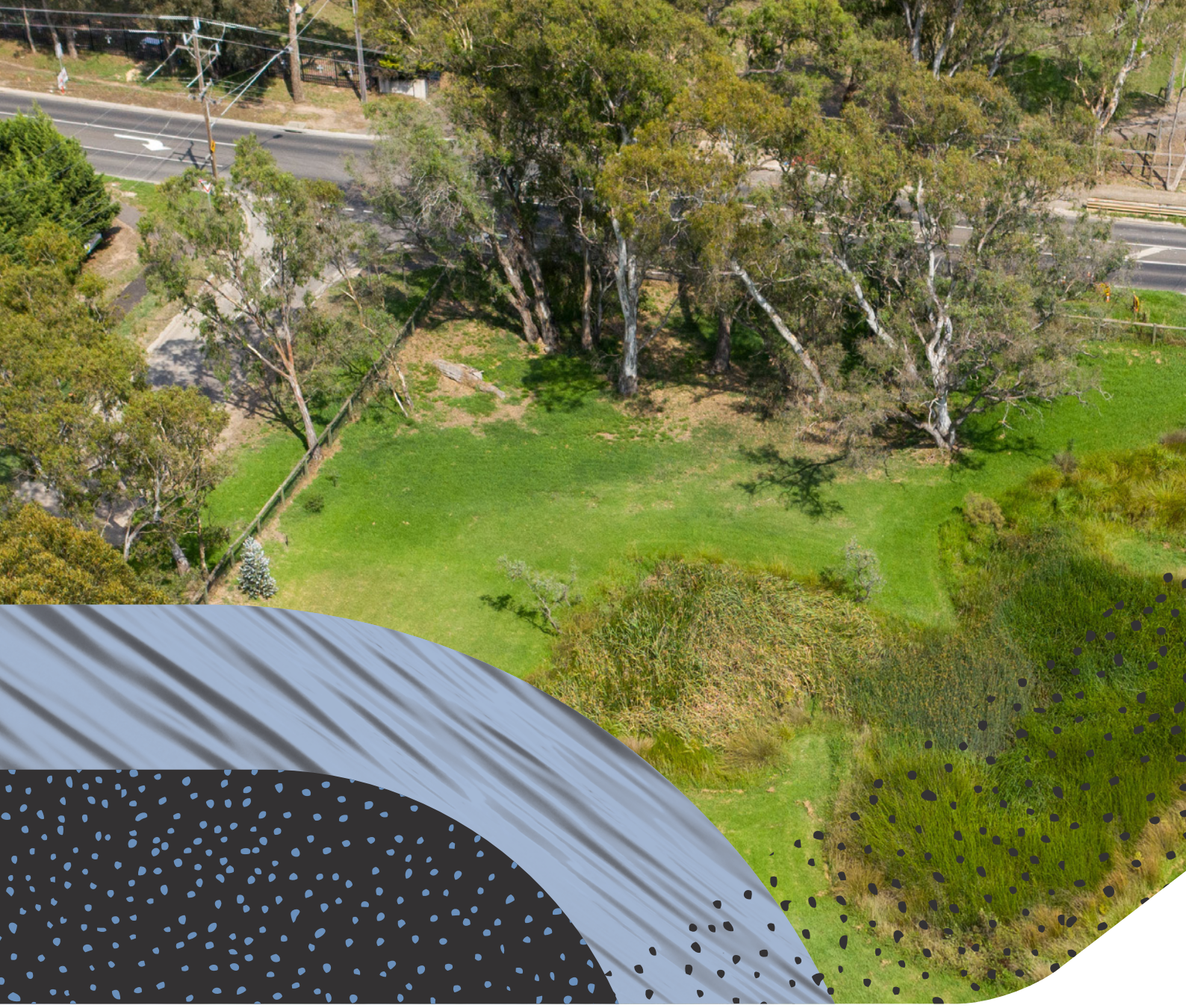

PART 1 INTRODUCTORY CHAPTERS

5 Project Description

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5.1 Introduction

This chapter describes the proposed design, construction and operation of the duplication of Yan Yean Road between Kurrak Road and Bridge Inn Road (the Project). The chapter should be read in conjunction with Attachment VI *Map Book*, which contains detailed plans and drawings of key elements of the Project.

This Project description has been developed to provide an understanding of all components, processes and development stages of the Project to enable assessment of the Project's potential environmental effects. The description includes specific design elements to address the potential for the Project to generate adverse environmental effects and impacts.

5.2 Project overview

Yan Yean Road is a significant north-south arterial road servicing the Shire of Nillumbik and the City of Whittlesea, providing connectivity for the City of Whittlesea's growing suburbs of Doreen and Mernda to the townships of Plenty and Yarrambat. Yan Yean Road connects with major east-west arterials such as Bridge Inn Road, Kurrak Road and Diamond Creek Road and also provides a connection to employment and services in established neighbouring suburbs such as Greensborough and Diamond Creek.

Stage 1 of the Yan Yean Road upgrade (Diamond Creek Road to Kurrak Road) was completed in 2019, and construction on Stage 2 (the subject of this EES) is scheduled for completion by 2025.

The Project seeks to upgrade an existing road in hilly terrain, largely within the existing road reserve. The surrounding environment is characterised by low density residential and rural living areas such as farmland and agricultural areas, with the suburb of Doreen experiencing rapid change from rural living to higher density residential developments. The Project alignment and immediate surrounds intersect a range of land uses including residential, open space, rural living, commercial and education.

Key land uses along the alignment include Yarrambat Park and the Yarrambat Park Golf Course, Plenty Valley Christian College, Yarrambat Primary School, St Macarius Coptic Orthodox Church and the Doreen business precinct.

Terms used in this project description

Carriageway: lanes where traffic would be travelling, plus shoulders and auxiliary lanes

Cross section: shows the width of the road with the position and number of traffic lanes, medians, walking and cycling paths and footpaths

Cutting: ground excavation that is required to create a smooth base for construction of a road

Land parcel: the smallest unit of land able to be transferred within Victoria's cadastral system

Median: the area between two opposing carriageways

Mid-block: a section of road between key intersections

Outer edge / shoulder: the area next to a roadway that provides clearance between the roadway and roadside

Road reserve: all the area of land that is within the boundaries of a road

Roadside: any land that is within the boundaries of a road (other than the shoulders of the road) which is not a roadway or pathway

Roadway: the area of the public road that is open to or used by members of the public and is developed by a road authority for the driving or riding of motor vehicles

Signalised intersections: intersections controlled by traffic lights

The Project would duplicate a 5.5 kilometre section of Yan Yean Road between Kurrak Road and Bridge Inn Road, increasing the existing two lanes to four lanes (comprising two lanes in each direction). The design speed along Yan Yean Road within the extent of the project area is 70 kilometres per hour, with the exception of north of Bridge Inn Road where the design speed is 80 kilometres per hour. This is consistent with existing speed limits. The design for the Project assessed in this EES has 3.5-metre-wide lanes, with the majority of the Project using a central 2.2 metre-wide median. This design was adopted due to various constraints: road safety issues, steep and rolling terrain, high cut and fill batters and subsequent retaining walls at certain locations.

The design also seeks to limit impacts to existing properties, local accesses and trees along Yan Yean Road. The existing road alignment has been retained due to constraints around the topography and land uses adjacent to the road corridor. The exception is at the Bridge Inn Road intersection, which would be shifted to the north east to retain two River Red Gums (referred to as the Doreen River Red Gums) and two businesses. The project area is shown in Figure 5.1 and key components of the Project are shown in Figure 5.2.

The Project includes:

- Two new roundabouts: one at Heard Avenue and one at Youngs Road
- Five new signalised intersections at Bannons Lane, Jorgensen Avenue, North Oatlands Road, Orchard Road and Bridge Inn Road
- Upgrades to one existing signalised intersection at Ironbark Road, including an additional right-hand turning lane, slip lane and traffic island
- New street lighting at all intersections, road signage and landscaping
- A new walking and cycling path on the western side and a footpath on the eastern side of Yan Yean Road, linking Diamond Creek to Doreen and improving safety and connectivity for pedestrians and cyclists
- Continuous safety barriers running along the Project's length, proposed in the median and behind outer kerbs along the mid-block sections of the carriageways
- A wide median between Bannons Lane and Jorgensen Avenue to provide for additional landscaping opportunities and potential avoidance of existing biodiversity values and large trees.

Figure 5.1 Project area

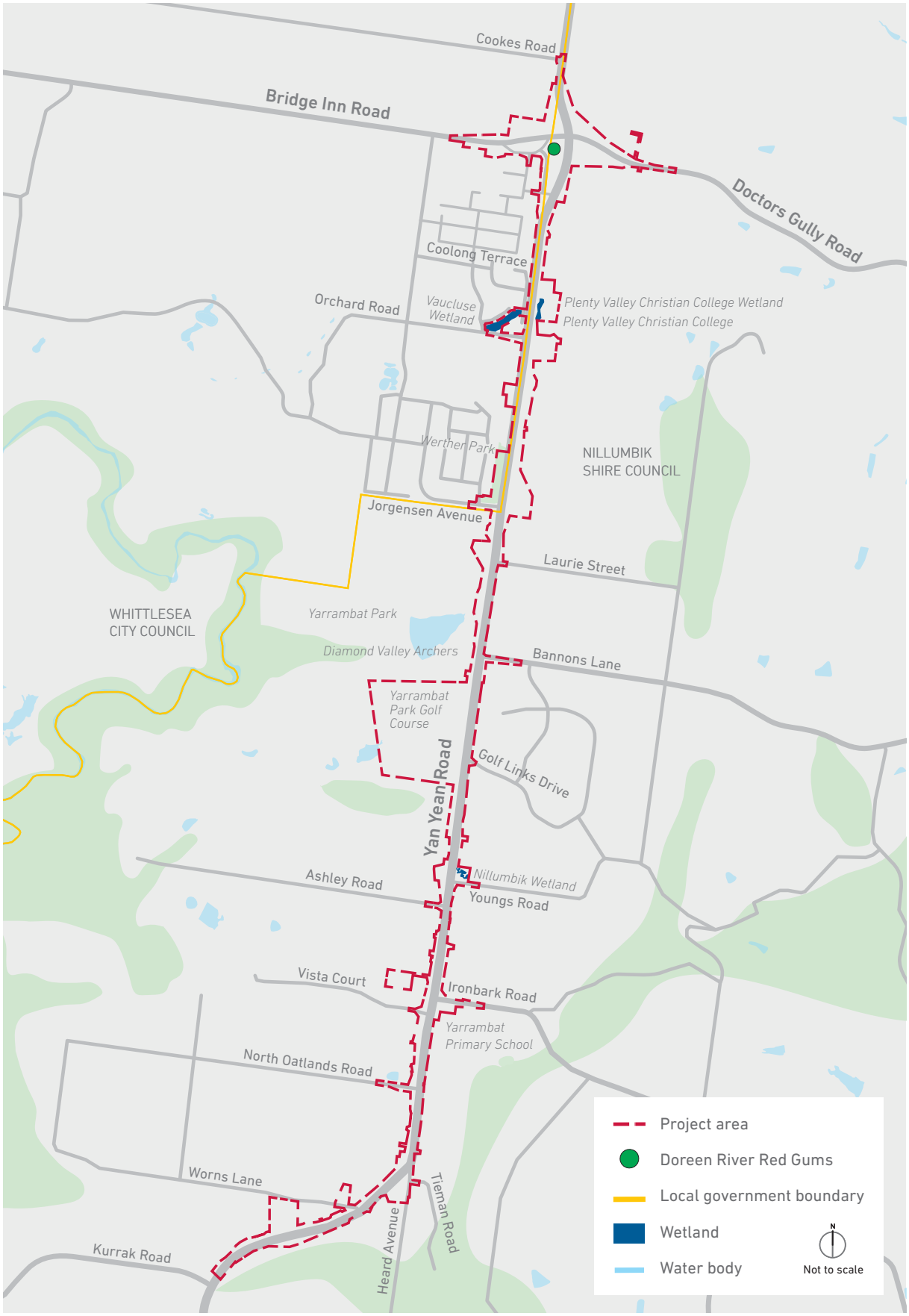
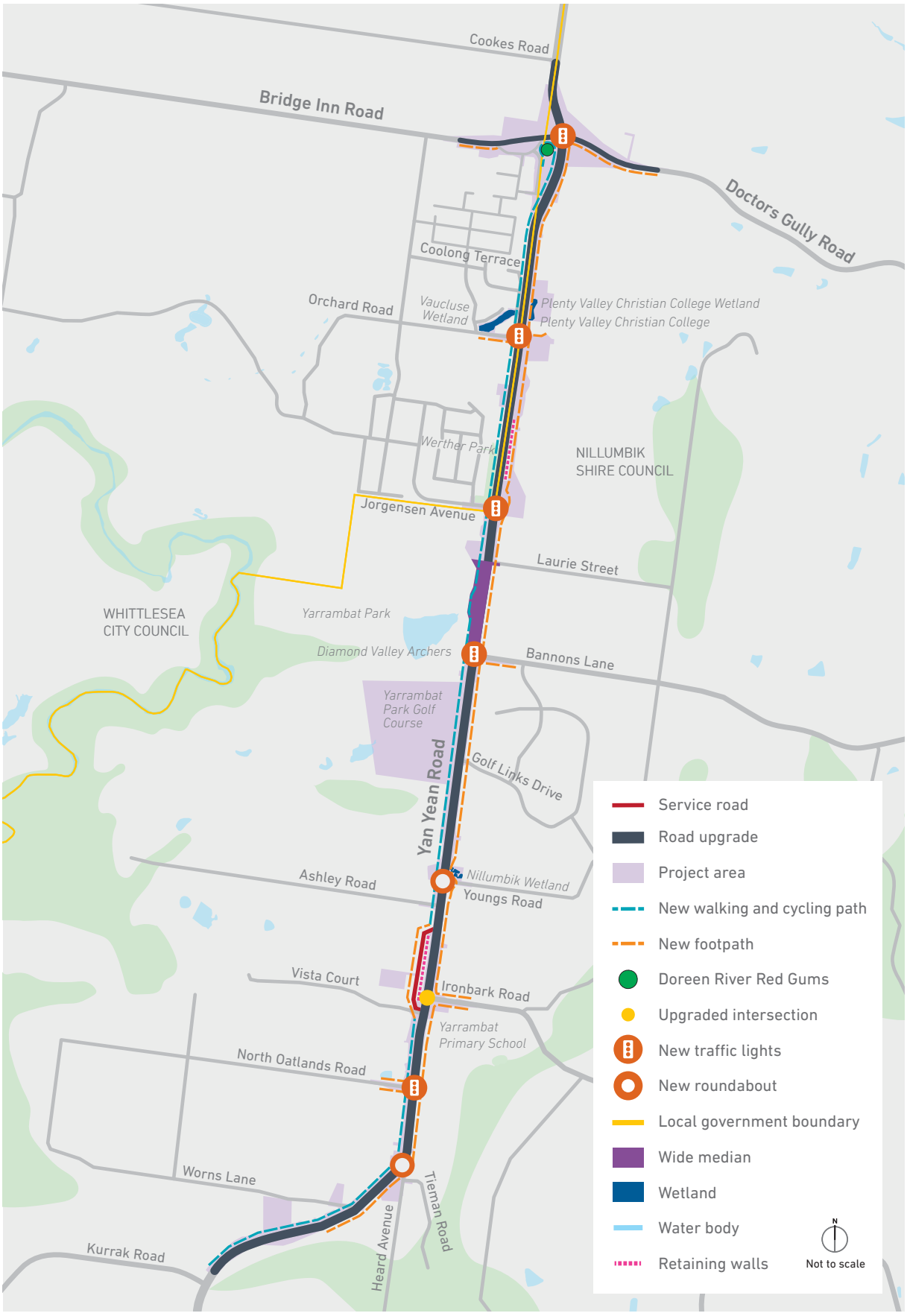


Figure 5.2 Key components of the Project



5.3 Project design

5.3.1 Road design

There are a number of elements to the road design of Yan Yean Road:

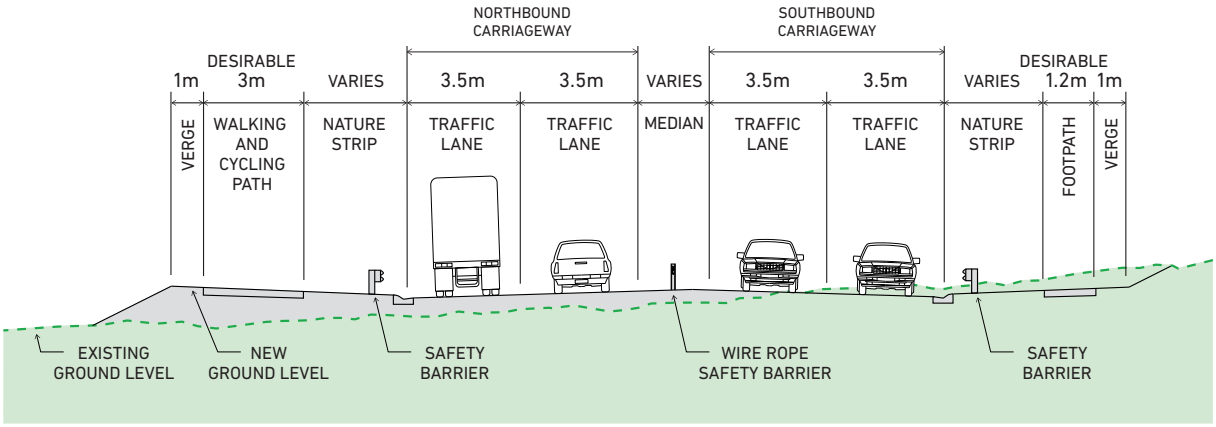
- Typical cross section
- Intersections
- Access
- Wide median
- Safety barriers
- Retaining walls
- Fencing
- Car parks
- Bus facilities.

Typical cross section

The following diagram indicates the typical cross section of the road design for the Project. At some locations along the alignment, such as intersections or roundabouts, this cross section would be slightly different and wider. Figure 5.3 shows the preferred mid-block cross section design, which allows for duplication with a 2.2 metre median with safety barriers.

The installation of safety barriers provides opportunities for tree planting in closer proximity to the road carriageway than would be otherwise permissible, in accordance with the Project's Landscape Strategy (Technical Report G). The total road reserve width along most of the proposed design is 24.2 metres increasing to 33 metres between Bannons Lane and Jorgensen Avenue to accommodate the widened median at this location. The current typical roadway width is eight metres.

Figure 5.3 Yan Yean Road preferred cross section design



For illustrative purposes only.

Intersection design

The scope of the Project includes modifications to a number of intersections. Signalised intersections are proposed to improve safety, provide U-turn opportunities and increase the capacity of existing intersections, and roundabouts are proposed to improve safety and provide larger U-turn opportunities. Intersection works include:

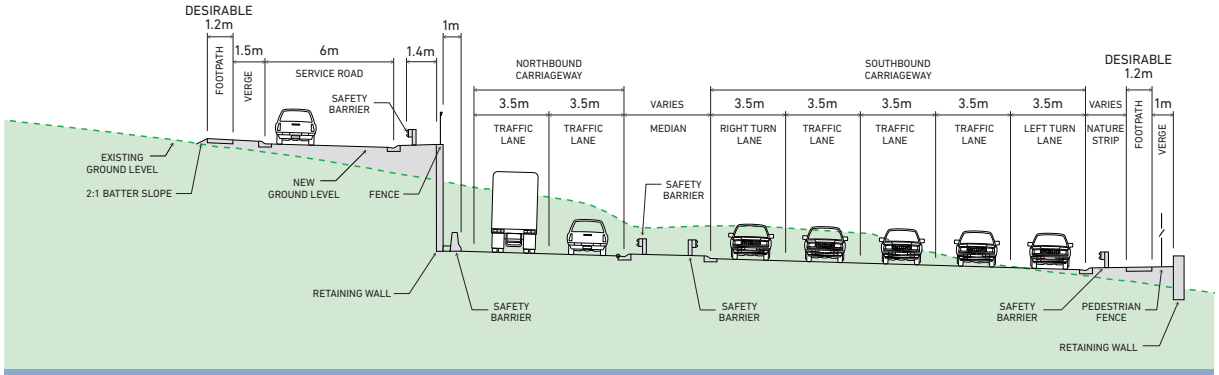
- Signalised intersections at North Oatlands Road, Ironbark Road (refer to Figure 5.4), Bannons Lane, Jorgensen Avenue, Orchard Road and Bridge Inn Road (refer to Figure 5.5)
- Roundabouts at Heard Avenue and Youngs Road
- Proposed left in / left out arrangements at all other intersections, including:
  - Yan Yean Road / Activity Way
  - Yan Yean Road / Laurie Street
  - Yan Yean Road / Golf Links Drive
  - Yan Yean Road / Ashley Road
  - Yan Yean Road / Service Road A exit (left out only)
  - Yan Yean Road / Vista Court
  - Yan Yean Road / Worns Lane
  - Yan Yean Road / 807 Yan Yean Road access
  - Yan Yean Road / Service Road B (between Kurrak Road and Worns Lane)
  - Residential properties and businesses along the alignment
- Auxiliary lanes provided for all left turns (and where applicable, right turns) from Yan Yean Road into key intersections to separate turning traffic from the main traffic flow to reduce collisions and improve the road capacity.

The project design at Bridge Inn Road would retain the two Doreen River Red Gums situated adjacent to the Bridge Inn Road and Yan Yean Road T-intersection and the General Store / former post office and Pet Supplies and Stockfeeds Store on the corner of Doctors Gully Road. It proposes shifting the whole intersection to the north-east corner of Yan Yean Road / Bridge Inn Road with two lanes in each direction.

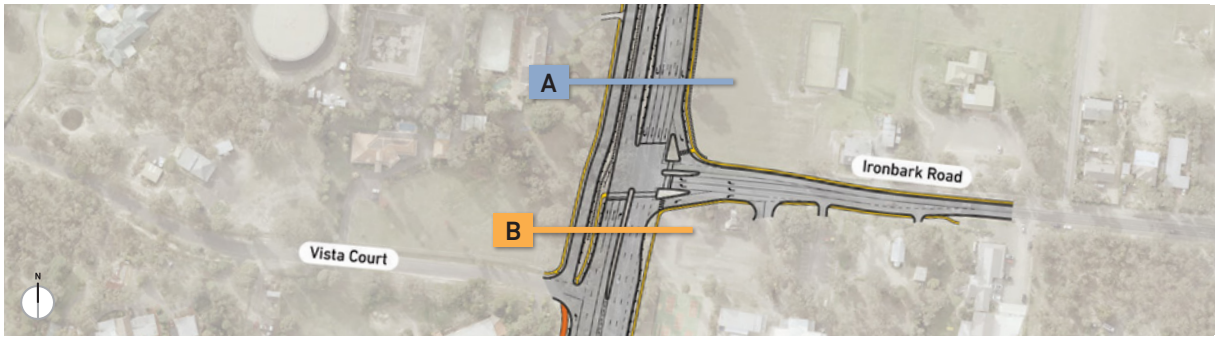
The design at Bridge Inn Road has been refined following community consultation and in response to additional arboriculture advice on the Doreen River Red Gums, which are situated south-west of the proposed intersection (refer to Figure 5.5).

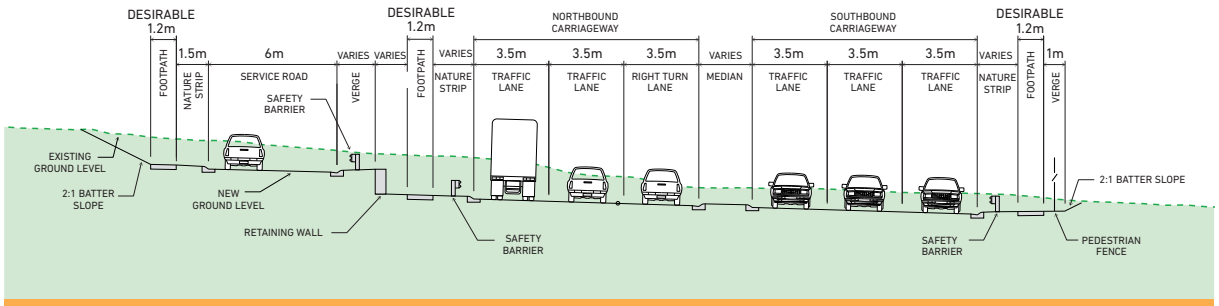
The project design at Bridge Inn Road would retain the two Doreen River Red Gums situated adjacent to the Bridge Inn Road – Yan Yean Road T-intersection and the General Store.

Figure 5.4 Typical signalised intersection cross section – Ironbark Road (northbound)



A: IRONBARK ROAD INTERSECTION DEPARTURE

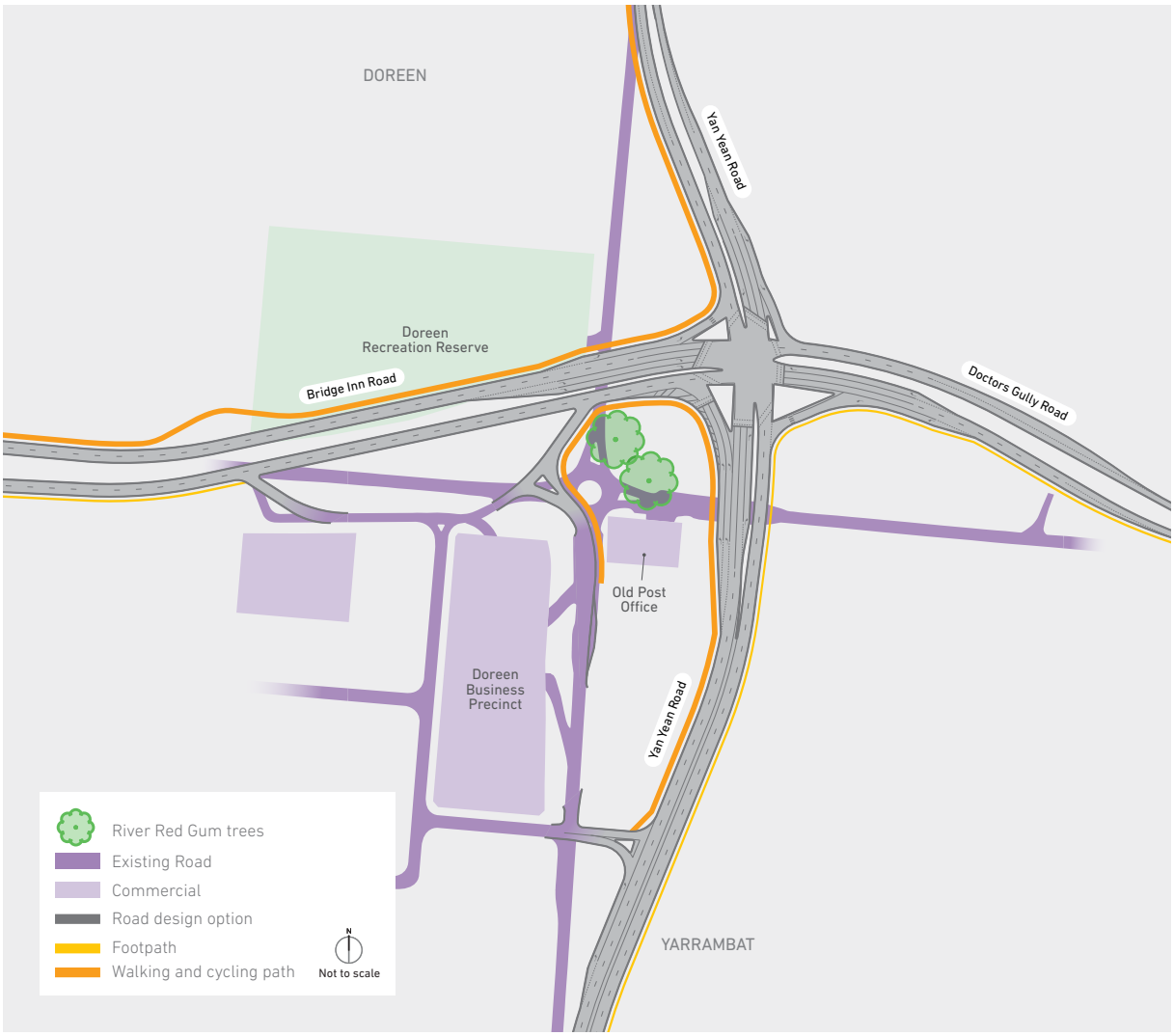




B: IRONBARK ROAD INTERSECTION APPROACH

For illustrative purposes only.

Figure 5.5 Bridge Inn Road intersection design



For illustrative purposes only.

Access design

All existing accesses would be changed to left in / left out arrangements to allow for the installation of a centre median and safety barriers. U-turn lanes would be provided at the following locations to allow for the safe turning of vehicles wishing to travel in the opposite direction:

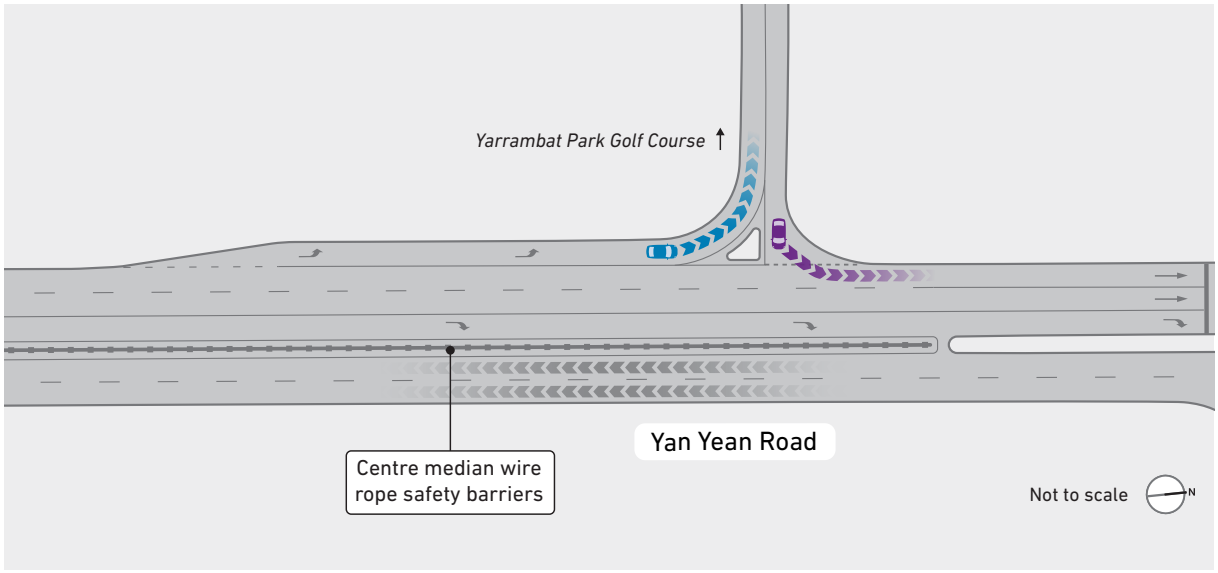
- Bridge Inn Road signalised intersection (cars only)
- Orchard Road signalised intersection (cars only)
- Jorgensen Avenue signalised intersection (cars only)
- Bannons Lane signalised intersection (cars only)
- Youngs Road roundabout (cars, cars with trailers / horse floats, semi-trailers and trucks)
- Ironbark Road signalised intersection (cars only)
- North Oatlands Road signalised intersection (cars only)
- Heard Avenue roundabout (cars, cars with trailers / horse floats, semi-trailers and trucks).

All existing Council approved property access and driveways are proposed to be maintained with minor tie-in works. Access for properties at the western side of Yan Yean Road from Vista Court to Ashley Road would be via a service road due to the steep grade and level differences between properties and Yan Yean Road (refer to Figure 5.4 and Attachment VI *Map Book*).

Access conditions at Yarrambat Primary School and Plenty Valley Christian College would be revised due to intersection upgrades impacting existing access and carpark arrangements.

The proposed design includes a left in / left out arrangement (refer to Figure 5.6) to the Yarrambat Park Golf Course.

Figure 5.6 Left in / left out arrangement – Access to Yarrambat Park Golf Course



For illustrative purposes only.

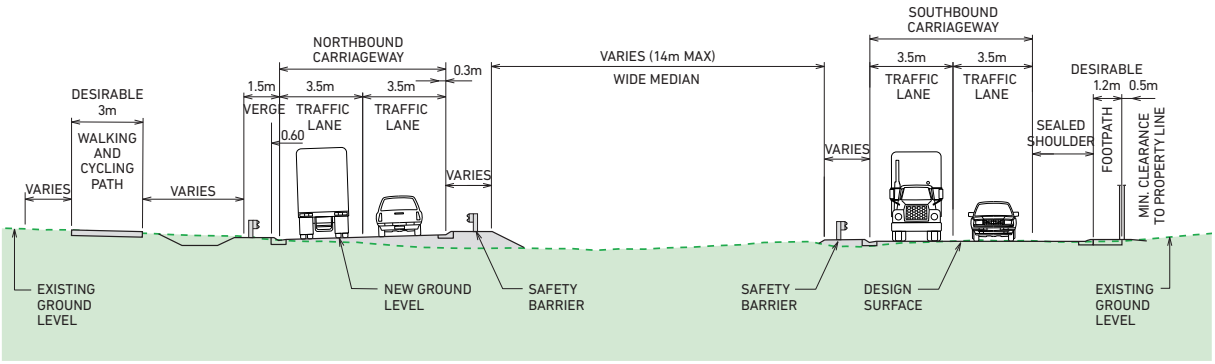
Wide median

A divided carriageway (boulevard design) increases the median width of Yan Yean Road from 2.2 metres to approximately 14 metres by realigning the northbound carriageway between Bannons Lane and Jorgensen Avenue (refer to Figure 5.7). The maximum road reserve width at this point would be approximately 33 metres, although the cross section would taper at either end to tie back into the standard cross section of 24.2 metres, as described above. A wider median at this location would provide for additional landscaping opportunities and potential avoidance of existing biodiversity values (including Matted Flax-lily) and large trees in accordance with the Project's Landscape Strategy (Technical Report G).

The southbound carriageway is aligned to follow the existing carriageway edge to retain the existing separation distance between driveways, residences and Yan Yean Road.

The wide median section of the road design tapers back to the standard cross section width at Bannons Lane. This allows the safe tapering of the road back to the standard road width while avoiding private land acquisition further south of the golf course.

Figure 5.7 Wide median cross section design



For illustrative purposes only.

Safety barrier design

Continuous safety barriers are proposed in the median and behind most outer kerbs (where there are not intersections). Safety barriers would be installed at various setbacks from the kerb ranging from 0.6 to 1 metre, depending on factors such as speed limit, topography and barrier type. Safety barriers require a cleared area behind them to maintain the integrity of their effectiveness. This includes clearance from walking and cycling paths, as well as footpaths. Proposed safety barriers include guardrail, wire rope and concrete barriers if deemed required.

Retaining walls design

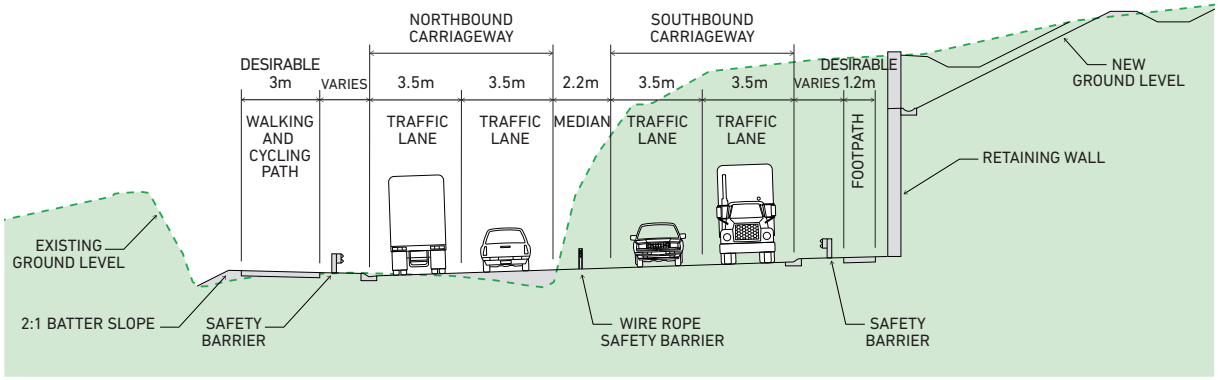
Retaining walls have been proposed at selected locations along Yan Yean Road to minimise the extent of land acquisition on adjacent properties, provide access to properties abutting Yan Yean Road, maximise the retention of existing trees and reduce the extent of cut earthworks. The design of retaining walls would be carried out in accordance with guidelines in the Project's Landscape Strategy (Technical Report G). Retaining walls are likely to be installed at the following locations (refer to Figure 5.8 and Figure 5.9):

- Between Service Road A and Yan Yean Road: a 270 metre long wall with an approximate maximum height of 3.6 metres. This retaining wall has been proposed to retain access to existing properties abutting Yan Yean Road and minimise impacts to existing trees
- At the north-east corner of Ironbark Road: a 230 metre long wall with an approximate maximum height of 2.4 metres. This retaining wall has been proposed to minimise the extent of land acquisition at the adjacent property
- North of North Oatlands Road along the western verge of Yan Yean Road: a 50 metre long wall with an approximate maximum height of 1.1 metres. This retaining wall has been proposed to minimise the extent of land acquisition at the adjacent property and minimise the impact to the existing driveway arrangement
- North of Jorgensen Avenue along the eastern verge of Yan Yean Road: a 220 metre long wall with an approximate maximum height of 8 metres. This retaining wall has been proposed to avoid impacting the existing telecommunication tower on the abutting property, maintain access to the adjacent property and telecommunication tower, maximise the retention of existing trees and reduce the extent of cut works.

Figure 5.8 Retaining wall locations

For illustrative purposes only.

Figure 5.9 Retaining wall cross section – north of Jorgensen Avenue intersection (northbound)



For illustrative purposes only.

Fencing design

The Project is required to ensure adequate safety measures are in place so that golf balls from Yarrambat Park Golf Course do not land on the walking and cycling path or road. This EES assumes that a 30-36 metre-high and 360 metre long fence along the edge of the golf course is included in the design to avoid golf ball collisions with pedestrians, cyclists or vehicles.

The proposed fence would incorporate elements to increase its visibility to Swift Parrot and other bird species. The alternative option to building a fence is to reconfigure golf course holes 1, 10 and 18 to increase their distance from the road and reduce the risk of golf balls landing on the new road and walking and cycling path to an acceptable level. This would not reduce the number of holes at the golf course.

A 1.8 metre timber paling fence has been designed to mitigate the risk of arrows from the Diamond Valley Archers facility affecting the road or walking and cycling path.

Plenty Valley Christian College and Yarrambat Primary School

Access to Plenty Valley Christian College and Yarrambat Primary School directly adjacent to the project area would be maintained during the Project's construction and operation. Some temporary arrangements may be required during construction to manage roadworks adjacent to the schools.

The Project would reconfigure and reinstate an existing car park at Plenty Valley Christian College. This includes a new access road to tie into the existing road. The dam at Plenty Valley Christian College would also require reconfiguration. This would be completed in collaboration with the school.

Land currently used by Yarrambat Primary School for informal car parking would require reconfiguration.

To facilitate these changes, partial land acquisition would be required along the frontage of both schools. This would be limited in extent and would not result in a long-term change to the existing land use; however, it would result in a permanent reduction in the land area on both school sites (refer to Attachment VI *Map Book*).

Bus facilities

Existing bus stops are proposed to be reinstated at the same location or within close proximity, in consultation with the Department of Transport and Public Transport Victoria. The project area allows for indentations around bus stops along the alignment if required.

5.3.2 Active transport design elements

Walking and cycling path and footpath

The design provides a walking and cycling path on the western side of Yan Yean Road in the following locations (refer to Figure 5.2):

- Adjacent to the northbound carriageway of Yan Yean Road from Kurrak Road to Bridge Inn Road, connecting to the existing walking and cycling path at both ends
- Adjacent to the eastbound carriageway of Bridge Inn Road, to be connected to existing walking and cycling paths.

Between Bannons Lane and Jorgensen Avenue, the walking and cycling path is realigned through Yarrambat Park and Shire of Nillumbik land to avoid the removal of more trees on the western side of Yan Yean Road. The walking and cycling path north of Jorgensen Avenue follows the existing footpath for the same purpose. The walking and cycling path would generally be three metres wide and would reduce slightly in width at various locations to allow the retention of trees.

In addition, a footpath, generally 1.2 metres wide, is proposed on the eastern side of Yan Yean Road in the following locations (refer to Figure 5.2):

- Adjacent to the southbound carriageway of Yan Yean Road from Bridge Inn Road to Kurrak Road to connect into the existing footpath
- Adjacent to the northbound carriageway of Yan Yean Road, along Service Road A from Vista Court to Ashley Road to connect to the proposed walking and cycling path extents
- Along Doctors Gully Road to Yan Yean Road to connect into the existing footpath.

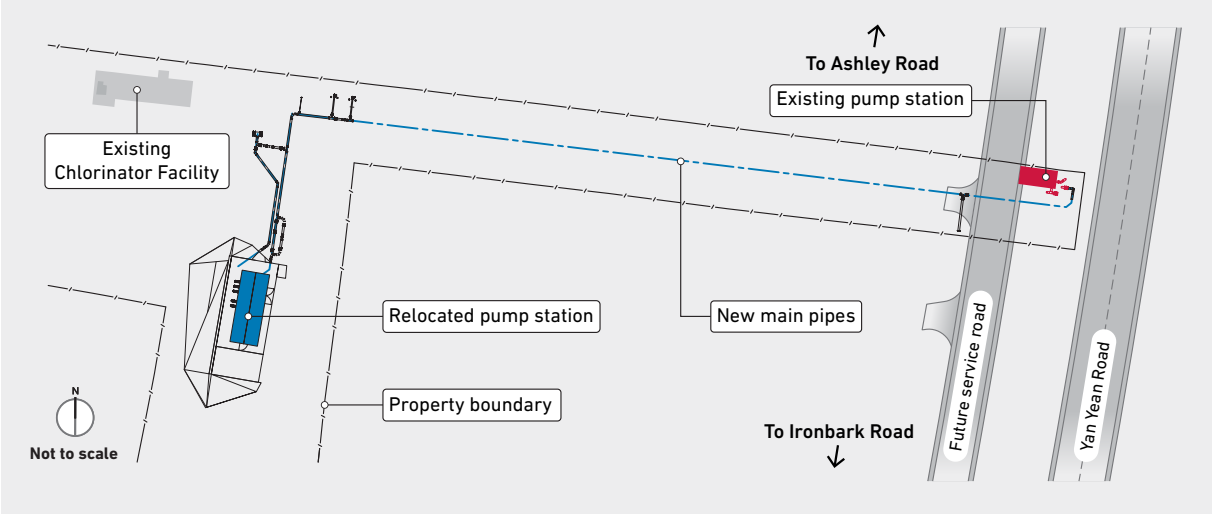
5.3.3 Utilities

New utility service upgrades, relocations and protection works may be required along the length of the Project. Where utility services cannot be avoided, protection / relocation / diversion works would occur adjacent to the proposed road pavement. Relocation of power lines along the alignment is anticipated to involve a combination of above ground and underground power. Works associated with existing water mains, sewer, gas and telecommunications assets may also require relocation and/or diversion adjacent to the road pavement. As such, a minimum allowance of five metres from the outermost construction extent (toe / top of batter, retaining wall, etc.) has been made to allow for potential utility upgrades and service relocations within the project area.

Relocation of Yarra Valley Water pump station

The project area includes a Yarra Valley Water pump station, near Ironbark Road on the western side of the existing Yan Yean Road, which the Project may be required to relocate. The tank may be re-located and new connecting infrastructure installed, all on existing Yarra Valley Water land. Refer to Figure 5.10 for the indicative relocation plan. MRPV continue to investigate design opportunities that could avoid the requirement to relocate the pump station.

Figure 5.10 Yarrambat pump station relocation indicative plan



For illustrative purposes only.

5.3.4 Drainage design

New drainage works, upgrades and relocations would occur along the length of the Project. Drainage along the alignment has been developed based on a flood model and expected outfall locations (which were determined by existing topography); however, the Project is also required to comply with water sensitive urban design (WSUD) requirements from Melbourne Water. This approach aims to make better use of stormwater in urban areas and reduce the harm it causes to the natural water cycle, rivers and creeks. Meeting Melbourne Water's requirements is likely to comprise grassed swale drains (where practicable), detention basins and water treatment basins.

The project area provides for a minimum 10 metres offset from the top of each drainage swale to allow for construction. In areas where drainage swales are not required, a minimum allowance of five metres from the outermost construction extent (toe / top of batter, retaining wall, etc.) has been provided in the project area to allow adequate construction space. The Project would coordinate closely with local schools to ensure the functionality of existing car parks and outdoor playing fields is maintained if these areas are impacted by drainage works.

Detention basin sites for surface water management have also been allowed for within the project area in proximity to Worns Lane, Heard Avenue, Youngs Road, Orchard Road (Melbourne Water wetland) and Bridge Inn Road.

5.3.5 Landscaping and urban design

A Landscape Strategy (Technical Report G) has been developed in consultation with Councils and other key stakeholders to ensure that the Project fits sensitively into the built, natural and cultural environment of Doreen and Yarrambat. The strategy would ensure that landscaping undertaken as part of the Project is well designed and contributes to the character and functioning of the Yan Yean Road corridor and the surrounding area, as well as to the accessibility and connectivity of people within the wider region and community. The Project would provide new and reinstated landscapes that are appropriate to the local conditions and consistent with the existing varied character of the area. Wherever possible, the Project would provide opportunities to increase canopy cover and improve amenity in the public realm.

The Landscape Strategy provides overarching principles to guide the Project landscape design, with a particular focus on minimising impacts on trees along the road corridor. Planting typologies have been considered to enhance the experience of drivers, pedestrians and cyclists, provide visual interest, screen infrastructure elements, improve habitat values and provide subtle wayfinding clues. Planting adjacent to the shared path would provide shelter and shade to improve user amenity. The activation of remnant open space would be explored to provide increased amenity to the local community where feasible.

5.3.6 Sustainability and climate change

MRPV is committed to delivering projects that optimise social, economic and environmental outcomes over the long term. To fulfil this commitment, MRPV would ensure:

- Sustainability risks and opportunities are identified and refined into project-appropriate performance objectives and requirements
- Delivery partners are monitored to ensure achievement of sustainability performance objectives and requirements
- Project sustainability performance is measured, verified and publicly reported on.

Key sustainability opportunities for the Project include:

- Ensuring the Project is resilient to the challenges of climate change by preparing and implementing a climate risk assessment and adaptation plan
- Optimising the use of recycled content in infrastructure materials
- Reducing greenhouse gas emissions, material lifecycle impacts and waste generation during the Project's construction and operation
- Protecting and enhancing the built, natural and cultural environment within and adjacent to the project area.

5.3.7 Land acquisition

The existing road corridor is not of sufficient width to accommodate the duplication and supporting infrastructure such as service roads, walking and cycling path and drainage. The Project would require the partial or full acquisition of 96 parcels of land. In most cases, partial acquisition of the land would be required along the frontages of landholdings.

This acquisition would be limited in extent and would not result in a long-term change in the existing land use, but it would result in a permanent reduction in the land area on those land parcels.

The land acquisition process would be undertaken in accordance with the *Land Acquisition and Compensation Act 1986* and would include consultation with affected landowners. Compensation would be provided for all land acquired for the Project. Refer to Attachment VI *Map Book* for the proposed Public Acquisition Overlay (PAO).

The landowner status of proposed land acquisition for the Project includes:

- Shire of Nillumbik: 24 land parcels
- City of Whittlesea: four land parcels
- Private: 60 land parcels
- Public Authorities / State: eight land parcels.

5.4 Project construction

5.4.1 Construction activities

Construction details would be subject to further refinement as the Project progresses; however, any changes to the activities and requirements outlined below would need to be in accordance with the Environmental Performance Requirements (EPRs) set out in Chapter 12 *Environmental Management Framework*.

Proposed construction activities would be standard road construction activities to be undertaken in accordance with the EPRs for the Project.

Site establishment would involve tree clearance and vegetation lopping and removal within the project area, establishment of construction site compounds, clearing and grubbing, temporary sediment and erosion control works, and establishment of environmental and traffic controls.

Earthworks would involve remediation of any existing contamination and removal of any hazardous material, as appropriate, protecting and relocating services, widening of existing rock cuttings (approximately 750 metres of existing cut along the Project would be widened by approximately 20 metres), new cuttings (approximately 1,300 metres of new rock cut would be required to a width of approximately five metres along the Project), and bulk earthworks and haulage. Some of the cutting locations would require retaining walls. Refer to Figure 5.8 for the location of proposed retaining walls in the Project and Figure 5.9 for a representative retaining wall cross section.

Civil and structure works would involve construction of infrastructure, including intersection upgrades, walking and cycling paths, retaining walls, drainage works and pavement works.

Reinstatement would involve implementing traffic management systems and landscaping in accordance with the Landscape Strategy (Technical Report G) for the Project.

5.4.2 Construction laydown areas

To minimise disruption at and around the Project site, one or more separate site compounds (or 'laydown areas') would be established for site offices, storage of materials and plant, amenities for workers, secure container storage, short-term storage for waste and potentially workforce parking. The laydown area(s) would be required to be in use for the full duration of Project construction.

Construction laydown areas have not yet been identified for the Project, other than those included in the project area. Following the engagement of a contractor, they would identify one or more sites that are suitable for this purpose on the basis of minimal environmental impact. Depending on the site(s) selected, a separate planning approval process may be required which would need to be informed by site investigation and consultation.

The project area has allowed for a site on the western side of Yan Yean Road in close proximity to the Yarrambat Horse and Pony Club, which is currently being used as laydown area by Yarra Valley Water. The Project may also utilise the existing Department of Transport owned land at 423-437 Yan Yean Road Yarrambat at the southern end of the project area. Vegetation removal would avoid the no-go zones identified in Attachment VI *Map Book*.

The laydown area(s) would be reinstated following works to their pre-Project condition, or as agreed with the landholder. The nature of reinstatement and any improvement works would be agreed with the landowner and any other relevant stakeholders, potentially Council and the Department of Transport.

5.4.3 Construction method

The construction methods adopted would seek to develop the Project in discrete stages to the extent practicable. This would assist with localising construction impacts for each stage of works. Maintaining traffic flow throughout the Project would be a key component of the construction methodology. Constructing new lanes 'offline' would be integral to maintaining traffic flow, including diverting traffic into new lanes as staged sections were completed. As traffic is diverted into newly constructed lanes, old lanes would be upgraded to assist in maintaining traffic flow.

Temporary road closures and diversions would be required for the construction of intersections. Road closures and diversions would be managed through community consultation and detailed traffic management plans.

Spoil is defined as waste soil or rock resulting from excavation activities. Spoil generated by construction activities would be managed in accordance with EPA requirements applicable at the time of construction.

The final spoil disposal strategy would be developed in accordance with EPA Victoria requirements, particularly in regard to managing any contamination entrained within the soil, and whether spoil would be stockpiled or taken immediately to landfill. Haulage routes would be constrained to arterial roads, including Yan Yean Road. Where roads other than Yan Yean Road or designated arterials are required to be used, this would be done in consultation with the Department of Transport and the relevant local authority, with appropriate notice given to any affected residents.

5.4.4 Working hours

Construction work for the Project would be undertaken in accordance with EPA requirements applicable at the time of construction. Standard construction work hours are:

- Monday to Friday, 7am to 6pm
- Saturday, 7am to 1pm.

Construction outside standard hours might occur at discrete stages to enable particular tasks to be undertaken more safely than could otherwise be achieved. Night works would also be required to minimise impacts on traffic or nearby stakeholders. Works proposed for outside standard hours would need to be approved in advance by MRPV, following consultation with all relevant stakeholders.

5.5 Project operation and maintenance

When complete, Yan Yean Road would be owned by the Department of Transport and operated in accordance with its environmental management approach. Ongoing monitoring and associated management and mitigation measures set out in the EPRs would be implemented during operation of the Project by the relevant organisation.

Maintenance of the infrastructure would be undertaken by Department of Transport, or local Councils for pathways and service roads, in accordance with the *Road Management Act 2004 – Code of Practice*.

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