



WEST WIMMERA SHIRE COUNCIL ROAD MANAGEMENT PLAN 2021-2025

Adopted by Council 17 November 2021

The best of country living

VERSION	DATE:	DETAILS:	BY:
1.0	2/12/2004	Approved by Council	D White
2.0	3/08/2008	Approved by Council	D White
3.0	17/10/2013	Approved by Council	D White
4.0	15/11/2017	Approved by Council	D Gyford
4.1	21/03/2021	<p>Draft for Comment</p> <ul style="list-style-type: none"> • Update to layout, styling and branding • Revised title page • Addition of back page • References to legislation updated • References to Council documents updated • Update to contents page • Addition of road register as appendix • Relocated Terms and Definitions • Inclusion of additional terms and definitions • Inclusion of list of figures and tables following contents page 	H Baird
4.2	2/06/2021	<p>Draft for comment by SMG:</p> <ul style="list-style-type: none"> • Introduction abbreviated • Inclusion of Property/Stormwater drains paragraph • Customer requests/complains clause • Amendments to Inspection Frequencies • Inclusion of Audit and monitoring clause • Inclusion of defects table for roads and footpaths 	J Magee
4.3	22/06/2021	<p>Amendments suggested by MAV insurance implemented including:</p> <ul style="list-style-type: none"> • Footpath intervention level changed to 25mm • Inclusion of diagram showing responsibility re footpath/vehicle crossover 	J Magee
4.4	17/11/2021	Approved by Council	J Magee

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1. Terms and Definitions

Road Management Act 2004 (Vic) - The Act provides a statutory framework for the management of the road network in Victoria.

Code of Practice - Code of Practice for Road Management Plans (13 September 2004). Supporting document to the legislation, which provides practical guidance to Road Authorities in the making of RMPs.

Road Management Plan (RMP) - A document developed by Councils to assist in the management of their road related duties and responsibilities, as defined in the RMA.

Responsible Road Authority - The organisation responsible for the management of the road, as determined under s.37 of the RMA

Road - Includes a street; right of way; cul de sac; by-pass; bridge or ford; footpath; bicycle path or other land or works forming part of the road.

Arterial Roads - Freeways, Highways & Declared Main Roads which are managed by the State Government through VicRoads.

Municipal Roads - Roads for which the Council is the responsible Road Authority.

Pathways - The definition of Pathway provided in the RMA captures both 'footpaths' and 'shared pathways' as outlined below:

A footpath, bicycle path or other area constructed or developed by a responsible road authority for use by members of the public other than with a motor vehicle but does not include any path:

- (a) which has not been constructed by a responsible road authority;
- or
- (b) which connects to other land.

Shared Pathways - While the RMA does not specifically apply the term 'shared' in relation to pathways it is of course necessary to differentiate between those that are designed for shared-use as opposed to just one type of user group (e.g. cyclists).

The below definition of 'shared pathways' has been extracted from Reg. 242(2) of the Australian Road Rules: "An area open to the public (except a separated footpath) that is designated for, or has as one of its main uses, use by both the riders of bicycles and pedestrians, and includes a length of path for use by both bicycles and pedestrians beginning at a shared path sign or shared path road marking and ending at the nearest of the following:

- (a) an end shared path sign or end shared path road marking;
- (b) a no bicycles sign or no bicycles road marking;
- (c) a bicycle path sign or bicycle path road marking;
- (d) a road (except a road-related area);
- (e) the end of the path."

Non Road Infrastructure - Includes infrastructure in, on, under, or over a road, which is not road infrastructure. The RMA provides examples of non-road infrastructure that includes: gas pipes, water and sewerage pipes, cables, electricity poles, bus shelters, rail infrastructure, public telephones, mail boxes, road side furniture and fences erected by utilities or providers of public transport.

Other Roads - Include roads in State reserves, and roads on private property. Council is not responsible for the care and maintenance of these roads.

Road Reserve - All of 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 a pathway and includes the land on which any vehicle crossing or pathway which connects from a roadway or pathway on a road to other land has been constructed.

Public Road Register - List of roads within a municipality that a Council is responsible for. Council is required to keep a register under s.19 of the RMA.

Road Infrastructure - The infrastructure which forms part of a roadway, pathway or shoulder,

Including —

- Structures forming part of the roadway, pathway or shoulder; and the road-related infrastructure;
- Materials from which a roadway, pathway or shoulder is made; such as asphalt, bitumen, gravel, lane markers and lines.

Road Related Infrastructure - Infrastructure which is installed by the relevant road authority for road related purposes to—

- Facilitate the operation or use of the roadway or pathway; or
- Support or protect the roadway or pathway.

Examples: Traffic islands, traffic management signage, traffic control sign, traffic light, kerb and channel, a bridge, culvert or ford, road drain or embankment, a noise wall, gate, post or board installed on the road reserve.

Proactive Inspections - Inspections performed as part of a scheduled program, according to the classification of roads, which is based on the road classification, volume of traffic etc., for the purpose of identifying defects above intervention and to provide a record that the road has been inspected

Reactive Inspections - Inspections performed in response to a customer request or notification about the condition of the road, in order to assess whether the road contains a RMP defect that has reached the relevant intervention level.

Condition Inspections - Inspections conducted to assess the life of the road and footpath network and to prioritise major works.

Defect Description - Refers to a change to the road or footpath. Common terminology includes: pothole, lift, shove, lip, crazing, depression, etc.

Intervention Level - The size of the defect at which the road authority has determined that the defect exceeds what is reasonably tolerable and will be rectified.

Infrastructure and Works Managers - Staff of Road Authorities that are responsible for the management and maintenance of roads as determined by the classification system within the Road Management Act 2004 (Vic), and as contained in the roads register.

Consent Applications - Applications made by other Road Authorities and Utilities companies to perform works on Council-managed roads.

“Exceptional Circumstances” Clause - A clause included in the RMP that describes the conditions under which a Council can suspend its maintenance and inspection responsibilities under the RMP due to the occurrence of events outside their control. The “Exceptional Circumstances” Clause also details the process for reinstating the RMP.

The Act – For the purposes of this plan, The Act refers to the *Road Management Act 2004*.

The RMP – Road Management Plan

Council Plan – *Council Plan 2021-25*

The Shire – means the local government area of West Wimmera Shire Council

Council – means West Wimmera Shire Council

Minor Culvert – A transverse and totally enclosed drain under a road that does not have a span, height or diameter greater than 1.8 metres or a waterway area per single cell in excess of three square metres.

Major Culvert - A transverse and totally enclosed drain under a road that has a span, height or diameter greater than 1.8 metres and a waterway area per single cell in excess of three square metres.

Public Road - is a road declared a public road by Council under Section 204 of the Local Government Act, 1989 and listed on Council's Public Road Register.

Sealed Surface - the top layer of the road surface, usually bituminous or asphalt material.

Pavement – a component of the road located directly above the subgrade and on sealed roads below the sealed surface.

Subgrade – the natural material underneath a constructed road

Formation – a component of the road containing the finished earthworks which includes the subgrade, general shaping of the road and basic drainage.

Shoulders – a component of the road immediately adjacent to the traffic way of a road.

Table Drain – a surface drain adjacent to the edge of the road

"property damages" means any claim for damage to property or for economic loss caused by the condition of a road or infrastructure but does not include any damage or loss arising out of personal injury or death;

Example:

Property damages would include a windscreen cracked by a loose stone or damage to a tyre caused by a pothole but would not include damage to a vehicle caused by an unsecured temporary barrier.

"tar damage" means damage to a vehicle caused by tar, asphalt, bitumen or bituminous compounds;

"threshold amount" means the amount of \$1460 as of 1 July 2020 and as varied under section 111 of the Road Management Act 2004.

"vehicle" has the same meaning as in the Road Safety Act 1986.

1. INTRODUCTION

1.1 Executive Summary

This Road Management Plan (RMP) details the roads and associated road assets managed by Council, details the safety standards that are to be applied to these roads and the intervention levels which determine the time period of maintenance rectification. The RMP will detail an inspection regime to identify if safety defects are present. The RMP will apply to roads designated as public roads via the Public Roads Register. Municipal roads that are not registered as Public Roads via the Public Roads Register are not subject to this RMP and Council has no obligation to inspect them.

The Act incorporates various stakeholders who have a responsibility under the Act. They are:

- Councillors
- Council employees
- Council contractors
- Utilities
- Road users including residents within the Shire and those travelling from outside.

Road users have obligations placed upon them, including the duty to drive safely having a regard to road, weather and traffic conditions. Details of their obligations are in this plan.

1.2 Purpose of a Road Management Plan

The purpose of a RMP is to establish a management system to assist the shire to meet its obligations with respect to the Road Management Act 2004.

The RMP may be used in defence of any common law proceedings in relation to the exercise of that road management function.

The RMP document is to be available to the public. The RMP once adopted shall be available on Councils website, and may be inspected at the Edenhope and Kaniva Shire Offices during opening hours.

2. STAKEHOLDERS and OBLIGATIONS

2.1 Key Stakeholders

Key Stakeholder groups with an interest in the use or management of municipal public roads include:

- The community in general (for recreation, sport, leisure and business)
- Residents and businesses adjoining the road network
- Pedestrians
- Users of a range of miscellaneous smaller, lightweight vehicles e.g. bicycles, motorised buggies, wheel chairs, prams
- Commercial users of motorised vehicles e.g. trucks, buses
- Primary producers e.g. stock, grain, wine and hobby farms
- Vehicles, cars and motor cyclists
- Tourists and visitors to the area
- Utilities as prescribed in Section 3 of the Act.
- Emergency authorities
- Council
- State and Federal Government and their departments or authorities

2.2 Obligations of Road Users

The *Road Safety Act 1986* details obligations of road users.

Section 17A of the *Road Safety Act 1986* refers to this:

17A. Obligations of road users

- (1) A person who drives a motor vehicle on a road must drive in a safe manner having regard to all the relevant factors, including (without limiting the generality) the:
 - (a) physical characteristics of the road;
 - (b) prevailing weather conditions;
 - (c) level of visibility;
 - (d) condition of the motor vehicle;
 - (e) prevailing traffic conditions;
 - (f) relevant road laws and advisory signs;
 - (g) physical and mental condition of the driver.
- (2) A road user other than a person driving a motor vehicle must use a road in a safe manner having regard to all the relevant factors:
 - (a) Infrastructure on the road reserve
 - (b) Have regard to the community in relation to the road reserve and take reasonable care to avoid conduct that may harm the environment of the road reserve.
- (3) A road user must -
 - (a) have regard to the rights of other road users and take reasonable care to avoid any conduct that may endanger the safety or welfare of other road users;

- (b) have regard to the rights of the community and infrastructure managers in relation to road infrastructure and non-road infrastructure on the road reserve and take reasonable care to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve;
- (c) have regard to the rights of the community in relation to the road reserve and take reasonable care to avoid conduct that may harm the environment of the road reserve.

2.3 Exceptional Circumstances

Council will make every endeavour to meet all aspects of the RMP. However, in the event of natural disasters and other events including, but not limited to, fires, floods, droughts, pandemic and the like, together with human factors, such as a lack of Council staff or suitably qualified contractors, because of Section 83 of the *Victorian Wrongs Act 1958*, as amended, Council reserves the right to suspend compliance with the RMP. If the Council elects to suspend its Road Management Plan it may be referred to as a "Force Majeure" event.

In the event that the Chief Executive Officer (CEO) of Council, has to, pursuant to Section 83 of the above Act, considers the limited financial resources of Council and its other conflicting priorities, meaning the RMP cannot be met, they will write to Council's officers with responsibility for the RMP and inform them that some, or all, of the timeframes and response times are to be suspended.

The Council will advise the community via public notice and its website regarding any suspension of its RMP, including the period of such, and how this may impact on the Municipality.

Once the event or events beyond the control of Council have abated, or if the events have partly abated, Council's CEO will write to Council's officers responsible for the RMP and inform them which parts of the RMP are to be reactivated and when they are to be reactivated.

2.4 Driveways/Table Drain Crossings

Driveway crossings are the responsibility of the property owner. In cases where there is a concrete or paved footpath the Council will maintain it, while the property owner is responsible for the driveway infill between the kerb and channel and the footpath, and the footpath and property line.

In cases where the footpath is damaged by the property owner or tenant, then the cost may be billed to the owner.

Where a culvert crossing for property access is required over a table drain then the cost of this is the responsibility of the property owner as is any subsequent maintenance.

Where Council becomes aware of a defect within the area of the crossover, the property owner will be informed of the identified defect and of their obligation to address it. Such communications are to be documented, recorded and stored.



2.5 Footpaths and Overhanging Vegetation

A landowner has responsibility to keep the footpath clear of vegetation growing from their property. If vegetation from private property protrudes onto the road reserve and is deemed to constitute a danger to pedestrians, or blocks the line of sight to regulatory signs, warning signs or at intersections, the Council will note it as a safety defect. Council will act to remove the hazard and clear the vegetation.

The landowner may be private, government or a utility.

Alternatively, if directed by Council's Director Infrastructure, Development and Works, Council may issue notice to the landowner to remove the vegetation.

Council will consider the following as defects within the RMP:

- vegetation encroaching within a height of 4.5m of the road surface
- vegetation encroaching within a height of 2.0m above the footpath surface.

2.6 Works within the Road Reserve

Unless an exemption applies under the Road Management Act, all works carried out on the road reserve must be notified to Council and all works are carried out according to *Road Management (Works and Infrastructure) Regulations 2015*. Utility organisations will be bound by the Code of Practice *Management of Infrastructure in Road Reserves*.

In cases where the road or associated infrastructure is to be opened, a Road Opening Permit is required to be issued by Council. The permit states the standard of reinstatement work and conditions relating to the carrying out of the works. In these cases a permit fee may apply.

2.7 Shared Bicycle and Pedestrian Pathway

Council is responsible for shared bicycle and pedestrian pathways on lands for which Council owns, manages or is appointed as the Committee of Management.

2.8 Rail Crossings

Rail authorities are responsible for maintaining rail level crossings which include the area within 3m of the nearest rail. Council is responsible for the approaches on the roadway and approach signage. Particular detail in relation to each crossing is contained in the Rail Safety Infrastructure Agreements.

2.9 Property Stormwater Drains

Property stormwater drains within the road reserve from the property boundary to the discharge point in the kerb or drain are the responsibility of the landowner and are excluded from this RMP.

3. CUSTOMER REQUESTS/COMPLAINTS

Council will undertake reactive inspections as well as those cyclical ones as identified in the Road Management Plan. The inspection will be undertaken to establish if the reported defect is in fact a safety defect as described by the RMP, and also if it is beyond the relevant intervention level. If so, the relevant response time as nominated in the plan will apply from that point in time. See clause 4.6.5.

Requests may be made at a service centre, in writing or via Councils website.

Complaints regarding Council will be dealt with via the "Complaints Handling Policy" which is also listed on the Council website.

4. MANAGEMENT

4.1 Hierarchy

4.1.1 Roads

In determining both the standard of road construction and maintenance, as well as the road design standard, it is useful to have in place a road hierarchy. Standards of road construction and maintenance can then be assigned to the various hierarchy categories.

Council has developed the following road hierarchy system for its road network:

- Highways – State Highways managed by Department of Transport.
- Arterial Roads – Declared arterial roads managed by Department of Transport.
- Link Roads – category 3
- Collector Roads – category 4
- Access-Dwelling Roads – category 5A
- Access-Property Roads – category 5B
- Minor Roads – category 6A
- Minor Roads (not maintained) – category 6B

Link Roads; Category 3

Provide a link between highways, main roads, suburbs, or access to major tourist facilities, industrial centres, commercial areas and housing areas.

Definition: A link road between townships and major rural communities to the arterial road network. Generally have traffic volumes in excess of 60 vehicles per day. Provide major access routes for heavy vehicles.

These are sealed roads.

Collector Roads; Category 4

Provide connection between higher class roads, or access to major public facilities, smaller commercial centres, minor tourist facilities and industrial centres.

Definition: A road that links communities to arterial roads and local link roads.

These are both sealed and unsealed

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.

The majority 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 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. These roads may be on Council's Road Register. They are not constructed roads.

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

4.1.2 Footpaths/Shared Bicycle and Pedestrian Pathways

Council has developed the following footpath and kerb and channel hierarchy system.

High Usage Areas; Category 1:

- Locations within 100m of commercial areas.
- Locations within 100m of schools and links to commercial areas.
- Links between commercial areas, schools and other high use areas which may include recreational areas.

Medium Usage Areas; Category 2:

- All other areas where footpaths are constructed.

4.1.3 Classification Parameters

The factors that are taken into account in determining the road/footpath classification within the hierarchy and hence the level of service for each road within the Shire are:

- Traffic volume
- People usage of footpath
- Hierarchy of road or footpath
- Heavy vehicle traffic

- School bus routes
- The number of houses and properties served
- Strategic purpose of the road/footpath

4.2 Road Register

Details of roads and road assets, for which Council is responsible are recorded in the road register. The Road Register is included as Appendix 2. The Road Management Act 2004 places a requirement on Council to maintain the register. Council may review the Road Register at any time and as a minimum will undertake its review at the same time as the review of the RMP.

The Road Register nominates roads which Council actively manage but excludes tracks on public land, roads which are not developed for general public use, licensed or leased roads, roads maintained by other authorities including DELWP, Parks Victoria, Department of Transport, and private driveways on road reserves that provide access to land adjoining a road

4.3 Demarcation

The road register will contain information of roads, which are under the authority of Council. Infrastructure, which is not detailed in the Road Register, is not under the authority of Council.

Regarding Vicroads infrastructure, The Ministerial Code of Practice, *Operational Responsibility for Public Roads* (2017) will determine the limits of responsibility for declared freeways and arterial roads.

For Council roads, Council would be the controlling road authority for the full road reserve, with utility groups and the road authority being regulated under the Act as detailed in the Code of Practice for *Management of Infrastructure in Road Reserves* (2016).

Other authorities, who may have infrastructure within the Shire, are:

- Rail Authorities-see 2.8
- Department of Environment, Land, Water and Planning (DELWP)-see 4.5
- Bordering municipalities-see 4.4
- VicRoads (Department of Transport)-as detailed in the Code of Practice for *Management of Infrastructure in Road Reserves* (2016).
- Utilities-the relevant service provider including but not limited to water, power, sewerage and communications is responsible for the maintenance of its infrastructure within the road reserve.

4.4 Bordering Municipalities

Where a public road is a municipal road then Council is the co-ordinating and responsible Road Authority for the operational function. In the instance of boundary roads with other municipalities, the responsibility is allocated according to an agreement between the two municipalities.

The Shire borders the following municipalities;

- Mildura Rural City Council
- Hindmarsh Shire Council
- Horsham Rural City Council
- Tatiara District Council
- Naracoorte Lucindale Council
- Wattle Range Council
- Glenelg Shire Council
- Southern Grampians Shire Council.

The Boundary road agreement sets the responsibilities as follows:

Each municipality is responsible for all routine maintenance (e.g. grading), without any cost sharing, on the agreed length of boundary roads. Periodic maintenance (including reseals and gravel re-sheeting), rehabilitation and improvement works shall be proposed by the municipality responsible for the road, but the cost shall be shared on a 50:50 basis. The decision to carry out any works requires consent of both municipalities and must be detailed during the budget process.

Written agreements exist between each bordering municipality excluding Mildura Rural City Council due to the absence of shared boundary roads.

4.5 Department of Environment, Land, Water and Planning (DELWP)

A number of roads exist on crown land other than road reserves for which DELWP has responsibility. These roads are not included in Council's Road Register and are not inspected via the Road Management Plan. Included in this category are those roads which are leased, licenced or maintained by DELWP, Parks Victoria or other authorities or parties.

4.6 Level of Service

4.6.1 Determining Factors

Council expenditure must cover a variety of services, one of which is roads and their associated infrastructure. The allocation of funds for roads is for maintenance, capital upgrade and capital renewal.

These works are determined based on the classification provision parameters 4.1.3. All these factors are taken into consideration along with availability of funds and resources to determine the inspection frequency and intervention levels.

4.6.2 Inspection Frequency for RMP

The inspection frequency of the various assets for the purpose of this Road Management Plan is as stated in the table below.

Inspections are undertaken to ascertain if the road and associated infrastructure meets the standard as set out in the intervention levels. Those items listed in the intervention levels are those items that are inspected for safety, with risk to the road user being the main determining factor. Risk combined with those factors taken into consideration to determine hierarchy are the determining factors for frequency of inspection.

Hierarchy	Category	Inspection details
Link Roads	3	RMP Inspection of sealed roads on a 3 monthly cycle (a night inspection shall occur once per year)
Collector Roads	4	RMP Inspection of sealed roads and unsealed roads on a 6 monthly cycle (a night inspection will occur once per year)
Access Roads	5	RMP Inspection once per year.
Minor Roads	6a	RMP Inspection once per year.
High Usage Footpaths	1	RMP Inspections are 3 monthly (4 per year).
Medium Usage Footpaths	2	RMP inspections on a 6 monthly basis (2 per year).

Inspections Frequencies for Roads and Footpaths

4.6.2.1 Asset Condition Inspections

Council undertakes condition inspections on its road and footpath assets once every five year period as a minimum. These are a general inspection to ascertain overall condition and they do not record specific defects. They are carried out to assist Council with its long term asset management planning and are separate from the RMP inspections.

4.6.3 Management Systems for Inspection and Maintenance

The road and footpath inspections are recorded in Council's Asset Management Software. Council is currently utilising Asset Asyst for recording and monitoring repair of defects. Monitoring is done to ensure that roads are inspected and defects are rectified within the prescribed period.

Council's Asset Inspection Officers for the purposes of the RMP shall be aware of the RMP defects and intervention levels and be appropriately trained by the Assets/GIS Coordinator. The road and street inspections will be undertaken from a vehicle whereas the footpath inspections will be undertaken on foot.

4.6.4 Intervention Levels

Standards have been set for the infrastructure within the road reserve, for which Council is the controlling authority. The intention is for the infrastructure to be maintained to the set intervention level. If for an unforeseen circumstance the road or its related asset cannot be rectified within the prescribed time period then the area will have appropriate traffic management applied.

4.6.5 Reactive Inspections

For customer generated complaints which may relate to safety defects according to this RMP the following shall apply. The complaints are entered into the Civica Authority system. The system has a set of required response times for the inspection to be undertaken.

After inspection, if the fault is deemed to be a safety defect as defined under this RMP, it shall be forwarded to the Asset Inspector who will input it as a defect into Asset Asyst. The date of input to Asset Asyst will correspond to the "date found" of the defect and hence the rectification timelines under the RMP apply from that date.

5. DOCUMENTS REFERENCED

- Council Plan 2017-2021
- Road Management Act 2004
- Local Government Act 2020
- Road Management Act Regulations 2005
- Wrongs Act 1958
- Asset Management Policy
- Asset Management Strategy
- Road and Street Naming Policy
- Customer Request Procedure
- Complaints Handling Policy
- Integrated Management System Manual
- Road Opening and Reinstatement Procedures and Conditions

6. REVIEW OF PLAN

Each incoming Council must review its RMP with the review being co-coordinated by the Asset/GIS Coordinator.

6.1 Adoption and Amendments

Before adopting or amending this plan Council must undertake a process of:

- Giving notice of the RMP or amendment
- Allow 28 days for submissions
- Consider any submissions
- Give notice of intention to adopt the plan or amendment

The notice must be published in the Government Gazette, local daily newspaper and on the Council website.

Upon adoption of the RMP, Council must also give notice of such in the Government Gazette, local daily newspaper and on the Council website.

6.2 Audit and Monitoring of Road Management Plan

The Council will conduct an internal audit of the Road Management Plan annually. The audit will be conducted by the Assets/GIS Coordinator and will include the following:

- recording of complaints and requests, investigation and resultant actions.
- programmed inspections in accordance with RMP.
- defects and the dates of inspection are recorded.
- defects rectification and recording of dates.

Any noncompliance issues or concerns from the audits shall be escalated to the Director Infrastructure, Development and Works.

7. APPENDICES

7.1 Defects, Intervention Levels, Response Times-Roads

		Roads (Safety Defects/Response Times)					
		Road Category					
		3	4	5	6a		
		Sealed	Sealed	Unsl'd	Sealed	Unsl'd	Unsl'd
Defect		Response Time	Response Time	Response Time	Response Time	Response Time	Response Time
Sealed	Pothole - Sealed Road (>100mm deep and >400mm dia.)	1 mth	1 mth		2 mths		
	Edge Break (>300mm wide and over 5m long)	3 mths	3 mths		6 mths		
	Depression/Rut/Shoving/Scouring shoulder(>100mm deep,1.2m traverse or 3m long'l)	1 mth	1 mth		3 mths		
	Edge Drop-Off (>100mm over 20m longitudinal)	1 mth	1 mth		2 mths		
Unsealed	Pothole - Unsealed Road (>150mm deep and >500mm dia.)			2 mths		2 mths	6 mths
	Corrugations (>100mm deep over 50m)			2 mths		2 mths	6 mths
	Depression/Wheel Rut/Shoving/Scouring(>150mm deep 1.2m traverse or 3m long'l)			2 mths		2 mths	
Furniture	Regulatory & advisory signs(excluding info and parking signs)missing/illegible at 100m	2 mths	1 mth	3 mths	3 mths	3 mths	3 mths
	Safety Barrier, Detached or damaged make them substantially ineffective or dangerous	2 mths	2 mths	2 mths	3 mths	3 mths	6 mths
	Guide Posts(two in a row on the outside of curve or >20% missing at a critical location)	2 mths	2 mths	2 mths	3 mths	6 mths	6 mths
	Linemarking not visible or ineffective at critical location	2 mths	3 mths		6 mths		
Obstructions							
	Fallen tree/limbs in traffic lane presenting a danger to traffic	72 hrs	72 hrs	72 hrs	72 hrs	1 mth	1 mth
	Dead animals (on road or trafficable portion of shoulder)	72 hrs	72 hrs	72 hrs	72 hrs	1 mth	1 mth
	Ponding of water in normally trafficable area (>200mm deep & >3m long)	72 hrs	72 hrs	72 hrs	72 hrs	1 mth	1 mth
	Other obstructions, materials or spills in traffic lane if presenting a danger to traffic	72 hrs	72 hrs	72 hrs	72 hrs	1 mth	1 mth
Drainage							
	Culverts (blocked with water over road, structural distortion)	2 mths	2 mths	2 mths	3 mths	3 mths	6 mths
Veg.	Vegetation (Trees, shrubs or grasses obscuring regulatory or warning signs)	3 mths	3 mths	6 mths	6 mths	6 mths	6 mths

7.2 Defects, Intervention Levels, Response Times-Footpaths

		Footpaths RMP (Safety Defects)	
		Footpath Category	
		High	Medium
Defect		Response Time	Response Time
Footpath	Footpath - Mound/depression (>100mm under 1.2m straight edge)	2 mths	3 mths
	Footpath - Vertical displacement > 25mm	2 mths	3 mths
	Footpath - Other surface obstructions, materials, spills that is a hazard	72 hrs	1 mth

7.3 Road Register. (as attached)

