



# Road Management Plan



# Road Management Plan

## GENERAL

### Distribution

The General Manager of Infrastructure and Services shall be responsible for the:

- Control of this Plan,
- Distribution of the Plan, and
- Control and issue of any amendments.

### Amendment Register

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## 1. INTRODUCTION

### 1.1 Background

Colac Otway Shire is the road authority for those roads within the municipality for which it accepts management responsibility. Colac Otway Shire exercises its duty of care to the public in a number of ways, including planning and undertaking repairs and maintenance to the road network that it manages. Colac Otway Shire demonstrates its duty of care through having in place a reasonable regime to:

- Inspect the road network to discover defects; and
- Plan and implement repairs to overcome these defects

Where a dangerous condition in the road network is shown to exist, Council may satisfy its duty of care to road users by taking one or more of the following actions, depending on the circumstances of any particular case:

- Prioritising the condition in a capital works or maintenance program;
- Installing appropriate signs warning of the dangers;
- Closing the road; or
- Repairing the dangerous condition completely.

### 1.2 Legislative Requirements

This Municipal Road management plan (referred to hereafter as the 'Plan') has been prepared in accordance with the Road Management Act, 2004, one of the key purposes of which is to reform the law relating to road management in Victoria. The plan reflects the purposes and objectives of the council as required by the local Government Act 1989.

The Colac Otway Shire Council is the designated 'Co-ordinating Road Authority' for municipal roads within the Shire and is responsible for their care and management.

As the coordinating Road authority, Council must ensure that if a road is reasonably required for public use that it is kept open for public use and may, at its discretion, carry out work on the road. Council is under no obligation to do any specific work on any road and, in particular, is not obliged to carry out any surface or drainage work on any road other than specified in the Road management Plan.

### 1.3 Duties of the Road User

A road user has specific duties in the respect to the use of a public highway, including having regards to the rights of other road users. A road user must also take all due care to avoid causing the risk of damage to a public highway or any infrastructure located in the road reserve.

A person who drives a motor vehicle on a public highway must drive in a safe manner having regard to all the relevant factors including the:

- Standard of construction of the road;
- Prevailing weather conditions;
- Level of visibility;
- Condition of the motor vehicle;
- Traffic conditions;
- Relevant road laws and advisory signs; and
- Physical and mental condition of the driver.

The *Road Safety Act 1986* requires other road users (other than those driving a motor vehicle) to use a road in a safe manner, having regard to all the relevant factors. Other obligations of road users are also set out in the *Road Safety Act 1986* in regard to relationships with other road users and damage to road infrastructure.



## 1.4 Purpose of the Road Management Plan

The Road Management Plan ('the Plan') sets the relevant standards and policy decisions in relation to the discharge of Council's duties in the performance of its road management functions.

This Plan details the management systems that Council will implement to maintain, upgrade and operate its physical road assets cost-effectively.

Colac Otway Shire through the Plan accomplishes its duties by combining engineering principles with sound business practices, and providing tools to facilitate an organised logical approach to decision making.

## 1.5 Codes of Practice

Council is guided in the application of the Plan through Codes of Practice, as part of the Act. The codes set out benchmarks of good practice in relation to the road management duties of councils and allow scope for individual councils to set standards and allocate road maintenance priorities according to their particular level of resources.

The Plan includes the matters that relevant Codes of Practice specify.

A Code of Practice cannot:

- Impose a duty;
- Direct how operations may be done;
- Create an enforceable legal right; or
- Impose a liability or penalty

## 2. COUNCIL OBJECTIVES/POLICY

The Colac Otway Shire is committed to continual improvement in the way it manages its road network and associated assets. A fundamental component of this task is the maintenance of or the management of the ongoing performance and condition of this infrastructure.

This Plan provides a vision for how Council plans to manage its road network. This vision will ensure that the community is provided with a road system that returns optimum economic benefit for the life of the asset while recognising social, safety, environmental and user needs.

This document provides a policy framework to guide Council's management of the road infrastructure under its authority. It defines roles and responsibilities for decision making, outlines the way management requirements should be assessed, and addresses appropriate methodologies for roads based funding.

### 2.1 Key Stakeholders

A stakeholder represents any groups or individuals having an interest, in this case, the service provided by Council's road network.

The stakeholders in the management of Council's road and other related assets are many and often their needs are wide-ranging. The relevant key stakeholders are:

- Local residents including private car drivers, cyclists, pedestrians, etc.;
- Industrial and commercial operators and other transport services;
- Emergency services;
- Enforcement agencies;
- Primary producers;
- Land developers;
- Other Government Departments;
- Tourists and visitors to the area;
- Utilities as prescribed in section 3 of the Road Management Act 2004; and
- Council as the custodian of the network, including all internal and external support staff.

The community's needs and expectations are becoming more demanding manifested by demands for services that provide better quality, value for money, environmental awareness and relevant value adding.

## **2.2 Council Plan**

The Council Plan outlines the principles that support Council's commitments and serves as a standard by which community outcomes can be assessed. The Council Plan is a dynamic document which is updated annually to reflect changing priorities and impacts of external factors.

The Colac Otway Shire's Road Management Plan is consistent with Council's commitment to providing and maintaining infrastructure and assets that meet community needs now and in the future, whilst providing Best Value to the community. The specific objectives of Council's vision are:

- To ensure sound road management decisions;
- To ensure that Council's road assets perform effectively throughout their service lives; to appropriate standards, which have been set with due consideration of community expectations;
- To enable a sound basis for establishing road funding requirements; and
- To ensure sound allocation decisions between capital works and maintenance.

## **2.3 Risk Management Policy**

The purpose of this policy is to provide a framework for risk management, and to define the responsibilities of staff and management in the risk management process. The Colac Otway Shire is committed to managing risk by logically and systematically identifying, analysing, assessing, treating and monitoring risks that are likely to adversely impact on Council's operations.

For all significant risks associated with Council's road infrastructure appropriately planned actions are determined and implemented. These actions include capital development, maintenance and/or operational enhancement.

# **3. COLAC OTWAY MUNICIPAL PUBLIC ROAD REGISTER**

## **3.1 Register of Municipal Public Roads**

The Road Management Act 2004 requires Council to keep and maintain a register of municipal public roads, and ancillary areas for which it has the responsibility for managing operational functions.

Public Roads are municipal roads which meet the definition as prescribed under the Road Management Act 2004 and have been determined by Council, acting as a Coordinating Road Authority, to be roads reasonably required for general public use. The definition of a municipal road under the Road Management Act 2004 includes any road within the municipality which is not a State road, including any road which:

- Is a road referred to in section 205 of the Local Government Act 1989, which indicates certain roads for which Council is responsible for care and management;
- Is a road declared by VicRoads to be a municipal road under section 14(1)(b) Road Management Act 2004; and
- Is part of a Crown land reserve under the Crown Land (Reserves) Act 1978 and has the relevant municipal council as the committee of management.

Council's Register of Municipal Public Roads is available for public inspection upon request. This document may be viewed at both the Colac and Apollo Bay Customer Service Centres during normal business hours.

Assets on municipal public roads that the Colac Otway Shire is responsible for and which this Road Management Plan incorporates include:

- Road surface, pavement, and earth formation;
- Surface and underground drainage systems;
- Signs, guideposts, line marking, barriers, and retaining walls;
- Footpaths and shared pathways;
- Parking areas,
- Bridges and major drainage structures, and
- Other road related infrastructure.

### **3.1.1 Criteria for Determining Whether a Road is reasonably required for General Public Use**

A road is considered a Public Road when Council has made a decision that the road is reasonably required for general public use and hence included in the Municipal Public Road Register.

When deciding on which roads should be included or not included on the Register the very broad test is 'is the road reasonably required for general public use?' This test can be refined into more specific criteria that will provide a fair, consistent and justifiable guide for Council when deciding on which areas need to be added to the Register.

For a road to "be reasonably required for general public use", consideration should be given, but not necessarily limited to the following:

- The number and nature of separately owned and occupied properties abutting onto the road or requiring the road for access purposes;
- Whether the properties which abut the road or require the road for access purposes have alternative access rights;
- Whether the road connects into, and forms part of, the wider network of Public Roads;
- Whether the road contains assets owned and managed by public service authorities (gas, electricity, telecommunications, sewerage, water); and
- Whether the road is safe for public access (no horizontal or vertical alignment issues, existing pavement, suitable drainage, no large trees or obstacles restricting vision).

All roads included in the Register of Public Roads will be maintained to a standard as specified in the Road Management Plan. Council is not obliged to undertake any works on roads that are not registered as Public Roads.

Developers generally fund the construction of new infrastructure e.g. roads, footpaths, drainage, etc. as part of new subdivision developments. This leads to an expansion in Council's asset portfolio for which it is responsible for.

The Colac Otway Shire assumes responsibility of public highways created through expansion at registration of subdivision, providing that all infrastructure is constructed to meet Council's minimum specifications.

A public highway is not a public road for the purposes of the Act unless and until it is registered on Council's register of municipal public roads.

Council reserves the right to review the status of public highways as public roads, should they not appear on its register of public roads.

## **3.2 Road Discontinuance**

Council may in accordance with Schedule 10(3) of the Local Government Act 1989 discontinue a public highway or part of a public highway via a notice published in the Government Gazette.

If a road or part of a public road is discontinued, Council must specify all details in its register of public roads.

### **3.3 Road Naming and Renaming**

Where a road is required to be named or renamed the Local Government Act 1989 provides an administrative procedure for Road Renaming.

### **3.4 Road Hierarchy**

Colac Otway Shire is a unique municipality with major topographical, climatic and geological differences within the shire that have a direct impact on the ability of Council to provide a suitable road network. If Council is to provide a sustainable road network system, its Road Classification system must take into account these differences. A Classification system and Hierarchy was adopted as part of this Plan.

The Colac Otway Planning Scheme, Victorian Grants Commission and VicRoads definitions were reviewed for applicability to the Urban and Rural areas of the Colac Otway Shire.

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### 3.4.1 Local Road Classification

The classification system detailed below takes into consideration the above key issues and establishes a clear distinction between each classification. The classification system is primarily based on the functions of **Primary, Secondary, and Minor** within the road system.

#### Road Network

Hierarchy Identifier	Name	Explanatory Notes	Road Surface
P	Primary	<ul style="list-style-type: none"> <li>▪ Direct linkage between significant population centres and major traffic generators and supplementary to arterial road system within the municipality</li> <li>▪ High heavy vehicle count</li> <li>▪ Access to major industries and tourism nodes</li> <li>▪ Generally &gt;100 vpd</li> </ul>	Generally a sealed surface, may be an unsealed surface
S	Secondary	<ul style="list-style-type: none"> <li>▪ Carry moderate volumes of traffic and provide access by linking local areas to primary and arterial roads.</li> <li>▪ Also provide links between the various minor roads.</li> <li>▪ Cater for, but may restrain, service and heavy Vehicles.</li> <li>▪ Minimum two clear traffic lanes</li> </ul>	May be either sealed or unsealed surface
M	Minor	<ul style="list-style-type: none"> <li>▪ Carry only local traffic</li> <li>▪ Primary function is to provide property access</li> <li>▪ Medium usage access to rural properties generating regular and consistent vehicle usage. Generally &gt;30 vpd.</li> <li>▪ Rural bus route minimum standard</li> <li>▪ In the case of access to a single property with a residence, the road will only be maintained to the closest boundary of that property,</li> <li>▪ Occasional usage property access routes</li> <li>▪ Maintained infrequently (less than annual)</li> <li>▪ Dry weather road only. All year round access is not guaranteed.</li> <li>▪ Occasional usage primary access to non-residential rural properties generating sporadic vehicle usage.</li> </ul>	May be either sealed or gravel surface , in some cases just formed or natural surface

### Footpath Network

Hierarchy Identifier	Name	Explanatory Notes	Footpath Surface
P	Primary	Primary footpaths provide connectivity between the different communities to the most popular destinations, including shopping precincts, community facilities, medical facilities, sporting facilities, transport hubs, etc. Primary footpaths have a width of at least 1.5 metres. Statutory shared paths are classified as Primary.	Concrete or other approved equivalent surface
L	Local	Local footpaths provide public pedestrian access between residences and primary footpath network as well as linkages between property frontages in residential areas.	Concrete or other approved equivalent surface

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### 3.5 Demarcation of Responsibility

Council is responsible for the majority of the roads within the municipality. These are known as Local Roads and are listed on Council's Register of Municipal Public Roads.

The register of municipal public roads and associated maps define the roads for which Council has operational duties as a road authority. Operational functions for the purposes of this road management plan relate to the establishment of standards for the construction, inspection, maintenance and repair of road infrastructure.

Various infrastructure assets, for which Council has no management responsibility, may exist in the road network within the municipality. These assets are owned and managed by service authorities, individuals and other statutory bodies.

#### 3.5.1 VicRoads

VicRoads is the coordinating road authority for the declared arterial road network within the municipality. Section 37 of the *Road Management Act 2004* sets out those parts of the arterial road network for which Council is the responsible road authority, across urban and rural areas.

Arterial roads located in the Colac Otway Shire are as follows:

Beech Forrest Road	Cororooke Road
Birregurra Road	Forrest Apollo Bay Road
Birregurra Deans Marsh Road	Gellibrand River Road
Birregurra Forrest Road	Great Ocean Road
Birregurra Road	Lavers Hill Cobden Road
Colac Ballarat Road	Princes Highway
Colac Carlisle Road	Skenes Creek Road
Colac Forrest Road	Timboon Colac Road
Colac Lavers Hill Road	Warncoort Birregurra Road

In the situation where the public road is an arterial road within an urban area, VicRoads is the coordinating road authority, excepting the following instances where Council has responsibility for all local components of the road system. These are:

- Service road traffic lanes and shoulders,
- Pathways outside of through carriageways and central medians,
- Indented parking bays and any other part of the roadway located 'kerb to kerb' that could not be made available for through traffic (being located either on the side of the road, in the outer separator or in the central median), and adjacent kerb and channel,
- Drainage pits and underground drainage outside of through carriageways or outer separators and underground drainage that is part of a municipal drainage scheme,
- Off road bicycle paths,
- Road markings for all parking bays, plus road markings on service roads,
- Local signage including street name signs, local direction signs, parking signs for the control of stopping or parking, and advance warning (but not advance direction) signs on municipal roads,
- Pedestrian fencing outside of central medians,
- Tactile Ground Surface Indicators (TGSIs) in footpaths and kerb ramps and at bus stops (except at central medians), and

(An urban area is defined in section 3 of the *Road Management Act 2004*.)

In the situation where the public road is an arterial road outside an urban area, VicRoads is the coordinating road authority; however Council is responsible for service roads, off road bicycle paths, pathways, associated local signage, and underground drainage that is part of a municipal drainage scheme.

For definition of the limits of responsibility between VicRoads and Council, where local roads

intersect with arterial roads in an urban and rural environment, refer to the Code of Practice for Operational Responsibility for Public Roads.

### 3.5.2 Department of Environment, Land, Water & Planning

Within the municipality a number of roads exist of Crown Land, in such areas as parks and forests, for which Department of Environment, Land, Water & Planning (DELWP) or Parks Victoria has management responsibility.

### 3.5.3 Adjoining Municipalities

The Act requires that a road authority be responsible for the operational functions of a road. In the instance of boundary roads with other municipalities, the responsibility is allocated according to an agreement between each municipality.

### 3.5.4 Rail Operators

The *Rail Safety Act 2006* requires rail operators and road managers to identify and assess risks that may arise from operations at certain interfaces (i.e. rail crossings), and seek to enter into safety interface agreements to manage those risks.

Within the Colac Otway Shire, V/Line and Australian Rail Track Corporation, as rail operators, are generally responsible for installing and maintaining all infrastructure located at rail crossings (e.g. crossing position signs together with other signs, barriers, gates, flashing lights, etc).

Council is generally responsible for the erection and maintenance of advance warning signs and all pavement markings associated with the approaches to rail crossings on municipal roads

### 3.5.5 Service Authorities

Many Utility Agencies utilise a road for their infrastructure. Non-road infrastructure within the road reserve is the responsibility of the person or body that is responsible for the provision, installation, maintenance, or operation of that particular asset.

A listing of typical utility assets found within a road reserve, and the relevant management authority is given below.

Asset Type	Management Responsibility
Street Lights	Powercor
Telecommunication infrastructure assets	Telstra
Gas infrastructure assets	Tenix Gas
Water & Sewerage infrastructure assets	Barwon Water
Electricity infrastructure assets	Powercor
Traffic Signal Installations	VicRoads
Rail Crossings	V/Line and Australian Rail Track Corporation

Assets or services within a municipal public road for which Council is not responsible for include gas pipes, water and sewerage pipes, cables, electricity poles, public telephones, and mail boxes.

### 3.5.6 Other Assets

In relation to provision of access from adjoining properties, there are a number of assets within a road reserve for which Council has no obligation to construct or maintain. Assets of these types are described as follows:

#### 3.5.6.1 Vehicle Crossings

Generally in urban areas the adjoining property owner is responsible for maintaining the portion of a vehicle crossing (i.e. driveway) located between the carriageway and the abutting footpath. Where there is no footpath, the property owner is responsible for that part of the driveway which extends from carriageway to the fence line. This also applies to vehicle crossings located in rural areas where the property owner is responsible for all of that part of the driveway between the road edge and the fence line.

The construction of a vehicle crossing and ongoing maintenance is to be carried out to meet Council's requirements. The property owner is also responsible for the maintenance of the immediate surrounds impacted on by the vehicle crossing to ensure that it is in a safe condition.

### **3.5.6.2 Nature Strips, Infill Areas and Vegetation**

Nature strips and infill areas are those residual areas between the edge of road or back of kerb and the property boundary not occupied by a footpath or vehicle crossing. These are normally sown to grass and may contain other features such as street trees and utility poles and underground services.

Nature strips are not recognised as a road related asset and are therefore not formally inspected or maintained to a standard defined under Council's Road Management Plan. Council will only undertake works on a nature strip where there is a safety issue either reported as a customer request or identified through programmed inspection activities.

Responsibility for maintenance of the nature strip areas is generally left to the abutting property owner as part of the presentation of their property and general appearance of the local streetscape.

Service authorities are required to reinstate any disturbed nature strip areas to a condition which existed prior to any excavation works in relation to the installation or maintenance of their infrastructure.

Street trees within the road reserve are managed by Council, however an abutting owner has the responsibility to keep a road or footpath clear of vegetation growing from their property. Council may direct the property owner to trim any overhanging branches under provisions of its Local Laws.

### **3.5.6.3 Property Stormwater Drains**

Property stormwater drains are constructed within the road reserve from the property boundary to a discharge outlet in the kerb, table drain or connected directly to Council's underground drainage system. Property drainage lines directly benefits the property and as such are the responsibility of the owner of the property being served to maintain.

### **3.5.6.4 Stock Underpasses**

A stock underpass is generally a box culvert type structure constructed for the purpose of providing a safe under road crossing.

A landowner that constructs a stock underpass on a local road must first sign a section 173 Agreement (Planning and Environment Act 1987) with Council that includes requirements for the landowner to maintain the structure. A cattle underpass shall be designed in accordance with all relevant VicRoads Guidelines, Australian Standards, and other applicable design codes.

Council has a responsibility to maintain the road pavement areas, seal markings and guideposts across the stock underpass. Responsibility for the maintenance of the structure, including attachments such as guardrail, stock lanes, fencing and stock underpass drainage remains with the landowner for the duration of the agreement.

Regardless of maintenance obligations, Council has a duty of care to ensure that that these assets are in a condition safe to the general community.

### **3.5.6.5 Cattle Grids**



A cattle grid is a type of obstacle used to prevent livestock from passing along a road which penetrates the fencing surrounding an enclosed piece of land.

The landowner benefiting from the use of a cattle grid is required to enter into a section 121 Agreement (Road Management Act 2004) for the construction, maintenance, repair, and insurance of the cattle grid. This agreement defines the roles and responsibilities of both Council and the landowners for the ongoing management of the cattle grid.

Cattle grids located on municipal roads are to be inspected and maintained in accordance with Council's relevant policy.

#### **3.5.6.6 Fire Access Tracks**

Designated fire access tracks throughout the Colac Otway Shire are specific purpose access tracks not intended for general access and provide only occasional access to non-residential property.

These are maintained by Council where Council has agreed to do so as a community emergency service and they are listed in the Municipal Fire Prevention Strategy. Fire access tracks are maintained to the standard as defined by Municipal Fire Prevention Plan and as funded by the Municipal Fire Prevention budget.

## **4. INSPECTION STANDARDS AND SERVICE LEVELS.**

There are two main components of the Council's maintenance programs, these are:

- Proactive Routine Maintenance – programmed routine maintenance and repair work; and
- Reactive Maintenance – work carried out to rectify defects that are identified as exceeding 'tolerable levels' or where an emergency response is required.

### **4.1 Strategies for Planning Maintenance Work**

A systematically planned approach is undertaken to ensure maintenance is effective. This includes the implementation of a maintenance strategy for key asset types, such as pavements, bridges, drainage, and other road related infrastructure.

For a particular asset type, the maintenance strategy includes the following considerations:

- A sound maintenance policy as a basis for planning all maintenance activity on that asset type;
- Consideration at both the design and constructions phases in order to reduce potential maintenance problems and in-service costs;
- A maintenance management system, including:
  - A current inventory for the asset type in question (e.g. pavements, signs, bridges, etc);
  - A regime of asset inspections to satisfy adopted schedules;
  - An effective asset condition and inspection recording system to produce informed decisions with regard to maintenance requirements; and
  - Maintenance performance criteria for the road network with consideration of community expectations.

### **4.2 Maintenance Policies**

Council's maintenance policies for specific asset types are based upon the following principles:

- Road infrastructure assets being maintained to ensure that their whole-of-life performance is maximised, having regard to safety, community benefits, environmental and funding considerations,
- A collaborative approach taken to improve the performance and reduce maintenance costs of Council's road assets through team work by the Infrastructure and Services Units,
- A systematic, efficient and sustainable approach to maintenance management and work practices utilising best practice,

- Regular planned inspections of Council's assets undertaken to identify and monitor their overall condition over time, and
- Accessible information systems implemented for inventory control, condition identification of selected assets, and recording of inspections, service requests and all actions relating to maintenance activities.

#### **4.3 Prioritising Works**

Maintenance activities are objectively planned in order to achieve cost and operational efficiencies. The works program and schedule is based on seasonal/annual events and routine servicing. The most effective maintenance is based on forecasting a need and scheduling the available and proper resources and corrective actions at the appropriate time to achieve best results.

#### **4.4 Maintenance Records**

Accurate data is collected in order to make reliable judgments in relation to future network maintenance needs which consider funding requirements. Council's maintenance records are computer-based for ease of transfer, communication, and analysis.

#### **4.5 Asset Inspections**

In order for Council to carry out effective planning and competent management of its road infrastructure, both in a strategic and operational sense, it is essential to collect maintenance-related information through disciplined and regular inspections of the whole of the network. Council's inspection activities can be grouped into the following categories based on definition and purpose:

- Routine Inspections;
- Condition Inspections
- Request Inspections; and
- Incident Inspections.

##### **4.5.1 Routine Inspections**

Inspections undertaken in accordance with the formal inspection schedule to determine if road asset complies with the levels of service as specified by the Maintenance Performance Criteria. Identified defects are rated against the criteria adopted for routine maintenance works on the asset. These performance criteria indicate the magnitude of the undesirable condition for each defect requiring remedial action.

A record of each street/road is completed detailing the name of the inspector, the inspection date, time, road name/asset description and report of any defects found that are at the 'tolerable' defects level as defined by Council's Maintenance Performance Criteria.

##### **4.5.2 Condition Inspections**

Condition inspections are undertaken specifically to identify deficiencies in the structural integrity of the various components of the road infrastructure that if untreated, are likely to adversely affect network values. The deficiencies may well impact on short-term serviceability as well as the ability of the component to continue to perform at the level of service for the duration of its intended useful life.

The condition inspection process must also meet the requirements for accounting regulations and asset management. Regular or periodic assessment, measurement and interpretation of the resulting condition data is required so as to determine the need for any preventive or remedial action and is used in the development of relevant programs of rehabilitation or renewal works.

The table below details the type of programmed and reactive inspections undertaken by Council in relation to its road infrastructure assets.

### 4.5.3 Request Inspections

A maintenance request is any request to undertake maintenance on an infrastructure asset. Customers or users of the asset generally make these requests. To provide the highest level of service, Council's objective in relation to maintenance requests is to inspect and prioritise the work requests within the time frames as specified.

Upon record of a request for maintenance or report of a defect received from the public, Council Officers or Councillors, an inspection will be carried by an appropriately experienced Council Officer within **5 working days** of notification, dependent on assessed urgency. As with routine maintenance inspections, any recorded defects beyond the maintenance performance criteria for that particular asset will be prioritised and rectified to satisfy established response times.

If works identified are beyond what is considered maintenance, then the project will be referred to and be considered for inclusion in Council's Capital Investment Program. Council reviews projects for its Capital Investment Program annually, in conjunction with its budget planning process.

### 4.6 Inspection Performance Criteria

Asset Class	Hierarchy	Routine Inspections
<b>Road Network</b> * Includes sealed and unsealed roads	Primary	3 times/year
	Secondary	Once every 8 months
	Minor	Once per year
	Urban Primary & Secondary	Night Inspection - Once per year
<b>Footpath</b>	Primary	12 months
	Local	12 months
<b>Kerb &amp; Channel</b>	All Road Categories (where applicable)	12 months
<b>Bridges</b>	All Road Categories	Level 1 Inspection (Basic visual inspection) - 12 months
<b>Road Furniture</b>	Guard Rail	As per frequency for road category
	Traffic Management Devices	As per frequency for road category
	Signs & Other Furniture	As per frequency for road category
<b>Vegetation</b>	Roadside Vegetation	As per frequency for road category
	Urban Vegetation	As per frequency for footpath category

Note\* - Relates only to the inspection of relevant assets associated with the approaches to rail crossings located on all municipal roads, as defined by applicable Safety Interface Agreements.

#### 4.7 Levels of service

The foundation of the Road Management Plan includes setting of appropriate and reasonable standards as they relate to maintenance and construction of road assets.

Council has established maintenance and construction performance criteria that are equitable, sustainable and reflect the requirements for management of its road assets.

The defined levels of service have regard to:

- Community needs and aspirations;
- Industry standards;
- The need to provide a safe and efficient road network; and
- The Council's and its community's ability to fund such standards.

The implementation of an equitable road classification system also enables the community to readily identify the road system and have clear expectations as to the standard of construction and maintenance of the road system.

#### 4.8 Community Consultation

An important objective of this Plan is to match the level of service provided by Council's road infrastructure with the expectations of its community given financial, technical and legislative constraints.

Council, as a continued improvement process, will measure and review both its capacity to deliver road services and actual performance of its road network against a number of key outcome areas. These are:

- Annual Community Satisfaction Survey Outcomes (Council Plan – Performance Indicators),
- Levels of expenditure and funding gaps,
- Analysis of Customer requests and responses (MERIT), and
- Ongoing development of Council Policies

Community input into service delivery needs to be considered against its willingness to fund a desired level of service. It is also important that any decision to adopt any changes to the defined maintenance and construction performance criteria is in the best interest of the overall community.

### 5. EXCEPTIONAL CIRCUMSTANCES

Council, under a normal operating environment, will make every endeavour to deliver all aspects of its Road Management Plan.

However, in the event of natural disasters and other events including, but not limited to, fires, floods, droughts or similar, 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 its Road Management Plan.

In the event that the CEO of Council, has to, pursuant to section 83 of the above Act, consider the limited financial resources of Council and its other conflicting priorities, meaning the standards Council's Plan cannot be met, the General Manager Infrastructure and Leisure Services will be advised in writing that some, or all, of the services delivered under the Plan are to be suspended until further notice.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's CEO will provide direction to the General Manager Infrastructure and Leisure Services as to which aspects of Council's Plan are to be reactivated and when.

#### 5.1 Unmade Road Reserves and Upgrading Roads Adjacent to Development

There are many road reserves within the shire which are currently unmade. These road reserves by

definition are unmade or natural surface roads. In some cases these roads may be graded periodically as fire access tracks or for other purposes. For the purposes of Council's Road Management Plan, these roads are also considered to be unmade roads by virtue that they have not been fully developed by Council or built by others to meet Council's Standards. In other cases unmade road reserves may be totally untouched and unused.

There are also many roads within the municipal area which are categorised as 'lower category' roads (e.g. Minor road) in accordance with Council's local road hierarchy. Roads of this nature are generally made to a very low standard and are graded periodically consistent with Council's standards.

Where a request is received or a development application is lodged which requires the construction of an unmade road reserve or for the upgrade of an existing 'lower category' road to a 'higher category', Council will give consideration for the work to be carried out provided that the developer or proponent is prepared to meet the full cost of construction.

All construction will be carried out to Council's specification, Council will then undertake to maintain the road thereafter should it be deemed to be a public road.

## **6. COORDINATION OF WORKS**

The primary purpose of public highway is for use by the public for transport. The provision of utility infrastructure is to be managed in such a way so as to minimise, as far as reasonably practicable, interference with a road primary purpose. In particular:

- Ensure that risks to the safety and property of road users and the public are minimised;
- Minimise any damage to roads and related infrastructure;
- Minimise disruption to road users; and
- Require that roads and related infrastructure be reinstated by utility and service providers to a condition as near as practicable to their prior condition.

### **6.1 Road Openings**

For private individuals, upon completion of a Non-Utility Minor Works within Municipal Road Reserves Application Form and payment of the appropriate fee, Council's consent to works is generally issued.

Council's consent to works allows contractors to perform civil works in a road reserve or make a connection to a drain, water main, gas, sewer or telecommunications service, or construct a vehicle crossing.

The issue of consent signifies to Council that the proponent undertakes to comply with the relevant conditions of Council's general conditions of consent. These conditions also relate to all temporary and permanent reinstatement works.

Council Officers inspect the works after four weeks from the date of proposed opening to ensure that reinstatement works have been completed adequately and that the area of works has not exceeded that as indicated on the application for consent.

Council requires that road crossings be bored rather than opened trenched unless consent is granted and a satisfactory length of pavement is reconstructed.

### **6.2 Service Authorities**

Service Authorities are required under the relevant legislation to provide Council with prior notification of planned works before commencement. Works are usually completed under the service authority's powers related to the respective Act relevant to the utility. This usually negates the requirement for the service authority to seek a 'Works on Road' permit from Council, however Council requires that the completed work reinstates the site to an equal or better state than existed prior to the works.



Council may make comment, in writing, regarding the impact of the proposed works on native vegetation, Council assets, safety and location. For Service Authorities, no Road Opening Permit is required for works; however a consent notice is issued providing Council with a record of the works.

Where Council is not satisfied with some aspects of the proposal outlined in the notice, it may provide consent to the works proceeding, subject to the utility/service provider complying with certain conditions. These conditions may involve:

- Management of traffic,
- Timing of works to minimise disruption to road users, and
- Timing and quality of reinstatement, etc.

In such cases Council will provide advice to the utility/service provider that it consents to the proposed works subject to certain conditions.

## 7. PLAN IMPROVEMENT & MONITORING

The Act requires that Council's Road Management Plan be formally reviewed at prescribed intervals. However, it is proposed that Council review the performance of its Plan more frequently as part of the continuous improvement process being applied to Council activities. Improvements to work processes and practices, utilization of plant and other resources will be identified from time to time and implemented where possible or referred to the next Plan review.

### 7.1 Reviewing the Road Management Plan.

The Road Management (general) Regulations 2016 (Vic) requires councils to review their Road Management Plan within 6 months of a Council general election or 30 June following an election whichever comes latest.

Council elections occur every 4 years which is a suitable review period. Any revised plan will be subject to the consultation and approval processes as detailed in Part 3 of the Road Management (general) Regulations 2016.

### 7.2 Performance Measures

The following performance measures have been adopted to provide an indication of the levels of service meet community requirements in terms of satisfaction of delivery.

Performance Measure	Target
Routine inspections completed as per schedule	100% as specified
Response times for remedial work as assessed against Council's Maintenance Performance Criteria*	85% as specified

\*Note – Includes provision of appropriate warning of an identified hazard to make safe.

## 8. REFERENCES

Colac Otway Shire Council Plan  
Asset Management Policy  
Risk Management Policy  
Strategic Resource Plan

Road Asset Management Plan  
Bridge Asset Management Plan  
Infrastructure Design Manual  
Code of practice No S201- Road management Plan.  
Code of practice No S117-Management of infrastructure in road reserves.  
Code of Practice No S 351-Worksite safety traffic management.  
Code of Practice No S 174-Operational responsibilities for public roads.  
ARRB Unsealed roads manual 2009.

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# **APPENDIX A**

## **Maintenance Performance Criteria & Response**

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## DEFECTS RESPONSE CODES

Response Code	Target Response Time	Action, Response & Control
2D	Within <b>2 working days</b> of defect identification via inspection or notification	Inspect and make safe defect within defined target response time
1W	Within <b>1 week</b> of defect identification via inspection or notification	Inspect and make safe defect within defined target response time
2W	Within <b>2 weeks</b> of defect identification via inspection or notification	Inspect and make safe defect within defined target response time
3W	Within <b>3 weeks</b> of defect identification via inspection or notification	Inspect and make safe defect within defined target response time
1M	Within <b>1 month</b> of defect identification via inspection or notification	Inspect and make safe defect within defined target response time
2M	Within <b>2 months</b> of defect identification via inspection or notification	Inspect and make safe defect within defined target response time
3M	Within <b>3 months</b> of defect identification via inspection or notification	Inspect and make safe defect within defined target response time
PW	Programmed Works - Long term maintenance works program (3-5 years) Developed on a priority basis having regard to available resources and annual budget limitations.	
N/A	Not Applicable	
*	Appropriate response within <b>1 working day</b> if defect is assessed as exposing the travelling public to a high level of risk exposure. Inspect, rectify defect if practicable, or provide appropriate warning. #	

**# Note** – Where, because of the nature of the repair, availability of resources required or existing workload, it is not possible to rectify a defect within its prescribed response time, appropriate warning of the hazard is to be provided until necessary repairs can be completed.

An appropriate warning may include, but is not limited to –

- Provision of warning signage,
- Traffic control action,
- Diversion of traffic around the site,
- Lane closure,
- Restriction of use of road by vehicles of a certain size (e.g. Load limit), or
- Temporary Road Closure.

An intermediate response of this type is to manage any risk associated with a particular defect until further remedial action may be undertaken.

## MAINTENANCE PERFORMANCE CRITERIA

DEFECT	DEFINITION/DESCRIPTION	INTERVENTION LEVEL	TARGET RESPONSE TIMES		
			Primary	Secondary	Minor
<b>SEALED ROADWAY MAINTENANCE</b>					
<b>Minor Patching</b>					
Potholes	Surface patching of potholes in travelled way using bituminous and other appropriate materials to restore riding surface to a smooth condition.	Repair when pothole exceeds 50mm in depth <b>and</b> or 300mm in diameter .	2W*	3W*	1M*
Seal Edge Breaks	Repair of fretting along edge of seal to maintain correct overall pavement width.	Repair when edge break exceeds 100mm from the average existing seal width, or when drop off of pavement exceeds 75mm measured over a 20m length.	2W*	3W*	1M*
Stripped Seals	Loss of aggregate from a seal which can become sticky in hot weather and slippery when wet or frosty.	Emergency treatment where wearing course becomes hazardous to traffic, particularly on horizontal curves or approaches to intersections, or not waterproof. Other areas to be considered within annual reseal program	PW*	PW*	PW*
Bleeding Surface	Surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or frosty weather.		PW*	PW*	PW*
Slick Surfaces	Slick, fatty or smooth surfaces resulting from loss of aggregate or the wearing down of the aggregate with age, accompanied by an upward movement of bitumen to form a hard, smooth surface with little grip to motor tyres in wet weather		PW*	PW*	PW*
Surface Waving or Shoving	Surface waving or shoving is caused by traffic shoving on unstable bitumen mixtures, resulting in shallow waves and hollows. Surface patching and regulation of adjacent surface irregularities <5sqm	When rutting depression holds water or exceeds 75mm under a 3m straight edge longitudinally.	2W*	3W*	1M*
Deformation or Heaving and Depressions	Depressions in the traffic lanes, with bulging of the surface outside the wheel tracks. Surface patching and regulation of adjacent surface irregularities	When depression holds water or mounding exceeds 75mm under a 3m straight edge longitudinally	2W*	3W*	1M*
aggregate*, dirt, or debris at critical locations	When accumulation of debris of more than 50mm depth for over 5 lineal metres of wheel path.	Sweeping/cleaning of pavement surface including; intersections, kerb & channel, etc * <b>Note</b> – Removal of access resealing aggregate or excess asphalt after spraying/laying is the responsibility of the relevant contractor under direction of the Services and Operations Department	1M*	1M*	1M*



DEFECT	DEFINITION/DESCRIPTION	INTERVENTION LEVEL	TARGET RESPONSE TIMES		
			Primary	Secondary	Minor
<b>UNSEALED ROADWAY MAINTENANCE</b>					
<b>Potholes-</b>	The application of gravel or appropriate material to potholes exceeding 300mm in diameter or 65mm in depth where moisture content is unsuitable for regular grading.	Repair when pothole exceeds 65mm in depth <del>and</del> or 300mm in diameter.	2W*	3W*	1M*
<b>Corrugations, rutting of pavement</b>	Treatment to reduce corrugations, potholes, and rutting to maintain shape and crossfall of unsealed roadways and road shoulders and restore trafficable surface condition.	Road surface, scoured, potholed, rutted, corrugated to depth of 65mm over 30% of any 1km length of road. Treatment may include spot gravelling with appropriate materials. <b>*Note</b> - Grading of unsealed roads will only take place when moisture content of pavement materials is sufficient to maintain cohesiveness of soil aggregates.	N/A	N/A	2 per year*
<b>Shoulders, potholed, rutted, holding water, pavement</b>	Unsupported drop from pavement > 100mm measured over a 20m length. Insufficient shoulder material to maintain shoulder at pavement levels, over 40% of road length.	The regular grader maintenance of unsealed shoulders in accordance with the appropriate intervention levels, including spot gravelling to avoid pavement drop off, reworking existing materials to remove shoulder surface irregularities and maintain shoulder shape <b>*Note</b> - Grading of unsealed shoulders will only take place when moisture content of materials is sufficient to maintain cohesiveness of soil aggregates.	2W	3W	1M
<b>ROAD RELATED INFRASTRUCTURE</b>					
<b>Damaged or illegible Signs including Statutory, Guide and warning Signs.</b> (excluding rail crossing signs)	The minor repair, re- erection, straightening, and cleaning of signs and sole purpose supports.	<ul style="list-style-type: none"> <li>▪ Straighten sign support when it becomes noticeable that it is not vertical.</li> <li>▪ Replace when damage renders either the sign or support ineffective.</li> <li>▪ Clean/ replace the sign face when: <ul style="list-style-type: none"> <li>- There is a noticeable accumulation of dirt.</li> <li>- Graffiti covers more than 10% of sign or message on sign is defaced</li> </ul> </li> <li>▪ Replace missing or if incorrect sign is in place.</li> <li>▪ Replace if sign is illegible at 150m under low beam or in daylight</li> </ul>	1W	1W	1W
<b>Signs – Rail Crossing Warning Signs</b> (includes only those signs on the approach to a crossing for which Council is responsible)			2W	2W	2W

DEFECT	DEFINITION/DESCRIPTION	INTERVENTION LEVEL	TARGET RESPONSE TIMES		
			Primary	Secondary	Minor
<b>Damaged Guard Rail</b>	The re-alignment, repair and replacement of isolated guardrail sections less than 10m in length, posts and hardware that is defective. Includes the cleaning of guardrail.	Replace damaged guard rail sections, end terminals and support posts, subject to the availability of materials.	1M*	2M*	2M*
<b>Missing/damaged Guide Posts / Delineators</b>	Reinstatement, repair, cleaning of guide posts and delineators to ensure safe and acceptable condition.	Any missing or damaged guide posts (where existing) making them substantially ineffective in a hazardous location for the travelling public	2W	3W	1M
<b>Kerb &amp; Channel Damage</b>	Repair of damaged kerb and channel due to concrete deterioration or damage.	Replace or undertake repairs when: <ul style="list-style-type: none"> <li>- Uplift section of 35mm in tray and water ponds for greater than 10m in:</li> <li>- Channel</li> <li>- Lateral displacement of top of kerb and tilted tray by more than 50mm</li> <li>- Broken pieces greater than 200mm missing</li> </ul>	1YR*	1YR*	1YR*
<b>Drainage Pit Lid – Damaged or Missing, or Pit Surround – Damaged or Missing</b>	Replacement or reseating of pit lid or surround.	Damaged or missing pit lids, surrounds, or grates in pedestrian areas and traffic lanes.	2D	2D	2D
<b>Pavement Markings</b>					
Centre Line	Defined as remarking of all illegible/defective road marked symbols, signs, line work where existing.	When markings lack definition, loss of reflectivity and/or legibility at safe sight distances at critical locations.	3 Year Program		
STAT Cons			6W*	6W*	6W*
School Crossings			6W*	6W*	6W*
Railway Crossings		6W*	6W*	6W*	
Parking Bays		Reinstate line marking to ensure effective visibility.	2 Year Program		
Bicycle Lanes			3 Year Program		

VEGETATION MAINTENANCE					
<b>Tree &amp; Shrub Obstruction - Roadway</b>	The cyclic maintenance of trees and shrubs in road reserves not in urban areas, control provides for fuel reduction as part of annual fire prevention program.	Prune road side trees to comply with the following clearance limits: <ul style="list-style-type: none"> <li>- Height Clearance: min.4.6m above carriageway</li> <li>- Lateral Clearance: in line with guide posts, back of shoulder, or kerb</li> <li>- Maintenance of safe sight distances at intersections and curves.</li> </ul>	1M*	2M*	PW*
<b>Tree &amp; Shrub Obstruction - Other</b>	Prune trees and/or shrubs to provide for long term desired height, lateral and sight clearances.	Tree obstructing safe sight distances, restricts viewing of warning signage, or assessed to be in an unsafe condition causing hazard to traffic or public.	2W	1M	2M

DEFECT	DEFINITION / DESCRIPTION	INTERVENTION LEVEL	TARGET RESPONSE	
			Primary	Local
FOOTPATH AND SHARED USE PATH MAINTENANCE				
<b>Displacements</b>	Replacement, repair, regulation and surface patching of footpath.	Repair or regulate footpath surface where vertical displacement between concrete bays or segmented pavers (including Bricks) exceeds 20mm.	1W	1M
<b>Potholes (Sealed Surface)</b>	Repair of potholes in hard paved areas.	Repair or regulate where potholes exceed 25mm in depth.	1W	1M
<b>Potholes (Unsealed Surface)</b>	Potholes in unsealed surfaces.	Repair when pothole exceeds <b>25mm</b> in depth or <b>300mm</b> in diameter or likely to deteriorate rapidly	1W	1M
<b>Depressions/ scouring</b>	Regulation of subsided areas exceeding 1-sqm and less than 5-sqm.	Repair or regulate where depressions exceed 30mm in depth over a 2 metre straight edge.	1W	1M
<b>Footpath –Tree &amp; Shrub Obstruction</b>	Street tree and/or shrub shaping to maintain desired height, lateral and sight clearances.	Trees and shrubs with branch thickness of 10mm or more or any branch with thorns to comply with the following clearance limits: <ul style="list-style-type: none"> <li>- Height Clearance: min. 2.0 m above footpath</li> <li>- Lateral Clearance: min. across greater than 30% of footpath width</li> </ul>	1M	2M
<b>Footpath - Vegetation Control</b>	The control of vegetation growth	Areas where grass encroaches across greater than 30% of footpath width or obstructs viewing of signage.	1M	2M

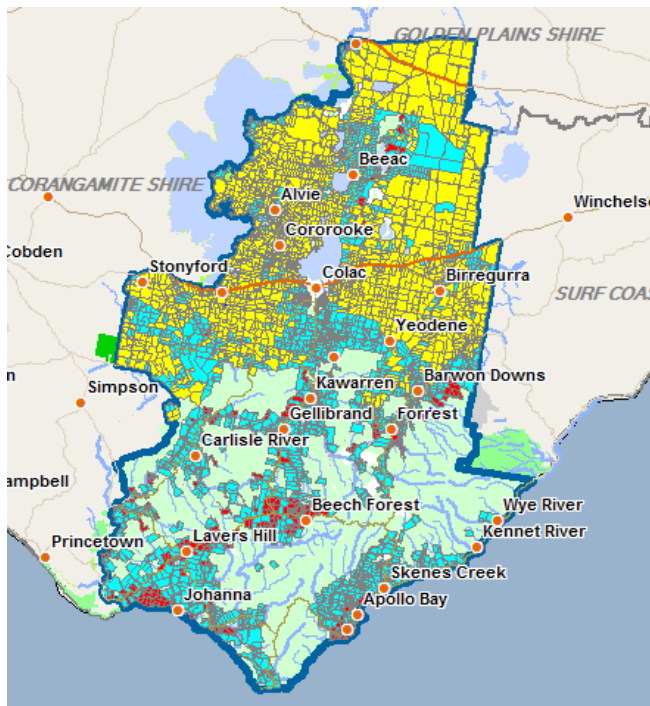
DEFECT	DEFINITION / DESCRIPTION	INTERVENTION LEVEL	TARGET RESPONSE	
			Primary	Local
<b>Edge Repair</b>	Treatment to reduce depressions, holes or drop-off at the interface (edge) of constructed asphalt, concrete or brick paved footpaths.	Provide repair of depressions exceeding 75mm in depth at the interface of the nature strip and surrounding constructed paths with topsoil, gravel or sand	1W	1M

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ORDINARY COUNCIL MEETING  
**REVIEW OF THE ROAD MANAGEMENT PLAN**  
 OM182401-10

<b>LOCATION / ADDRESS</b>	Shire wide	<b>GENERAL MANAGER</b>	Tony McGann
<b>OFFICER</b>	Stephen Wright	<b>DEPARTMENT</b>	Infrastructure & Leisure Services
<b>TRIM FILE</b>	F17/7799	<b>CONFIDENTIAL</b>	No
<b>ATTACHMENTS</b>	1. Road Management Plan - Draft 2018		
<b>PURPOSE</b>	To adopt the amended Road Management Plan.		

## 1. LOCATION PLAN / AERIAL PHOTO





## 2. EXECUTIVE SUMMARY

The Road Management Plan has been reviewed by Council Staff over the past 4 months and as a result an amended plan has been prepared which has been simplified and enhanced to make it clearer and more readable. The plan suggests an increase in inspection frequency and an increased level of intervention for some road defects.

A report was presented to the December meeting of Council. At that meeting Council asked questions relating to the intervention levels on potholes, specifically whether the pothole was required to be a certain width *and* a certain depth before Council would intervene to repair it. Officers have reconsidered this aspect of the Plan and now recommend that potholes should be repaired if they present with a certain depth *or* a certain width. The Plan has been amended to show that

## 3. RECOMMENDATION

*The Council give notice through a public notice in the Government Gazette and a daily paper circulating in the Shire and also through Council's website that:*

- a) The road authority has completed the review of its Road Management Plan and the purpose of the review has been to amend the Plan to:*
  - *Reduce the size of the document to ensure it is more concise, readable and relevant.*
  - *Simplify the road hierarchy to assist the public and officers using the plan to identify asset types.*
  - *Bring up to date references to codes of practice.*
  - *Review inspection intervals to achieve efficiency whilst maintaining prudent oversight of road assets.*
  - *Redefine intervention levels and defects to improve levels of service.*
- b) The amended plan relates to all the roads, footpaths and road related infrastructure in Council's Road Register.*
- c) A written report produced in accordance with sub regulation (2) of the Road Management (General) Regulations and the proposed amended Plan may be inspected or obtained at Council's offices.*
- d) Any person who is aggrieved by the proposed amendment may make a submission on the proposed amendment to the Council within 28 days of the publication of this notice in the Government Gazette.*

## 4. BACKGROUND / KEY INFORMATION

### BACKGROUND

The Road Management Plan was first prepared following the establishment of the Road Management Act in 2004. Since that date, the plan has been revised in 2006, 2009 and 2013.

Each of these revisions has been minor.

Councils are required to adopt a Road Management Plan within 6 months from being elected. Colac Otway shire adopted the Road Management Plan unchanged from 2013 at the April 2017 meeting. At that meeting it was considered timely to conduct a comprehensive review to update the plan.

The purpose of the review has been to;

- Reduce the size of the document to ensure it is more concise, readable and relevant.
- Simplify the road hierarchy to assist the public and officers in using the plan to identify asset types.
- Bring up to date the references to codes of practice.
- Review inspection intervals to achieve efficiency whilst maintaining prudent oversight of road assets.
- Redefine intervention levels and defects to improve levels of service.

### **KEY INFORMATION**

This review has provided the opportunity to revise the content of the Road Management Plan and ensure that it contains information relevant to the current legislative framework and road maintenance practices.

Analysis of customer requests, inspection data, Community Attitude Surveys and community consultation, coupled with maintenance staff aspirations to continuously improve their own performance and job satisfaction, has supported the refinements in this new plan aimed at providing an increase in the level of service to road users.

The changes to the plan can be summarised as follows;

1. Deletion of historical background to Road Management Act.  
The Road Management Act has been in existence since 2004 and was the catalyst for the preparation of road management plans by all Council's in Victoria. Council's plan has been revised 4 times since 2004 and there is no longer a need to explain why Council has prepared a plan.
2. Reduce the content relating to legislative requirements.  
The legislative framework under which road management plans are prepared, modified and adopted are outlined in the revised plan references and do not need to be expanded upon within the plan itself. The plan has been prepared in accordance with all relevant legislation and codes of practice.
3. Deletion of references to internal processes of Council such as Best Value compliance, Budget preparation and allocation of funding to Council programs.  
  
These processes are important to the Councils efficient and compliant delivery of services to the community but do not have to be reiterated in the Road Management Plan. Council will continue to allocate resources prudently and appropriately each year and over longer term timeframes where required.
4. Revision and simplification of the road hierarchy such that there are three levels of roads managed by Council – Primary, Secondary and Minor – and remove the distinction between rural and urban roads.

5. Revision of the hierarchy for footpaths by combining primary and shared use paths as one category and local and open space paths as another.
6. Rationalise inspection frequency to minimise duplication of travel and ensure duty of care is being met.

The previous plan had different inspection frequencies for Link, Collector and Access roads, which contributed to wasted travel and unnecessary duplication of effort.

Now that Link and Collector have been combined as Primary roads and Access roads are now designated Secondary Roads, the inspection regime will now coincide for both asset types and will be able to simplify inspection scheduling.

This change will result in a minor reduction of frequency of inspection to one asset type (former Link roads), but with increased inspection frequency for others. The total annual kilometres inspected will increase from 2406 Km per year to 2913 Km per year. This will allow defects to be discovered earlier.

**This is an increase in level of service.**

7. Introduce one annual night time (winter) inspection in urban areas aimed at ensuring street and public car park lighting, pedestrian crossing lighting, reflectorised signage, and pavement markers are in place and performing satisfactorily. **This is an increase in level of service.**

8. Intervention and Defects.

Existing definitions of defects are generally found to be appropriate to ensure that common faults can be identified and are consistent with Australian Road Research Board (ARRB) unsealed roads manual, other road maintenance practices and our neighbouring Municipalities. There are two defect types that the new plan proposes to change the intervention levels on unsealed roads.

#### **Corrugations**

The current intervention level is:

*“Road surface scoured, rutted, or corrugated to a depth of 75 mm over 30% of any 1km length of road...”*

It is proposed that the depth will be reduced from 75mm to 65mm.

**This is an increase in level of service.**

#### **Potholing;**

For sealed surfaces the current intervention level is a depth of 50mm and/or 300mm diameter and it is proposed to change this to 50mm depth or 300mm diameter.

For unsealed (gravel) road surfaces it is proposed to reduce the depth from 75mm to 65mm or 300mm diameter.

**This is an increase in level of service.**

## **FURTHER SUPPORTING INFORMATION**

### **5. COMMUNITY CONSULTATION & ENGAGEMENT**

#### **Annual community survey results.**

Each year Local Government Victoria coordinates and auspices a state wide Local government Community Satisfaction Survey throughout Victorian local government areas. The survey asks questions regarding a range of Council services and activities and in particular the survey asks two questions related to sealed local roads and the maintenance of unsealed roads.

Satisfaction levels are expressed as an index and are compared with previous years, similar councils (large rural) and all councils state-wide.

In relation to sealed roads, customer satisfaction has improved slightly to index 42 in 2017 from 37 in 2016 and is relatively constant over the 4 years (average 41.5).

In relation to unsealed roads there has been a slight decline in community satisfaction over the last 5 years (the index used has declined from 40 in 2013 to 37 in 2016).

#### **Informal consultation.**

Consultation has taken place with a cross section of commercial road users and residents. The consultation has been aimed at giving road users an opportunity to comment on the condition of the Council managed roads within the shire and help determine which elements of road conditions are regarded as the most important. An on-line survey utilising “survey monkey” has been developed to assist residents in making comments.

Commercial operators included the timber industry, dairy industry, buslines and the CFA.

A key question in the survey is, “what factors in assessing road condition are regarded as the most important?”, and from the results received so far the two most important factors are **smoothness of ride** and **potholes**.

The consultation is intended to assist in the development of the draft Plan.

This consultation has now closed and as at 13/12/17 over 135 responses had been received.

#### **Analysis of requests.**

An analysis of customer requests has indicated that the incidence of potholes and corrugations on unsealed roads are the most common reason for requests. This concurs with results received through the online survey.

From the consultation conducted and analysis thereof the road management plan has been amended to improve the standard of maintenance by reducing the intervention levels for corrugations and potholes from 75mm depth to 65mm depth respectively.

### **Formal consultation.**

Formal consultation can take two processes depending whether the review of the plan results in an amended plan and whether the effect of those amendments is an improved standard of performance.

If it is intended to amend the Road Management Plan, the formal consultation process requires Council to publish a notice stating:

- a) The purpose and general purport of the proposed Road Management Plan;
- b) Where a copy of the proposed management plan can be obtained or inspected;
- c) That any person who is aggrieved by the proposed road management plan may make a submission on the proposed road management plan to the road authority within the period specified in the notice (which must be at least 28 days.)

This notice must be published in the Government Gazette and a Daily newspaper generally circulating in the area.

It is recommended that the Plan be amended along the lines described in section 4 of this report.

## **6. ANALYSIS**

### **ALIGNMENT TO COUNCIL PLAN OR COUNCIL POLICY**

This report and the recommendation aligns with the Council Plan -Theme 2, Our Places - Assets and Infrastructure, and meets Council's goal of providing assets and infrastructure that meet community needs.

An analysis of the amendments to the Road Management Plan is as follows.

Deletion of historical background to Road Management Act, the reduction in the content relating to legislative requirements, and the deletion of references to internal processes of Council such as Best Value compliance, budget preparation and allocation of funding to Council programs, have been done to enhance the focus of the document on road management related information. These deletions have made the plan more concise and readable.

The deletions have no impact on the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and classes of road to which the plan applies.

The revision of the road hierarchy has simplified the categories of roads.

The revision of the inspection frequencies has resulted in an increase in the standards of inspection applying to the road network overall such that under the previous Plan in relation to all roads, Council officers inspected 2406 kilometres of roads annually under the proposed plan this will increase to 2913 kilometres annually. In addition, an annual night-time inspection of urban areas is being added to the inspection regime. These increases will be achieved through improved use of technology, and redesign of work methods and re-allocation of existing resources within the Infrastructure & Leisure Services Division.

The amendments to intervention levels for corrugations and potholes will result in an increase in the standards of maintenance and have been done to address the two key road condition assessment factors highlighted through the consultation process; namely smoothness of ride and potholes.

### **ENVIRONMENTAL IMPLICATIONS**

The standard of road maintenance in the shire has an impact on the built environment in that higher standards can reduce the incidence of dust, noise, storm water quality and vehicle fuel use. The amended plan is intended to provide improved standards of maintenance and therefore positive implications for the environment.

### **SOCIAL & CULTURAL IMPLICATIONS**

Quality road infrastructure provides safe accessibility to the community which enhances mobility and builds social cohesion. The increases in inspections and intervention levels will produce road and footpath condition improvements which will have positive social and cultural implications.

### **ECONOMIC IMPLICATIONS**

Improved road maintenance standards will have a minor positive effect on the economy. Vehicle wear and tear and fuel consumption can improve with an improved road network and travel times can be kept down which can reduce transport costs to industry.

### **LEGAL & RISK IMPLICATIONS**

The Road Management Plan provides the Council with an effective defence to claims from road users in that it provides a “reasonable” system of management to ensure that defects can be detected and rectified within an appropriate time frame. The purpose of the plan is to minimise risk to road users.

### **RESOURCE IMPLICATIONS (FINANCIAL ETC)**

The revision of the inspection frequencies has resulted in an increase in the standards of inspection applying to the road network overall. In addition, an annual night-time inspection of urban areas is being added to the inspection regime. These increases will be achieved through improved use of technology, and redesign of work methods and re-allocation of existing staff and other resources within the Infrastructure department.

## **7. IMPLEMENTATION STRATEGY**

### **DETAILS**

The proposed amendments to the Road Management Plan will result in a standard that is higher than that which existed prior to the review.

The road authority is required to give notice as prescribed in the regulations which includes making available a report describing the proposed amendments and stating where the report and amended Plan can be inspected or obtained. The notice must advise that persons aggrieved by the proposed



amended plan may make a submission to the Council within 28 days of the notice being published in the government Gazette.

This notice must be published in the Government Gazette and a newspaper generally circulating in the area.

It is proposed that this Council report provides the required “purpose and general purport of the proposed amendment” and will be made available with the amended Plan.

### **COMMUNICATION**

Council will communicate the decision through the public notice in the Government Gazette and a daily paper circulating in the Shire and also through Council’s website. A press release highlighting the proposed changes to the Plan will also be prepared.

### **TIMELINE**

Adopting this implementation strategy, subject to submissions, will enable the amended plan to be effective from 3 April 2018.

## **8. OFFICER DIRECT OR INDIRECT INTEREST**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.