Area: 6,212 km²
Population: 20,200
Sealed Road Length: 934 km (rural), 148 km (urban)
Unsealed Road Length: 1,469 km (rural), 54 km (urban)
Bridges and Major Culverts: 204

**DAIRY INDUSTRY SPREAD (MAP)**
Low traffic volumes, mainly on main roads or highways

**DAIRY INDUSTRY KNOWN TRANSPORT ROUTES**
- Regular daily transport traffic (local roads)
- Dairy
- Livestock intermittent delivery transport
- Through traffic on the Glenelg and Princes Hwy (not examined but significant volumes)

**IMPACT OF INDUSTRY CHANGES**

**NOW**
- Regular daily transport traffic (local roads)
- Dairy
- Livestock intermittent delivery transport
- Through traffic on the Glenelg and Princes Hwy (not examined but significant volumes)

**FUTURE**
- Small reduction in regular daily transport traffic
- Significant increase in timber-related traffic
- Changes to traffic flows
Currently approximately 23% of the Glenelg Shire is under some form of timber growth. (This area is growing and expected to do so for some time yet.)

The timber industry alone accounts for approximately 10% of Council’s rate revenue and as a collective is one of the top 3 largest ratepayers in the Shire.

Therefore as an industry it is of great importance that the Shire works in cooperation with the plantation owners, harvesting companies and transport companies to plan for, improve and maintain the road network within the legislated requirements of the Victorian Road Management Act 2004.

**Traffic on the Henty Highway to the Port of Portland (Ring Road in Portland)**
- Significant change (increased truck numbers including a significant number of B-Doubles)
- Local traffic driver attitudes
- Road infrastructure upgrades
- Local road changes
  - restricted access the Henty Highway
  - travel directions will change
  - increased volumes of local traffic

**Traffic on Rural Highways – Princes Hwy, Henty Hwy and Glenelg Hwy**
- Significant increase in volumes
- Local traffic attitudes
- Road infrastructure upgrades
- Local road changes
  - restricted access the all Highways wherever possible
  - travel directions will change
  - increased volumes of local traffic entering existing highway intersections
RAIL TRANSPORT
Currently mainly grain transport only from central Victoria through to the Port of Portland
No expected change at this time, however this does not rule out future rail options for transport of woodchips or logs from static mills.

MAJOR TRANSPORT GENERATORS
- Port of Portland
- Alcoa
- Keppel Prince (wind turbine towers)
- Vestas (wind turbine blades)

CHALLENGES PRESENTED
- Infrastructure upgrades
  - Bridges 80% completed
- Roads a long way to go
- Infrastructure maintenance
- Network planning
- Oversize vehicle route planning
- Long term infrastructure planning

MEETING THE CHALLENGES
Information gathering and mapping
- Planning Department (Plantation notices, Coupe plans)
- Corporate Services Department (Aerial photography and plantation ownership locations)
- Engineering Services Department (Infrastructure maintenance and infrastructure planning)
- DSE (unused roads)
- VicRoads (Arterial road planning)
- Seric (Timber industry wood flow data)
- DPI (Codes of practice)

Advance planning
- Road usage needs assessment (rolling 5 year assessment)
- Road condition assessment (min. of 5 years prior to expected harvesting activities)
- 5 year capital works planning

MEETING THE CHALLENGES
Annual challenges
- Unsealed road maintenance – when?
- Who is responsible?
- Timing of upgrades and construction under transport traffic

ROAD MANAGEMENT ACT 2004
VicRoads is the road manager for arterial roads
Council is the road manager for local roads
Council is responsible for all maintenance on local roads in accordance with Council adopted Road Management Plan
Council is responsible for public safety in public space under Council control
Council cannot delegate responsibility for local roads on any basis
Council can recoup costs where damage can be attributed to a specific company or individual

QUESTIONS