

## Service Level – Verge Maintenance

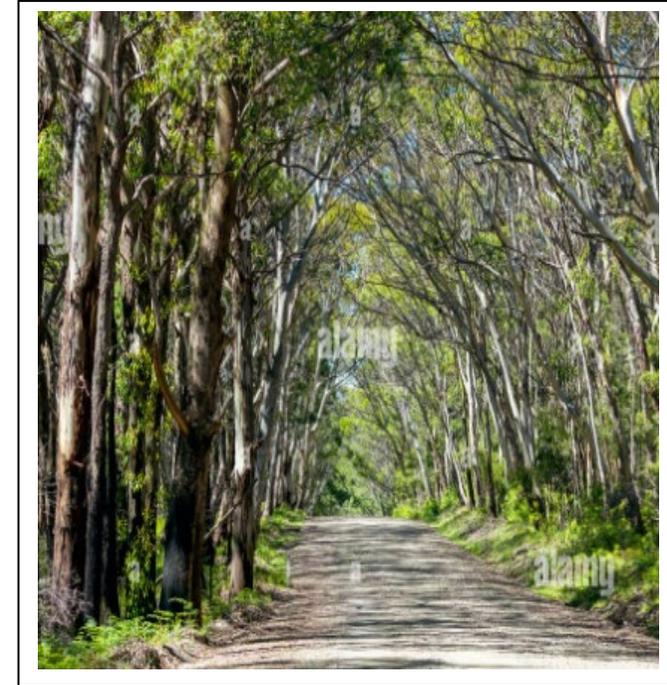
### Verge Maintenance – Fuel Load Reduction

Verge Maintenance for fuel load reduction purposes which includes several different standards that are associated with verge types or localities.

- **Access Roads** - grass that is maintained for visual and environmental purposes rather than recreation e.g. storm water swales, nature parks.
- **Local Roads** - applies to most vacant verges that are not immediately adjacent to inhabited properties
- **Distributor Roads** – usually wider sealed roads with comparably high number of vehicle movements, usually at high speeds
- **Priority Roads / Accessways**– verges that are adjacent to or between larger vegetated parcels of land in the vicinity of residences or; Emergency Accessways used for emergency vehicle access and evacuations

### Customer Outcomes

Verge Fuel loads are maintained so that risk is mitigated as much as is practicable during seasons where there is a higher level of combustibility within the verges.



## Service Level – Verge Maintenance

### Service Level Indicators

Indicators of suitable Service Levels relevant to the classification of each verge are included on the following table. These may be reviewed as required or at least biennially.

Service Level Indicators						
Scheduled Operations	Best Practice Principles	Distributor Roads	Local Roads	Access Roads	Priority Roads / Access ways	Performance Assessment measures Customer Outcomes are met when:
<b>Verge groundcover – non native</b>	<ul style="list-style-type: none"> <li>Grass/weed heights are reduced prior to the fire season</li> </ul>	<ul style="list-style-type: none"> <li>50mm to 150mm</li> </ul>	<ul style="list-style-type: none"> <li>50mm to 150mm</li> </ul>	<ul style="list-style-type: none"> <li>50mm to 150mm</li> <li>Stalks no more than 300mm height</li> </ul>	<ul style="list-style-type: none"> <li>50mm to 150mm</li> </ul>	<ul style="list-style-type: none"> <li>Fire fuel loads are reduced to practicable levels</li> <li>Reduce DFM (Dead Fuel Matter) below 8t/h</li> </ul>
<b>Verge groundcover –native</b>	<ul style="list-style-type: none"> <li>Grass weeds are controlled within native vegetation</li> <li>Fuel reduction burns are applied as practicable</li> <li>DRF/TECs considered</li> </ul>	<ul style="list-style-type: none"> <li>Herbicide applied at optimal point in the season July-Sept.</li> <li>Manual removal of weeds, where required and possible</li> </ul>	<ul style="list-style-type: none"> <li>Herbicide applied at optimal point in the season July-Sept.</li> <li>Manual removal of weeds, where required and possible</li> </ul>	<ul style="list-style-type: none"> <li>Herbicide applied at suboptimal point in the season, subsequent to Main and Local Roads</li> <li>Manual removal of weeds, where required and possible</li> </ul>	<ul style="list-style-type: none"> <li>Herbicide applied at suboptimal point in the season, subsequent to Main and Local Roads</li> <li>Manual removal of weeds, where required and possible</li> </ul>	<ul style="list-style-type: none"> <li>Verge vegetation appears weed free</li> <li>DRF/TEC searches undertaken before program commences</li> <li>'hockey sticks' checked and installed</li> </ul>

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Service Level Indicators						
Scheduled Operations	Best Practice Principles	Distributor Roads	Local Roads	Access Roads	Priority Roads / Access ways	Performance Assessment measures Customer Outcomes are met when:
<b>Clearance from edge of carriage way</b>	<ul style="list-style-type: none"> <li>A strip adjacent to the carriageway is maintained free of vegetation</li> </ul>	<ul style="list-style-type: none"> <li>1.5m+ from carriageway</li> <li>~10m+ total width where possible</li> </ul>	<ul style="list-style-type: none"> <li>1.m+ from carriageway</li> <li>~9m+ total where possible</li> </ul>	<ul style="list-style-type: none"> <li>1.0m+ from carriageway</li> <li>8m+ total width where possible</li> </ul>	<ul style="list-style-type: none"> <li>2.0m+ from carriageway</li> <li>Carriage way width + maximum practicable</li> </ul>	<ul style="list-style-type: none"> <li>Maintained area is visible</li> <li>Road and maintained verge area increases separation between areas of fuel</li> <li>DFM to less than 8t/h</li> </ul>
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>Dead vegetation removed</li> <li>Branches encroaching into the carriageway pruned back to clearance distances where possible (to 4m height)</li> </ul>	<ul style="list-style-type: none"> <li>Inspected after storm events</li> <li>Inspected monthly</li> <li>Fallen branches, limbs or trees removed</li> <li>Annual pruning program (or as required)</li> <li>Burning, if possible (LGA to</li> </ul>	<ul style="list-style-type: none"> <li>Inspected after storm events</li> <li>Fallen branches, limbs or trees removed</li> <li>Annual pruning program</li> <li>Annual pruning program (or</li> </ul>	<ul style="list-style-type: none"> <li>Inspected every 3 months</li> <li>Fallen branches, limbs or trees removed</li> <li>As required pruning program</li> <li>Removal of seedlings</li> </ul>	<ul style="list-style-type: none"> <li>Inspected every 3 months</li> <li>Fallen branches, limbs or trees removed</li> <li>Annual pruning program (or as required)</li> <li>Burning as</li> </ul>	<ul style="list-style-type: none"> <li>Verge is free of fallen branches to a practicable extent.</li> <li>Tree limbs and branches pruned to clearance distance and height.</li> <li>DFM to less than 8t/h</li> </ul>

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Service Level Indicators						
Scheduled Operations	Best Practice Principles	Distributor Roads	Local Roads	Access Roads	Priority Roads / Access ways	Performance Assessment measures Customer Outcomes are met when:
	<ul style="list-style-type: none"> <li>Fuel load reduction burns undertaken to reduce ground fuel, follow up weed control by herbicide application</li> </ul>	provide Traffic Management). <ul style="list-style-type: none"> <li>Removal of seedlings</li> <li>Pre-emergent herbicide application</li> </ul>	as required) <ul style="list-style-type: none"> <li>Removal of seedlings</li> <li>Pre-emergent herbicide application</li> </ul>	<ul style="list-style-type: none"> <li>Pre-emergent herbicide application</li> </ul>	required <ul style="list-style-type: none"> <li>Removal of seedlings</li> <li>Pre-emergent herbicide application</li> </ul>	
<b>Spraying</b>	<ul style="list-style-type: none"> <li>Herbicide application is undertaken at a time where the maximum benefit is achieved</li> <li>Pre-emergent herbicides are used, where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>Once at optimal time of the year with a knockdown and preemergent</li> <li>DRF/TEC avoided through pre-program inspection, 'hockey sticks' and operator education</li> <li>Follow up as</li> </ul>	<ul style="list-style-type: none"> <li>Once at optimal time of the year with a knockdown and preemergent</li> <li>DRF/TEC avoided through pre-program inspection, 'hockey</li> </ul>	<ul style="list-style-type: none"> <li>Annual spray application, if required</li> </ul>	<ul style="list-style-type: none"> <li>Annual pre-emergent application to verge shoulders</li> <li>Emergency accessways sprayed once, plus follow up as required</li> </ul>	<ul style="list-style-type: none"> <li>Maintained area is visible</li> <li>Road and maintained verge area increases separation between areas of fuel</li> <li>Spray logs are maintained</li> <li>Spray Vehicle is GPS tracked</li> </ul>

## Service Level – Verge Maintenance

Service Level Indicators						
Scheduled Operations	Best Practice Principles	Distributor Roads	Local Roads	Access Roads	Priority Roads / Access ways	Performance Assessment measures Customer Outcomes are met when:
		required	sticks' and operator education • Follow up as required			
<b>Debris and Litter Removal</b>	<ul style="list-style-type: none"> <li>All gross litter removed from road verges within 10 days</li> </ul>	<ul style="list-style-type: none"> <li>Remove litter before each mowing</li> </ul>	<ul style="list-style-type: none"> <li>Remove litter before each mowing</li> </ul>	<ul style="list-style-type: none"> <li>Remove litter before each mowing</li> </ul>	<ul style="list-style-type: none"> <li>Remove litter before each mowing</li> </ul>	<ul style="list-style-type: none"> <li>Litter and debris do not accumulate</li> <li>DFM to less than 8t/h</li> </ul>

## Service Level – Verge Maintenance

Examples of verge types are shown below with an adjacent list of roads where the standard should apply. The list of roads may need to be prioritised annually to reflect previous maintenance, rainfall or change in fuel load conditions.

**Example:** Distributor Roads – usually wider sealed roads with comparably high number of vehicle movements, usually at high speeds



### Relevant Roads:

- Mundijong Road
- Hopeland Road
- Karnup Road
- Hopkinson Road
- Thomas Road
- Nicholson Road
- Kargotich Road
- Wright Road
- King Road
- Orton Road
- Abernethy Road

## Service Level – Verge Maintenance

**Example:** Local Roads - applies to most vacant verges that are not immediately adjacent to inhabited properties



- Lightbody Road
- Lowlands Road
- Wright Road
- Gull Road
- Walker Road
- Utley Road
- Punrak Road
- Westcott Road
- Elliott Road

## Service Level – Verge Maintenance

Example: **Access Roads** - grass that is maintained for visual and environmental purposes rather than recreation e.g. storm water swales, nature parks



## Service Level – Verge Maintenance

**Examples:** Priority Roads / Accessways – verges that abut or are adjacent to or between larger vegetated parcels or tracts of lands residences or to Emergency Accessways used for egress from special rural areas primarily, function solely for emergency services vehicle and emergency evacuations.

### Firebreak examples:



### Emergency Accessways:

- Oakford
- Cardup



### High Risk Verges:

- Lightbody Road
- Rapids Road (north and south)
- Hopeland Road (sections)
- Selkirk Road
- Rowe Road (off Rapids Road)
- Scrivener Road
- Transit Road
- Shanley Road
- Coogly Road
- Nicholson Road (South)
- Rowley Road

## Service Level – Verge Maintenance

### 2022/23 Program

#### Main Roads (high priority)

Name	Length (km) <sup>1</sup>	Status
King Road	8.5	
Coyle Road	1.9	
Nicholson Road	2.8	
Anketell Road	3.0	
Orton Road	11.2	
Hopkinson Road	9.9	
Kargotich Road	14.0	commenced
Mundijong Road	9.5	
Paterson Road	8.5	
Wright Road	7.0	
Rapids Road	3.0	
Karnup Road	13.6	commenced
Jarrahdale Road	20.0	
Nettleton Road	17.7	
Kingsbury Drive	25.0	
<b>Total</b>	<b>155.6</b>	

## Service Level – Verge Maintenance

### Local Roads (Priority 1\*,2\*\* & 3\*\*\*)

Name	Length (km) <sup>1</sup>	Status
Keirnan Street*	3.8	commenced
Evelyn Street*	1.4	commenced
Soldiers Road*	6.9	commenced
Paterson Street*	1.9	
Bishop Road*	3.8	commenced
Taylor Road*	1.5	commenced
River Road	4.0	commenced
Wigg Road*	3.1	commenced
Yangedi Road*	4.5	Commenced
Lightbody Road**	5.3	
Lowlands Road**	5.2	
Gull Road**	5.0	
Walker Road and Walker Road North**	1.0	
Utley Road**	6.5	
Punrak Road**	8.5	
Westcott Road**	7.6	
Elliot Road**	10.6	
Selkirk Road***	1.8	
Scrivener Road***	5.9	
Transit Road***	0.8	

**Service Level – Verge Maintenance**

<b>Name</b>	<b>Length (km)<sup>1</sup></b>	<b>Status</b>
Coogly Road***	1.4	
Nicholson Road South***	2.0	
Rowley Road***	7.0	
<b>Total</b>	99.5	

The length is for the road length, the verge length is double the stated distance.