



Road Management Plan 2021

Version 3

AMENDMENT UPDATE

Issue	Date	Details	Adopted By Council
1	January 2017	Internal Review	
2	May 2017	2.1 Replace “drainage network” with “road related infrastructure”	
		2.2 Replace “key safety issues” with “sets intervention levels at which point a common defect is felt to exceed reasonable tolerable standards”	
		2.3 “Replace Hazard/ Damage” with “Defect”	
		2.4 Added “viii Bridges and Culverts”	
		2.5 Deleted “Council cannot maintain roads constructed to a suitable standard without exposing itself to risk”	
		2.6 Added “except where it relates to traffic clearance envelopes and line of sight road users	
		2.7 Amended Table 1 adding” Foothpath” to RMP	
		2.8 Added “and any defects identified that exceed the stated intervention levels in accordance with Table 4”	
		2.9 Deleted “Risk...” and added “Obligation of Road Users “	
		2.10 Amendments to Table 4 including drainage items	
3	June 2021	Table 4 Trees or limbs intruding into road. Service Response Time* Replace months with weeks	June 2021

EXECUTIVE SUMMARY

Murrindindi Shire Council is the responsible road authority for the management of Council's local roads and road related infrastructure. The local road network is Council's largest asset category and comprises over 1,100 km's of sealed and unsealed roads.

The road network and its associated road infrastructure are required to be maintained to ensure that Council managed roads continue to function and to provide a level of service including road safety acceptable to the community. The network consists of **Arterial Roads** (managed by [Department of Transport](#)), **Municipal Roads**, which are under the control of the Council, and **other roads**, which are managed by the party responsible for the relevant land.

This Road Management Plan (RMP) was first developed in response to the introduction, in July 2004, of the *Road Management Act 2004 (The Act)*. The Act imposes a duty on road management authorities to inspect, maintain and repair public roads. Council must, in accordance with the Regulations made under the Act, conduct a formal review of its RMP every four years generally in line with Council elections and the Council Plan.

The purpose of the RMP is to describe the way in which Council will fulfil its road management obligations in respect of those municipal roads within its district.

The Road Management Plan:

1. Encompasses road user needs and expectations within an economic framework based on meeting reasonable maintenance operation targets and asset management programs relative to the road network function.
2. Seeks to balance the economic, social, safety and environmental expectations of the community; particularly those people and groups, who rely on the road network for access to homes, commercial and industrial areas.
3. Takes into consideration the affordability, available resources and management of risks. The RMP has determined within the supporting documents and the Road Asset Management Plan the levels of service that meet the community's reasonable expectations of day to day maintenance and the on-going asset function.
4. Provides supporting documents that have been developed to establish a management system for the local road functions that are the responsibility of Council. The management system is based on policy and operational objectives and at the same time recognises resource limitations in undertaking the necessary levels of service and performance targets outlined in the plan.
5. Is a dynamic document and is subject to continuous improvement, changing legislative requirements and economic, social, environmental and climatic impacts.

This RMP is developed in consultation with the community and seeks to balance the needs of the community by considering the various influencing factors of risk management, road safety, social needs, environmental influences, and economics. The RMP identifies Council's responsibilities in relation to roads and road related infrastructure (as listed in the Register of Public Roads). It sets out schedules of inspection types and frequencies, sets intervention levels at which point a common defect

is felt to exceed reasonable tolerable standards and sets service response times in respect to those defects.

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1 INTRODUCTION

1.1 General

The road network consists of **Arterial Roads** (Highways, Main Roads and Tourist Roads) managed by [Department of Transport](#), **Municipal Roads** which are under the control of the Council, and **other roads** which may be on private land, crown reserves or national parks which are managed by the party responsible for the relevant land.

The topography and the road network are such that the majority of the municipal or local roads in the rural areas feed directly off the arterial roads to provide access to property and forest areas. Very few local roads provide genuine linkages between significant locations either within or outside the shire. The total length of the local road network is approximately 1,100 kilometres.

1.2 Legislative Basis for the Plan

The *Road Management Act 2004 (RMA)* was developed to provide a more efficient and safer Victorian road network, and is based on the following key principles:

- Clear allocation of road asset ownership and management
- Established processes and accountabilities for policy decisions and performance standards
- Provision of operational powers to achieve targets and performance standards; and
- Clarification of civil liability laws for the management of roads.

This Road Management Plan (RMP) is prepared in accordance with the *RMA*.

The RMP reflects the purposes and objectives of the Council as specified under Part 9 Division 2 of the *Local Government Act 1989*.

In developing the policy decisions and relevant standards, the statutes that relate to the RMP include the *Road Safety Act 1986* and the *Transport Act 1983*.

This RMP has been reviewed with regard to the following plans, policies, strategies and adoptions.

- i. Council Plan ([2017-2021](#))
- ii. Draft Operational and Capital Budgets
- iii. Asset Management Policy [2020](#)
- iv. Asset Management Strategy 2012-2017
- v. Road Asset Management Plan 2016
- vi. Pathways Asset Management Plan 2016
- vii. Kerb and Channel Asset Management Plan 2016
- viii. Bridges Asset Management Plan 2016
- ix. Urban Drainage Asset Management Plan 2016

1.3 Definitions

Term	Definition
Road Management Act (RMA)	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	<p>The definition of pathway provided in the RMA captures both 'footpaths' and 'shared pathways' as outlined below:</p> <p>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:</p> <ul style="list-style-type: none"> (a) which has not been constructed by a responsible road authority; or (b) which connects to other land.
Shared pathways	<p>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).</p> <p>The below definition of 'shared pathways' has been extracted from Reg. 242(2) of the Australian Road Rules:</p> <p>"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:</p> <ul style="list-style-type: none"> (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	<p>Includes infrastructure in, on, under, or over a road, which is not road infrastructure.</p> <p>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.</p>
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 — <ul style="list-style-type: none"> • Structures including bridge surface and signage 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— <ul style="list-style-type: none"> • 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 damaged areas 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 damage that has reached the relevant intervention level.
Condition inspections	Inspections conducted to assess the life of the road and footpath network and to prioritise renewal works.
Defect description	Refers to a change to the road or footpath surface that introduces a defect. 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 it exceeds reasonable tolerable standards and so 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 RMA, 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.

1.4 Purpose

The RMP describes Council's obligations as the responsible authority to inspect, maintain and repair public roads. Its purpose is to set out a clear system of inspection and maintenance on the road and footpath network and in doing so, to minimise risk.

In addition, the RMP may determine standards in respect of any other matter referred to in section 41 of the RMA. These may include:

- (c) a description of the types of road infrastructure;
- (d) a description of the inspections required for different types of road infrastructure;
- (e) the standard or target condition to be achieved in the maintenance and repair of different types of road infrastructure

1.5 Key Stakeholders

The key stakeholders in this RMP are Shire of Murrindindi residents and landowners; motorists; cyclists; pedestrians; emergency services; industry including forestry and agriculture; tourists and visitors to the area; other road users, Councillors and Council Officers.

2 DESCRIPTION OF ROADS & ROAD INFRASTRUCTURE

2.1 Coordinating Road Authority

The Murrindindi Shire Council, under the RMA is the *Coordinating Road Authority* for the municipal public roads within its district. This includes approximately 474 kilometres of sealed roads and 668 kilometres of unsealed (or gravel) roads. The Murrindindi Shire Council's *Register of Public Roads* lists all those roads or extents of roads which fall into this category. There are also 32 kilometres of sealed paths and unsealed paths associated with the public road network that Council is responsible for.

2.2 Register of Public Roads

Section 19 of the RMA requires Council to keep a Register of Public Roads.

The Register is part of Council's Road Asset Register. The Asset Register records information such as the type, configuration and quantity of road assets for which the Council is responsible, together with a history of assets including any additions, deletions or changes.

The following assets within the public road network are identified in Council's Asset Register are included in this RMP:

- i. Road surface and supporting pavement;
- ii. Road shoulders;
- iii. Footpaths and shared-use paths;
- iv. Road related infrastructure such as traffic facilities (roundabouts, raised pavements etc.);
- v. Line marking;
- vi. Traffic control signage;
- vii. Road drainage;
- viii. Kerb and channel;
- ix. Bridges and culverts

Council has also designated certain areas adjacent to a public road as 'ancillary areas' and these areas are recorded in the Register of Public Roads (i.e. car parks, service roads).

The Register of Public Roads establishes a road hierarchy which is used only to differentiate service levels and maintenance standards.

This RMP does not apply to the following:

- any driveway or pathway providing access from private property to a public road,
- roads and road related infrastructure under the responsibility of other road authorities like arterial roads, fire access tracks etc.,

- unformed roads or roads not built to Council standards etc.,
- any asset belonging to utility and public transport companies such as utility poles,
- rail crossings, street lighting, water mains,
- sewerage, telecommunications, etc., and
- privately owned assets such as connections to private properties, overhanging structures, etc.

It is important to note that the RMP does not include every government road or every public highway within the Shire, only those which fit the definition of *Public Road* within the RMA. Importantly, this leaves the policy decision to Council to determine which of the municipal roads within its district “*is reasonably required for general public use*”.

For inclusion on the *Register of Public Roads*, Council considers whether particular roads have been regularly maintained by Council in the past, the construction standard of any new or upgraded sections of roads, and the function of the road in the context of its requirement for general public use.

The roads within the municipal district which are not managed by Council typically fall into two categories:

- Roads which are not *municipal roads*. These include arterial roads (managed by [Department of Transport](#)), roads on crown reserves, state parks or state forests etc. (responsibility of the relevant land manager), and private roads.
- Municipal roads which are deemed by Council not to be *reasonably required for general public use or are not constructed to a suitable standard that can be reasonably maintained by Council*.

The subsequent sections of this Plan deal only with the Public Roads managed by Council.

Appendix 9.1 provides a list of [Department of Transport](#) managed roads.

Appendix 9.2 provides a copy of the Register of Public Roads.

2.3 Road and Pathway Hierarchy

The Council uses a road hierarchy which assigns a functional classification to each public road or road segment within its district. These are included in the Register of Public Roads. It should be noted that the classifications are *functionally based* rather than being based on traffic volumes or the current standard of construction (except the sub-classification Access Track). The functional definitions of Link, Collector and Access are summarised below.

LINK ROAD: *Provides linkages between collector roads and the arterial road network and between significant locations.*

- Links significant towns, locations and industries;
- High percentage of through traffic;
- Includes access to abutting properties;
- Caters generally for higher traffic volumes and traffic speeds, and for a higher percentage of heavy vehicles.

COLLECTOR ROAD: *Collects and distributes traffic from access roads to the wider road network.*

- Provides property access in both urban and rural areas;
- Provides access to minor locations and industries;
- Moderate percentage of through traffic;
- Caters for moderate traffic volumes and speeds.

ACCESS ROAD: *Provides predominantly for direct access to properties and industries.*

- Caters for low traffic volumes and generally for low traffic speeds;
- Low percentage of through traffic;

ACCESS TRACK: *Has the same functional definition as Access Road – but has a lower construction standard.*

- Has poor road formation, often narrow and with poor alignment.
- Often has little or no formal drainage;
- Caters for emergency vehicles.

FIRE TRACK: *Provides basic access for fire fighting vehicles during fire danger period.*
(not a Public Road)

- Caters for fire fighting vehicles, often at low speeds;
- Only a concern during fire danger period;
- May not be passable to traffic during winter;
- Often narrow and with poor road formation and alignment.

PATHWAY CLASSIFICATION

Classification	Description
Pathway Urban	CBD areas of major towns and selected key pedestrian areas. Specified locations which can represent a high volume of pedestrian and special needs traffic associated with adjacent properties e.g. outside schools, medical precincts, elderly citizens centres, hospitals, markets, minor-shopping areas,
Pathway Rural	Constructed footpaths on local roads in residential and low-density residential areas.
Shared Pathways	Paths that accommodate cyclists and pedestrians.
Recreational Trails	Informal recreational paths not suitable for all users

2.4 Road Infrastructure

In carrying out its duty to inspect, maintain and repair public roads, Council is responsible for the following road assets within the road reserve:

- Road structure including earth formation, road pavement and road surface;
- Road drainage including roadside table drains, kerbs, culverts, pits and other drainage infrastructure within the road formation;
- Road signs, guideposts and pavement markings;
- Bridges and major culverts;
- Constructed pathways (sealed and unsealed);

The following road infrastructure is **not** maintained by Council:

- Roadside verge areas and roadside vegetation except where it relates to traffic clearance envelopes and has line of sight road users

- Private vehicle crossings (from property boundary to road pavement) including driveway culverts and end walls (responsibility of landowner, construction requires permit from Council);
- Private stormwater outlet pipes;
- Unconstructed pathways;
- Trees on private property overhanging road reserve;
- Other authorities' assets (e.g. Telecommunications, electricity, water, sewerage assets etc.)

2.5 Duty of Owner or Occupier of Adjoining Land

Section 113 of the RMA sets out the duty of care of owners or occupiers of land adjoining a road. This is to ensure that due care is taken to protect the stability of the road, the safety of road users and the condition of road infrastructure.

2.6 Duty of Road Users

All road users have a duty of care under the RMA, with particular obligations prescribed in the *Road Safety Act 1986*, which states:

Section 17A(1):

A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all the relevant factors including (without limiting the generality) the following-

- i. physical characteristics of the road;
- ii. prevailing weather conditions;
- iii. level of visibility;
- iv. condition of the motor vehicle;
- v. prevailing traffic conditions;
- vi. relevant road laws and advisory signs; and
- vii. physical and mental condition of the driver.

Section 17A(2):

A road user other than a person driving a motor vehicle must use a highway in a safe manner having regard to all the relevant factors.

Section 17A(3) A road user must –

- i. 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;
- ii. have regard to the rights of the community and infrastructure managers in relation to the 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;
- iii. 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.

3 INSPECTIONS

3.1 Standards for inspection

The Plan sets inspection standards that enable Council to achieve the standards of maintenance and repair for different parts of the road reserve and different types of road infrastructure on public roads or classes of public roads for which Council is responsible.

The Plan determines an inspection standard, including the nature and frequency of inspections to be carried out on road infrastructure.

3.2 Programmed Inspections

Council undertakes various periodic inspections and audits of its public roads and associated infrastructure to ensure a proactive approach to road safety and road maintenance.

Different types of inspections are carried out to ascertain different information about the road infrastructure. The following table sets out the different inspection types and their key purpose.

Table 1 - Type of Inspection

Function	Inspection Type	Infrastructure Inspected	Inspection Purpose
Road Management Plan	Damage (or road condition) Inspection	Road surface, Bridges drainage, signs, guideposts, vegetation & any other imperfection.	To inspect condition of road infrastructure to allow programming of maintenance works and to address any imperfection.
	Road Safety Inspection	Road carriageway & signs	To assess general safety of road.
	Night Inspection	Signs and road markers	Routine inspections are undertaken (travelling both directions) for the purpose of identifying non-compliant reflectivity of regulatory signs and road markers.
	Footpath Inspection	Constructed pathways	To inspect condition of infrastructure to allow programming of maintenance works and to address any imperfection.
Asset Management Plan	Bridge Condition Assessment	Bridges and major culverts	To measure the overall lifecycle condition of the assets to enable long-term asset management.
	Footpath Inspection	Constructed pathways	To measure the overall lifecycle condition of the assets to enable long-term asset management.
	Lifecycle Condition Audit	All road assets except signs,	To measure the overall lifecycle condition of

Function	Inspection Type	Infrastructure Inspected	Inspection Purpose
		guideposts, street furniture, linemarking and trees.	the assets to enable long-term asset management.

3.3 Standards for maintenance and repair

The Plan may determine a standard in relation to the condition to be achieved in the maintenance and repair of the roadways and pathways and other road infrastructure.

The nominated maintenance standard for each road type is provided in the following Table 2. Note that the road type takes into account the traffic volume and nature of usage.

Table 2 – Maintenance Standards

Road Type	Maintenance Standard
Link Urban	1
Link Rural	1
Collector Sealed	2
Collector Unsealed	3
Access Sealed	3
Access Unsealed	4
Access Track	5
Pathway Urban	1
Pathway Rural	2
Pathway Shared	1
Recreational Trails	3

The frequencies set out in the table below for the various inspection types are based on the maintenance standards which are assigned to each road. In determining these frequencies, consideration has been given to the typical behaviour of road infrastructure and the time taken under normal circumstances for imperfections to develop. The inspection frequencies are considered to be reasonable taking these factors into account.

Table 3 – Inspection Frequencies

Road Type	Proactive Inspection type		
	Pavement Damage	Road Safety	Night inspections
Link Urban	Once in a 6 month period	Once in a 6 month period	Once in a 24 month period
Link Rural	Once in a 6 month period	Once in a 6 month period	Once in a 24 month period
Collector Sealed	Once in a 12 month period	Once in a 12 month period	Once in a 24 month period
Collector Unsealed	Once in a 6 month period	Once in a 6 month period	Once in a 24 month period
Access Sealed	Once in a 12 month period	Once in a 12 month period	Once in a 24 month period
Access Unsealed	Once in a 6 month	Once in a 6 month	Once in a 24 month

	period	period	period
Access Track#	As required	As required	As required
Pathway Urban	Once in a 12 month period	n/a	n/a
Pathway Rural	Once in a 24 month period	n/a	n/a
Pathway Shared	Once in a 12 month period	n/a	n/a
Recreational Trails	As required	n/a	n/a

Note: Fire track inspection prior to fire season or as required by CFA (typically annually), and only to ensure track is in sufficient condition for fire access by CFA fighting vehicles.

3.4 Reactive Inspections

In addition to the programmed inspections that are set out in Table 1, Council will from time to time receive information in relation to road defects or emergency situations from members of the public which require a reactive response.

A Council officer will assess the urgency of the matter based on their best assessment of the information received, and wherever possible through direct discussion with the person making the request. The appropriate inspection response time will be determined as part of this assessment.

Emergency situations deemed to be high-risk (e.g. collapse of road pavement, culvert etc.) will be inspected within 4 hours of receiving the information and appropriate repairs or temporary works will be undertaken, except under abnormal circumstances. Abnormal circumstances may be where normally available resources are unavailable or otherwise deployed due to competing demands or where faced with other unexpected circumstances.

Less urgent asset maintenance issues will be inspected within 5 working days.

Requests for road maintenance of a routine nature will be inspected within 28 days and any maintenance works resulting will be programmed in accordance with road maintenance programs and any defects identified that exceed the stated intervention levels in accordance with Table 4.

4 SERVICE LEVELS

The RMP may set out a priority order in which particular standards or target conditions are to be met for particular roads or classes of roads.

Even though roads and road infrastructure may be of a similar nature having regard to the criteria listed above, a Council may determine different standards for those roads and road infrastructure having regard to the existing nature of the road.

For example, two roads may be used by similar traffic types and volumes and have similar risk factors, but the existing standards of construction of the two roads may mean that different standards of maintenance are appropriate.

In this regard, it should be noted that section 40(2) of the RMA provides that a road authority's duty to inspect, maintain and repair a public road does not include a duty to upgrade a road or to maintain it to a higher standard than the standard to which the road is constructed.

4.1 General Influencing Factors.

As Council is a provider of a wide range of services to the community, far beyond road maintenance, the financial resource capacity and the overall priorities of the community, determined through its elected representatives, have a significant impact on the road maintenance service levels.

In order to understand the road maintenance service levels, it is important to understand the function of the road, the standard of construction of the road (and hence its ability to be “reasonably” maintained), the level and type of use of the road, and ultimately the level of risk and its relationship with the level of maintenance.

Road Function	Council’s functional road hierarchy was introduced in Section 2 of the RMP. A road’s function relates to the role it plays in the road network and is an important factor in determining its importance. Council’s Register of Public Roads provides greater detail and lists the functional classification assigned to each individual road or road segment.
Construction Standard	<p>The construction standard of a road is critical to its ability to be reasonably maintained. A road with insufficient pavement strength is likely to result in surface damage and shape deterioration under medium or heavy loads. Similarly, roads with poor or non-existent surface or roadside drainage will be adversely affected during wet weather. The ability of a Council to maintain a road in <i>reasonable</i> condition is conditional upon the road being <i>reasonably</i> constructed in relation to key design parameters.</p> <p>Many of Council’s lesser roads, which play a very minor role in the road network and typically cater for low traffic volumes, are only constructed to a basic standard, often with no drainage. These roads have been classified as Access Tracks. The level of service on these roads has to be low because their construction standard does not permit them to be maintained to a higher standard. For this reason, it is important that Council, in order to minimise its own risk, does not provide unrealistic expectations to its community in relation to the maintenance service levels on these roads.</p>
Road Use	The number and types of vehicles (and other road users such as pedestrians and bicycles) are also influencing factors in determining maintenance service levels on roads and footpaths. While traffic volume is the key measure, consideration is also given to types of use (e.g. school buses, log trucks, tourists using the roads, or in the case of footpath use, the elderly or shoppers) typical for the particular section of road or footpath.
Obligation of Road users	Council is entitled to rely on the provision of the Road Safety Act and general common law principles which place an onus on the public to exercise reasonable care for their own safety.

Council has taken these key factors into account in establishing its RMP service levels.

4.2 Development of Maintenance Service Levels

In reviewing the service levels outlined in the Plan, the effectiveness and appropriateness of the current road maintenance service were gauged according to:

- Community feedback received through community satisfaction surveys
- Council's Customer Service Request System as they related to road maintenance.
- A review of maintenance standards being adopted by other road authorities in the region, particularly Department of Transport and the local government municipalities in north-eastern Victoria, to ensure that the adopted levels of service were generally consistent with relevant industry standards.
- Any feedback received from the community during the public consultation process for the review of the plan.
- A review of Council's ability to deliver the stated service levels given the available levels of resourcing for maintenance.

5 INTERVENTION STANDARDS AND RESPONSE TIME

5.1 Response Service Standards

Council uses a proactive approach to road maintenance. Council undertakes inspections of the road network. All identified imperfections are recorded. Any imperfections which are identified as having reached the nominated intervention levels will be addressed within the corresponding response time.

The following Table 4 details the service levels and response times for the relevant maintenance standard for each of the road classifications under Council's RMP:

Table 4 – Road, Bridge and pathway damage service standards.

<i>Defect and Response</i>	<i>Intervention Standard</i>	<i>Road Maintenance Standard</i>	<i>Service Response Time*</i>
Obstacles in traffic lanes. Remove obstructions.	Obstacle which prevents the passage of vehicles, and where there is no alternative access.	All	24 hours
	Obstacles which encroach onto a traffic lane, and which would require a driver to have to deviate.	All	Take remedial action [#] within 1 week of confirmation of obstacle.
Potholes in traffic lanes. Patch potholes in traffic lanes using appropriate materials to repair the damage and restore the riding	Greater than 300mm diameter and greater than 100mm deep (sealed pavement) OR Greater than 500mm diameter and greater than	All	Take remedial action [#] within 1 week of confirmation of damage
		Undertake permanent repairs	
		1	4 weeks

Defect and Response	Intervention Standard	Road Maintenance Standard	Service Response Time*
surface to a smooth condition.	150mm deep (unsealed pavement)	2 & 3	6 weeks
		4	3 months
		5	6 months
Non-Reflective Regulatory signs and Hazard Marker signs and guideposts Replace Sign.	Missing signs or failing to reflect light.	All	Replace sign within 6 weeks of confirmation of damage.
Drop-off from edge of seal to shoulder and edge breaks. Restore unsealed shoulder to correct profile.	Edge drop-offs greater than 100mm measured with a 1.2m straightedge.	1 & 2	Take remedial action# within 1 week of confirmation of damage and program repairs as per response times below
		3, 4 & 5	Not applicable.
	Edge drop-offs between 75mm and 100mm measured with a 1.2m straightedge.	1	4 weeks
		2	6 weeks
		3	8 weeks
		4 & 5	Not applicable.
Rough surface unsealed road. Restore the riding surface of an unsealed road to a smooth even condition.	Scouring exceeding 150mm deep measured with a 1.2m straight edge, OR Corrugations, roughness or group of potholes exceeding 75mm deep on bends or 100mm deep on straights.	All	Take remedial action# within 1 week of confirmation of damage.
		Effect permanent repairs	
		1	4 weeks
		2	6 weeks
		3 & 4	3 months
	5	6 months	
	Any scouring exceeding 75mm deep measured with a 1.2m straight edge OR Corrugations, roughness or multiple potholes exceeding 75mm deep measured with a 1.2 m straight edge AND over • 20% of any length of road greater than 100m OR • 50% of any length of road between 10m & 100m.	1	3 months
		2 & 3	6 months
		4 & 5	24 months
	Trees or limbs intruding into road. Maintain clear line of sight and clear road canopy.	Trees or limbs which encroach onto a traffic lane or shoulder	ALL
Foliage interfering with line of sight at intersections and		1 & 2	6 weeks

Defect and Response	Intervention Standard	Road Maintenance Standard	Service Response Time*
	to road signs.	3, 4 & 5	12 weeks
	Sucker tree growth within road shoulder or verge, OR Trees or limbs encroaching into clear zone (1.5m behind edge of shoulders and minimum 5m height clearance over road pavement and shoulders).	1, 2 & 3	12 weeks
		4 & 5	24 weeks
Pathway trip hazard. Restore pathway levels to avoid lips and sharp transitions.	Vertical lip greater than 20mm within footpath.	Class 1	Mark with coloured paint upon inspection and rectify the imperfection within 4 months
	Vertical lip greater than 20 mm within footpath.	Class 2	Mark with coloured paint upon inspection and rectify imperfection within 12 months
	Major washouts	Class 3	Signed upon inspection and rectify imperfection within 12 months
Kerb & channel(sealed pavement)	When kerb & channel is damaged and causing water to pond over the trafficable road surface to a depth greater than 50mm.	All	Rectify within 12 months
Surface drains & culvert to maintain flow of water and protect road and roadside from scouring.	When there is a blocked surface drain or culvert preventing the free flow of water away from the road pavement	1	Clear or cleanout within 6 months
		2	
		3	
		4,5	Clear or cleanout within 12 months
Culvert or pit repairs Repairs or replacement of road culverts or pits.	Where a culvert or pit is a hazard to road users	All	Take remedial action within 24 hours of confirmation of defect.
	Where road culverts or roadside pits are damaged or have deteriorated through age to the extent where they are not able to function adequately, or where they are likely to become a hazard	1	Repair within 6 months
		2	
		3	
		4,5	

Defect and Response	Intervention Standard	Road Maintenance Standard	Service Response Time*
Bridge maintenance (Routine repairs to structure) Routine tasks associated with bridge maintenance	Repair of defects as identified	1,2,3	Rectify within 6 months
		4,5	Rectify within 24 months

Remedial action may include provision of warning signs, traffic control action or temporary repair.

* All response times are measured from the time that the imperfection is confirmed on site by a Council officer to exceed the stated intervention level.

5.2 Exceptional Circumstances

Council will make every effort to meet its commitments under the RMP. However, there may be situations or circumstances that affect Council's business activities to the extent that it cannot deliver on the service levels of the RMP. These include but are not limited to: natural disasters, such as fires, floods, or storms, or a prolonged labour or resource shortage, due to a need to commit or redeploy Council staff and/or equipment elsewhere.

In the event that the Chief Executive Officer (CEO) of Council has considered the impact of such an event on the limited financial resources of Council and its other conflicting priorities, and determined that the RMP cannot be met, then pursuant to Section 83 of the Wrongs Act, the CEO will write to Council's Officer in charge of its RMP and inform them that some, or all of the timeframes and responses in the RMP are to be suspended.

Once the scope of the event/s have been determined, and the resources committed to the event response have been identified, then there will be an ongoing consultation between Council's CEO and Council's Officer responsible for the RMP, to determine which parts of RMP are to be reactivated and when.

Council statements to residents about the suspension or reduction of the services under the RMP will include reference to how the work that will be done has been prioritised, and the period for which it is likely to be affected.

Details of the incident that led to the "Exceptional Circumstances" clause being activated, and then the process taken to re-enact the Plan, should be recorded and stored along with the RMP.

6 REVIEW

This RMP will be reviewed every four years in accordance with the Regulations made under the RMA or in circumstances where the RMP is required to be amended for unexpected reasons.

The review, which involves a community consultation process, would typically have regard to:

- feedback from the stakeholders including the community;
- the performance and the condition of the road infrastructure;
- the financial capacity of the Council and its ability to implement the RMP;
- Any other relevant matter which has arisen during the review period.

7 REFERENCED COUNCIL DOCUMENTS

There are a number of un-incorporated Council documents and systems which are fundamental to the Council's overall management system of the public road infrastructure, and to the contents and implementation of this RMP. Such documents may change from time to time to reflect changes in Council policy, legislative changes, and operational changes. .

Listed below are a number of those documents.

Major Documents which directly support the Road Management Plan:

- **Register of Public Roads.** This document is a public document and is available for viewing at Council offices and on Council's website www.murrindindi.vic.gov.au and is supported by this document.

Other Documents and systems which form part of the Road Management system:

- Council Plan [2017-2021](#) incorporating a Strategic Resource Plan;
- Council Policies (contained in Council Policy Manual including Asset Management, Risk Management, Works Permits, Vehicle Crossing Permits, Special Charge Schemes);
- Asset Management Plans for Sealed, Unsealed, Roads, Bridges, Paths;
- Infrastructure Design Manual;
- Assets Management System;
- Customer Request System.

8 OTHER REFERENCES

The 'Act'

- *Road Management Act 2004*

The Regulation

- *Road Management (General) Regulations [2016](#)*

The Road Safety Act 1986

Code of Practice

- Code of Practice for Road Management Plans;
- Operational Responsibility for Public Roads;
- Management of Road and Utility Infrastructure in Road Reserves.

9 APPENDICES

9.1 Regional Road Victoria – Arterial Roads

DECLARED ROADS (RRV is the Coordinating Road Authority).						
ROAD OR STREET NAME	SEGMENT DETAIL					Hierarchy or Road Classification
	FROM		TO		DISTRICT LOCATION	
	Street Name or Description	Dist. m	Street Name or Description	Dist. m		
Declared Roads - Alexandra						
Aitken St (Maroondah Hwy)	Grant St	0	McKenzie St	530	Alexandra	DECLARED
Downey St (GV Hwy)	Wattle St WBL	0	Grant	794	Alexandra	DECLARED
Downey St (Maroondah Hwy)	Grant	794	EBL Hall	1,581	Alexandra	DECLARED
Grant St	Downey St	895	Bon St	1,313	Alexandra	DECLARED
Declared Roads - Marysville						
Murchison St	Fiske St	0	Bridge	1,046	Marysville	DECLARED
Declared Roads - Strath Creek						
Glover St (Broadford Flowerdale Rd)	Ferguson St (Road Reserve)	0	Munro St	230	Strath Creek	DECLARED
Munro St (Broadford Flowerdale Rd)	King Parrot Creek Rd	0	Fitzgerald St	70	Strath Creek	DECLARED
Fitzgerald St (Broadford Flowerdale Rd)	Munro St	0	Forbes St	210	Strath Creek	DECLARED
Forbes St (Broadford Flowerdale Rd)	Fitzgerald St	0	Ferguson St	130	Strath Creek	DECLARED
Ferguson St (Broadford Flowerdale Rd)	Forbes St	240	Green St (Road Reserve)	455	Strath Creek	DECLARED

Declared Roads - Thornton						
GV Hwy S/R Nth Side	Back Eildon Rd	0	Goulburn Valley Hwy	230	Thornton	DECLARED
GV Hwy S/R (East) Sth Side	West End	0	Goulburn Valley Hwy	275	Thornton	DECLARED
GV Hwy S/R (West) Sth Side	Wreford St	0	East end	98	Thornton	DECLARED
Taggerty Thornton Rd S/R	Goulburn Valley Hwy	0	End	350	Thornton	DECLARED
Declared Roads - Yea						
High St, Yea (GVH E. Bound)	Boundary Ck Bridge	0	WBL Whatton PI	1,317	Yea	DECLARED
High St, Yea (GVH East) P/B Ch 1121	East Bound Lane BOK	0	West Bound Lane BOK	66	Yea	DECLARED
High St, Yea (GVH W. Bound)	Boundary Ck Bridge	0	WBL Whatton PI	1,317	Yea	DECLARED
High St, Yea (S/R Nth)	Start of K&C	0	Giffard St	551	Yea	DECLARED
High St, Yea (S/R Sth)	Whatton PI WBL	0	Edge of seal Hwy	900	Yea	DECLARED
High St, Yea (S/R Sth) P/B	Melbourne Rd End	627	End	664	Yea	DECLARED
Melbourne Rd Ext.-High St	Edge of Seal	0	End	29	Yea	DECLARED
North St (Main Rd)	SBL Aldous Ave	0	End Kerb	440	Yea	DECLARED
Station St (P/B), Yea	TP Bend	30	Pelissier St	60	Yea	DECLARED
Station St, Yea	High St	0	Miller St	785	Yea	DECLARED
Station St, Yea (High St Median)	Edge of Seal	0	End	29	Yea	DECLARED

