Road	U10A
Chalks Road	R10B
Chromys Road*	R10A
Chromys Road*	R10C
Coal Mine Road*	R10A
Coal Mine Road*	R10C

ROAD NAME – UNSEALED	HIERARCHY CLASS
Coates Road*	R10A
Coates Road*	R10C
Colgraves Road	R10A
Cryans Road	R10A
Da Rues Road	R10C
Dallas Road	R9
Dam Road	U10A
Dares Road	R10B
Deaytons Lane*	R10A
Deaytons Lane*	R10C
Deep Creek Road	R10A
Devils Elbow Road	R10A
Dobsons Lane	R10A
Doctors Road	R10B
Dudfields Road	R10A
Duniams Road	R10B
Eaglings Road	R10C
East Yolla Road	R10A
Edmunds Road	R10C
Edwards Road	R10C
Elfrida Avenue	R10C
Elliotts Road	R10B
Elphinstones Road	R9
Emerald Vale Road	R10A
Ewingtons Road	R10B
Fists Lane*	R10A
Fists Lane*	R10B
Fists Lane*	R10C
Fosters Road	R10A
Francombes Road	R10B
Franks Lane	R10B
Frenchs Road*	R10A
Frenchs Road*	R10C
Gadsbury Road	R10C
Gates Road	R9
Gladwells Lane	R10B
Guildford Road	R10A
Harnetts Road	R10C
Harris Road	R10C
Hawleys Road	R10A

ROAD NAME – UNSEALED	HIERARCHY CLASS
Hays Road	R10B
Hills Road	R10C
Hoares Lane	R10B
Hoares Road	R10B
Humbles Road	R10A
Ingleford Road	R10A
Irby Boulevard	R10B
Jones Road	R10C
Keens Road	R10B
Keith River Road	R10C
Kellatier Road*	R10A
Kellatier Road*	R10C
Kimberleys Hill Road	R10A
Kinchs Road	R10C
Lancaster Road	R10B
Lances Road	R10B
Lapoinya Road	R8
Lees Creek Road	R10C
Lighthouse Road	R10A
Little Arthur River Road	R10C
Locketts Road	R10A
Loones Road	R10C
Lowries Road	R10A
Lyons Road	R10A
Mackenzies Road	R10A
Margetts Road	R10B
Marshalls Road	R9
Masons Road	R10A
Mccullocks Road	R10C
McDonalds Road	R10C
McGees Road	R10A
Meunna Road	R10A
Minnies Road	R10C
Morris Road	R10B
Mount Myrtle Road	R10A
Murdering Gully Road	R9
Myalla Road	R8
Myalla Station Road	R10C
Myrtle Dell Road	R10C
Nelsons Road	R10A

ROAD NAME – UNSEALED	HIERARCHY CLASS
Newhaven Track	R10A
Nicholsons Road	R10C
Nunns Road	R10A
Old Dam Road	U10A
Old Mount Hicks Road	R10A
Old Port Road	U10A
Oldina Road	R10A
Oonah Road	R9
Pearces Road	R10C
Pecks Road	R10A
Pepperells Road	R10C
Petersons Lane	R10A
Pine Street	R10B
Pinebrae Road	R10C
Pinnars Road*	R10A
Pinnars Road*	R10B
Pokes Road	R10A
Ransleys Road	R10B
Reeves Road	R10C
Regrowth Spur	R10A
Reids Road	R10B
Reillys Road*	R10A
Reillys Road*	R10B
Reservoir Drive*	R9
Reservoir Drive*	R10A
Ridges Road	R10A
Robin Hill Road*	R9
Robin Hill Road*	R10A
Robinsons Road	R10B
Ross Grange Road	R10A
Rothwells Road	R10B
Roxleys Road	R10B
Rubocks Road	R10B
Rulla Road*	R9
Rulla Road*	R10A
Rulla Road*	R10B
Sampsons Lane	R10B
Sawards Road	R10B
Scotts Road	R10A
Sculthorpes Road	R10C

ROAD NAME – UNSEALED	HIERARCHY CLASS
Shepperds Lane	R10A
Shires Lane*	R10A
Shires Lane*	R10B
Smarts Hill Road	R10B
Smarts Road	R10A
Smith Street	U10A
Smiths Road*	R10B
Smiths Road*	R10C
South Elliott Road	R10A
South Street	U10A
Sprent Street	U10A
Stennings Road	R10A
Stephens Road	R10C
Stewarts Road	R10B
Strawberry Lane	R10A
Stuarts Road	R10C
Stutterds Road	R10A
Sweetmans Road	R10A
Takone Road	R9
Taylors Road*	R10A
Taylors Road*	R10B
Ten Foot Track*	R10B
Ten Foot Track*	R10C
Tennis Court	U10A
Thompsons Road	R10C
Three Notch Road	R10C
Tippetts Road	R10A
Tom Moores Road	U9
Toomey Road	R10B
Tysons Road	R10B
Vicevich Road	R10A
Walker Street - Wynyard	U10A
Walker Street - Waratah	U10A
Walkers Lane	R10A
Wandering Gully Road	R10B
West Calder Road	R10A
Whites Road	R10B
Whitsitts Road	R10B
Wienerts Road	R10B
Wiggs Road	R10A

ROAD NAME – UNSEALED	HIERARCHY CLASS
Woodhouse Road*	R10B
Woodhouse Road*	R10C
Woolleys Road	R10A
Yard Road	R10C
Zig Zag Road	R10A

*- Partial road in this hierarchy class. Refer to map in Appendix B.

13. APPENDIX B – ROAD HIERARCHY THEMATIC MAPS

Figure 1: Road Network: Waratah-Wynyard Municipality

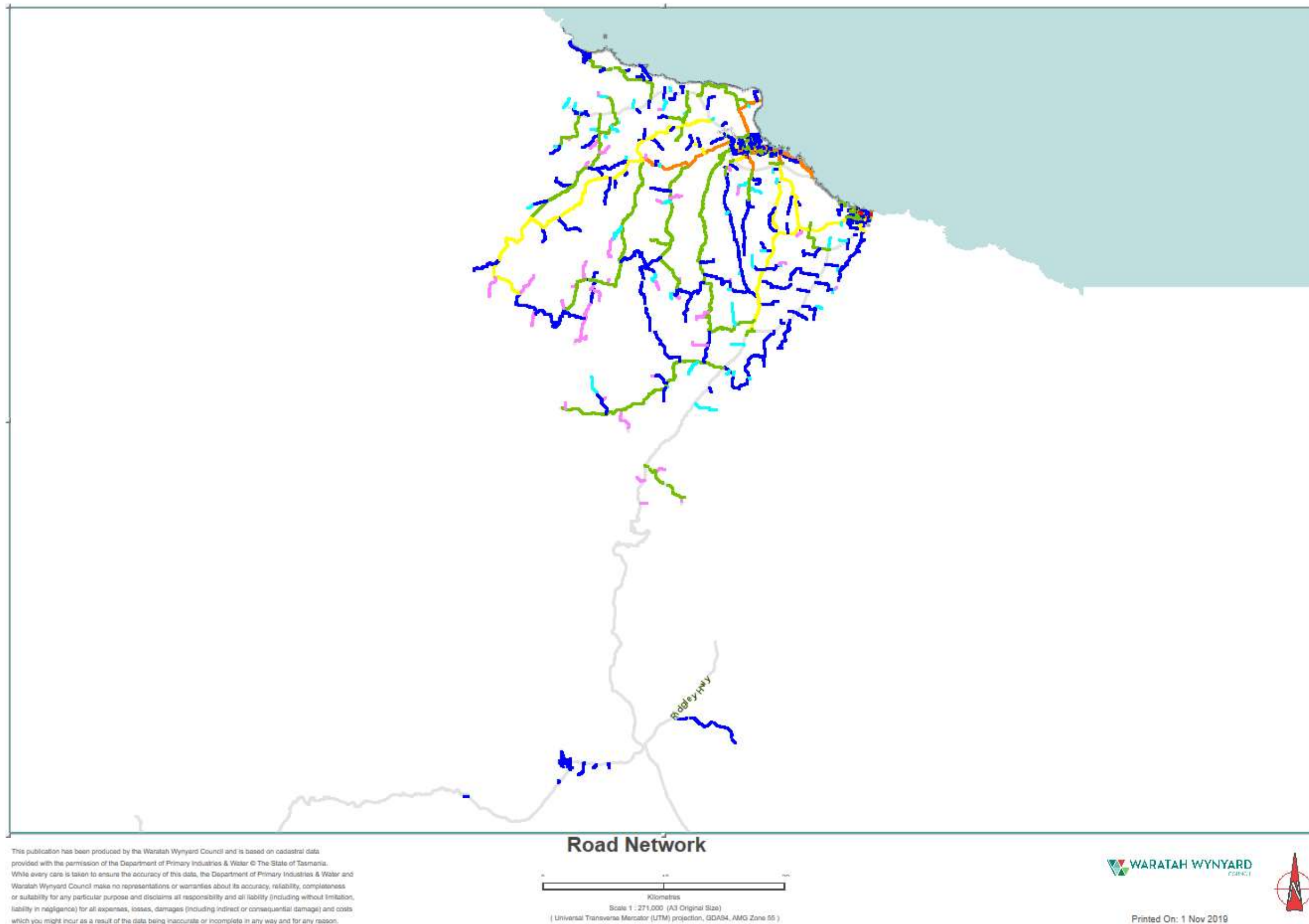
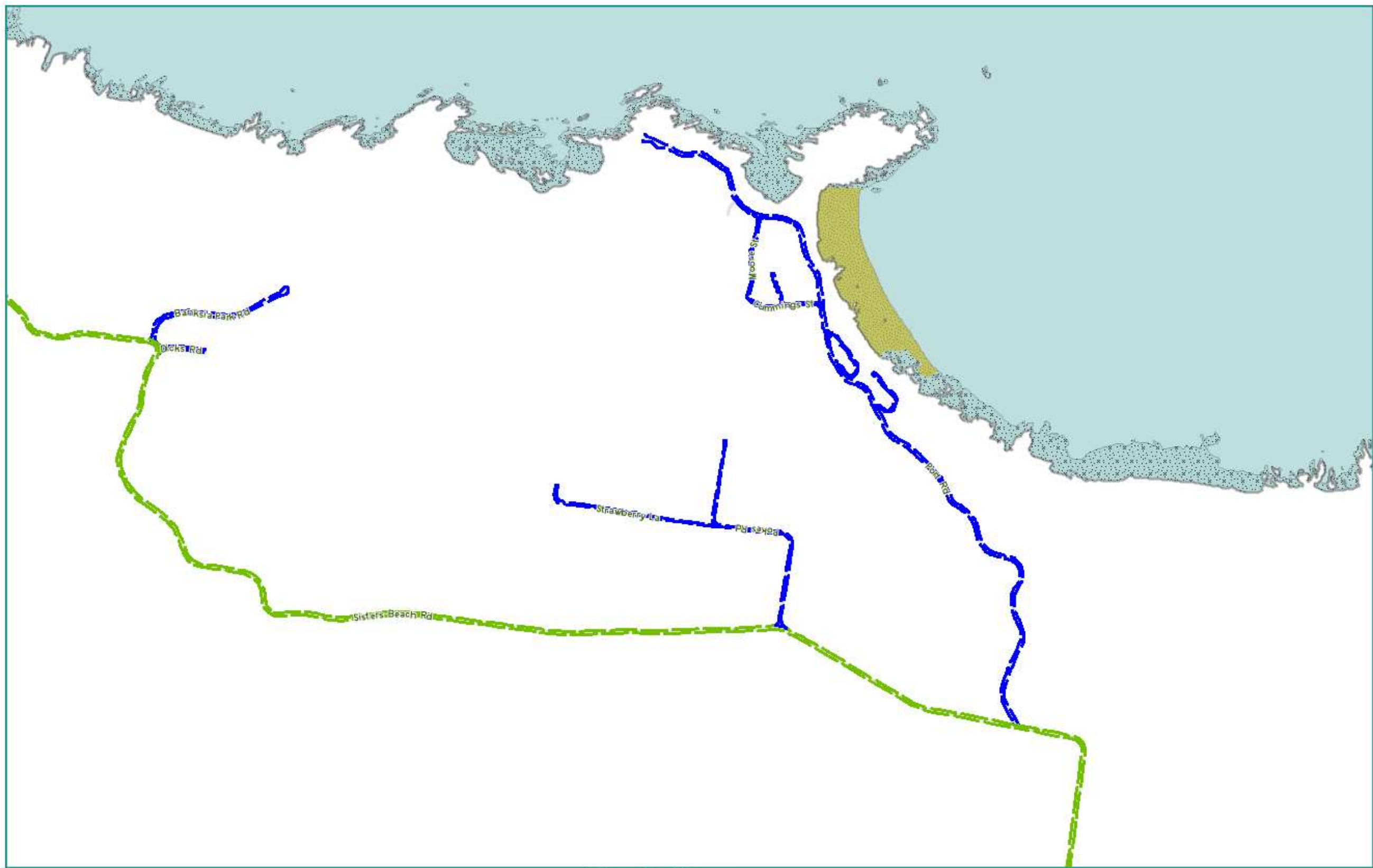


Figure 2: Road Network: Boat Harbour



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Figure 3: Road Network: Sisters Beach

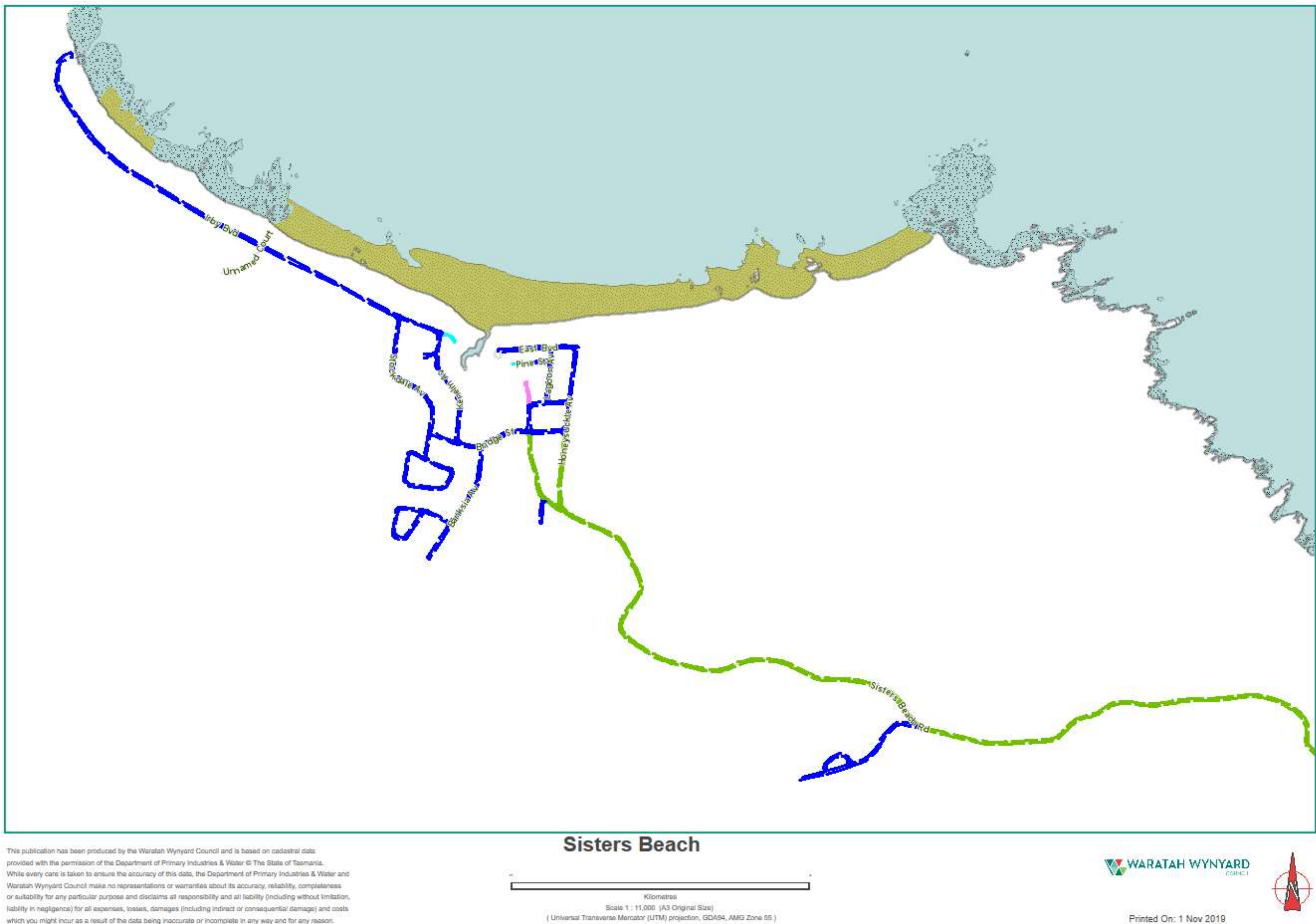
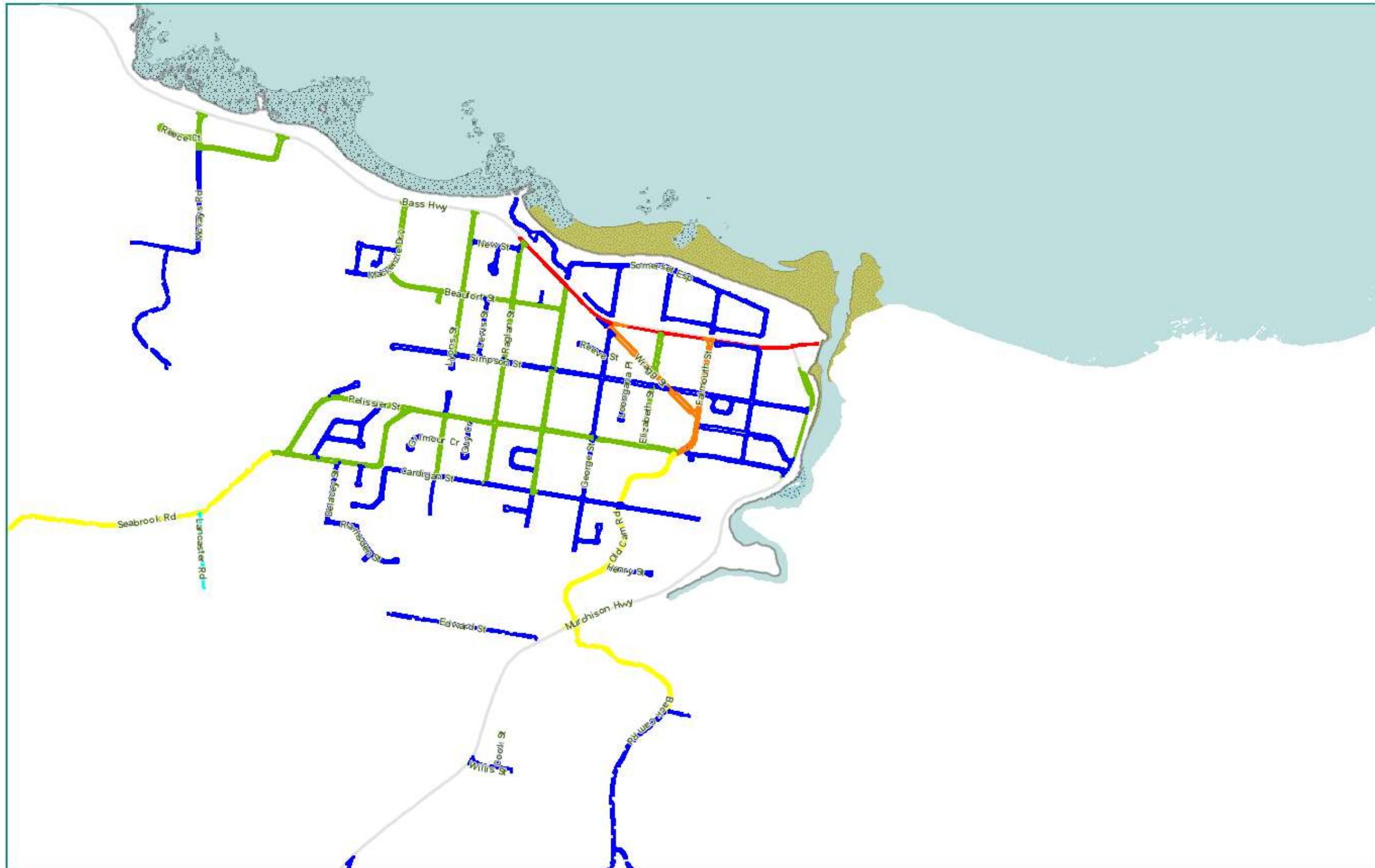


Figure 4: Road Network: Somerset



Somerset

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Kilometres
Scale 1 : 13,700 (A3 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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Figure 5: Road Network: Waratah

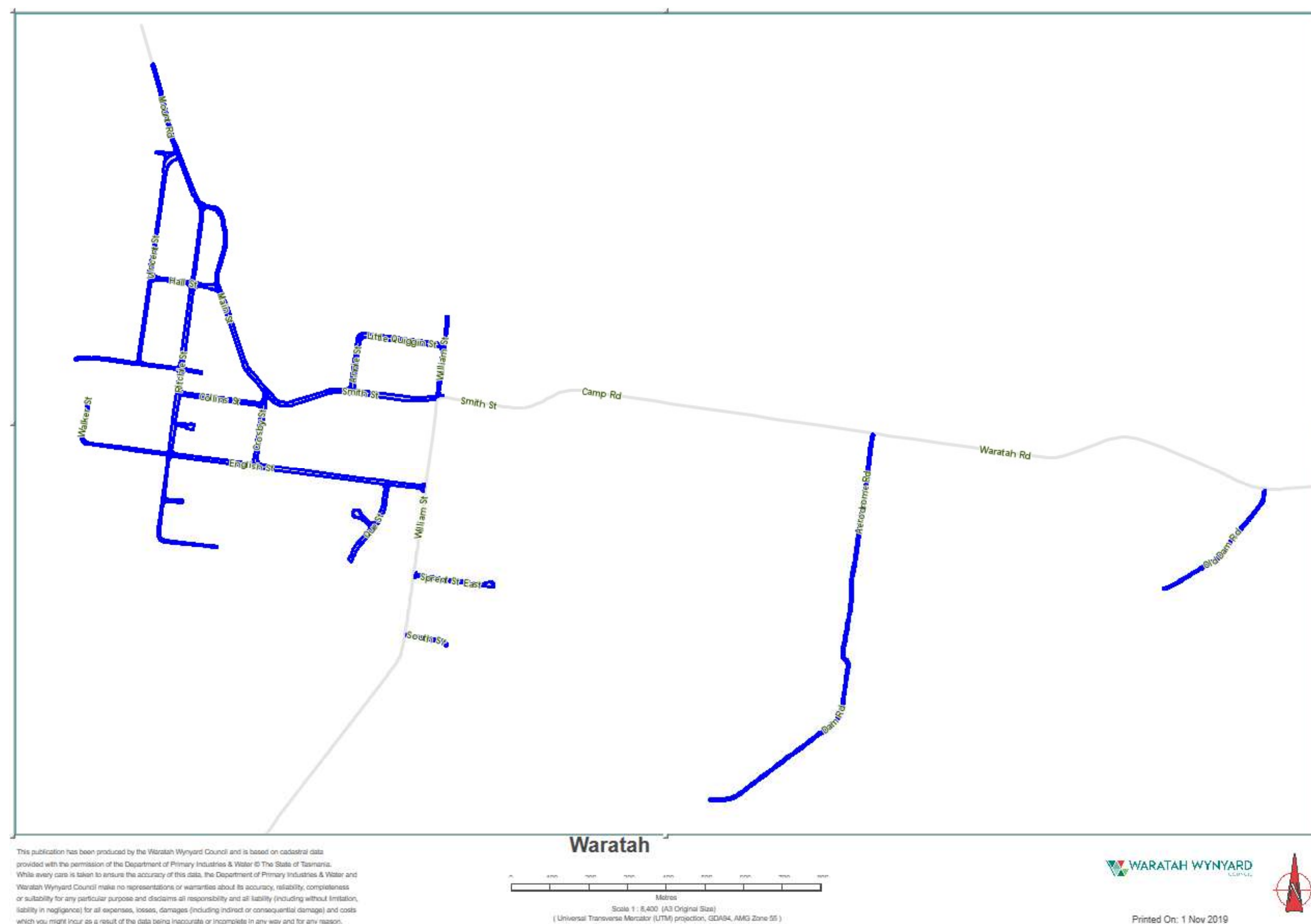
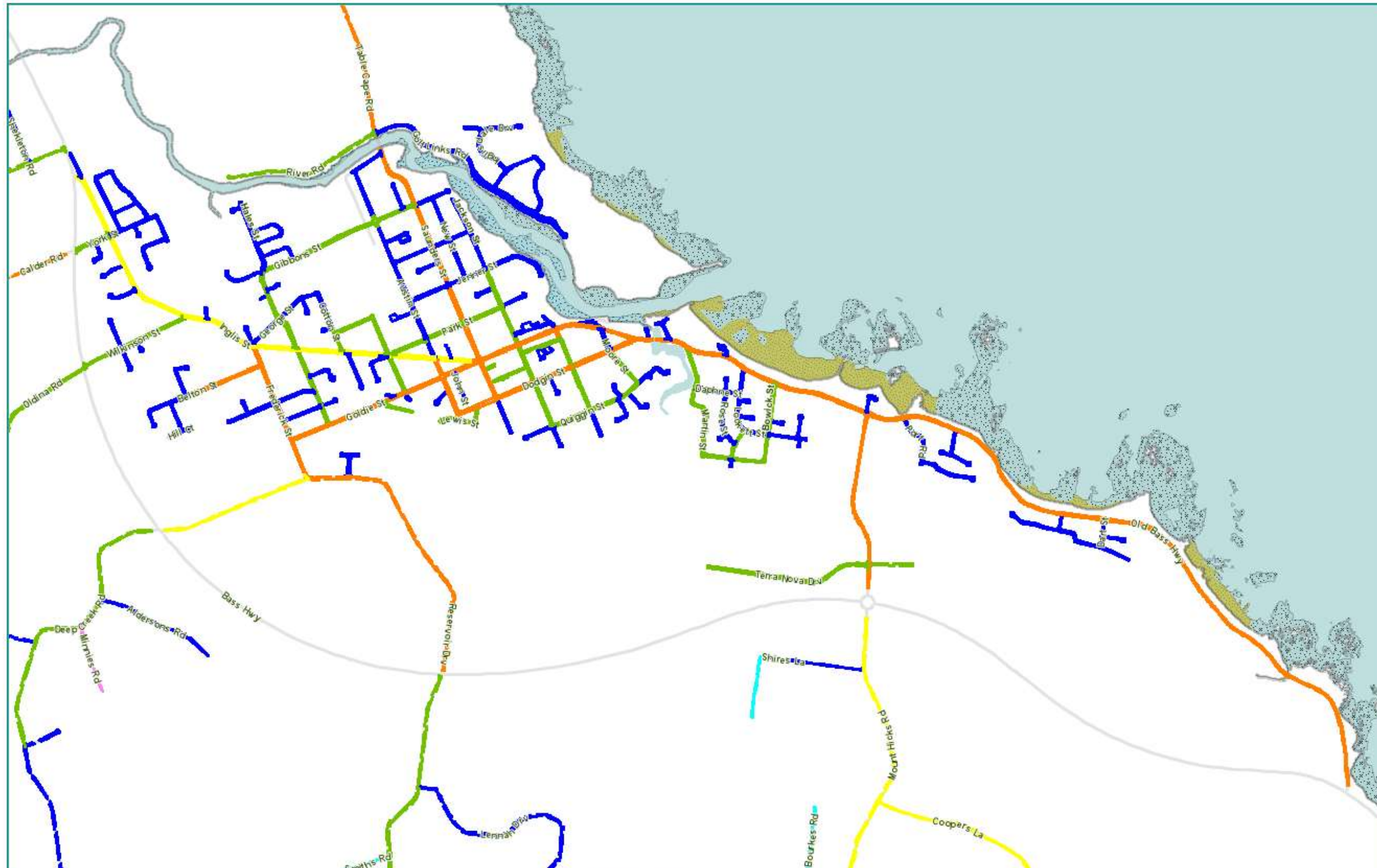


Figure 6: Road Network: Wynyard



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Wynyard



Scale 1 : 18,600 (A3 Original Size)

(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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