



Road Management Plan

Standardised Version

Version 6, April 2017

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1 GENERAL

1.1 DISTRIBUTION & AVAILABILITY

The Director Asset Services shall be responsible for:

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

Copies (4) of the Plan shall be held by:

- Director Asset Services,
- Manager Assets
- Strategic Assets Co-ordinator, and Council Library.

This Plan is available at the following locations and may be viewed, free of charge, by the public during office hours each working day:

Municipal Offices
109A Binney Street,
Euroa, 3666
Phone: 03 5795 0037
Mon – Fri. 9.00 am to 5.00 pm

Nagambie Mobile Customer Service
317A High Street,
Nagambie, 3608
Phone: 1800 065 993
Mon – Fri 10.00 am to 4.00 pm

The Plan is also available on Council's website at www.strathbogje.vic.gov.au

1.2 AMENDMENT REGISTER

Document Control					
Rev No.	Date	Revision Details	Author	Reviewer	Approver
Draft	31/08/04				
Ver 1.0	10/09/04	Version 1: Public exhibition			
Ver 1.0	16/11/04	Version 1: Adopted			
Ver 2.0	11/07/05	Version 2: Public exhibition			
Ver 2.0	20/09/05	Version 2: Adopted			
Ver 3.0	04/08/06	Version 3: Public exhibition			
Ver 3.0	15/05/07	Version 3: Adopted			
Ver 4.0	19/06/12	Version 4: Adopted			
Ver 5.0	Feb 2014	Version 5: Adopted			
Ver 6.0	April 2017	Version 6: Adopted			

1.3 DELEGATIONS

The Chief Executive Officer has delegated the various functions under the Road Management Act and Regulations to the respective officers of Council detailed in an Instrument of Sub-Delegation. This allows Council, through its various members of staff to respond quickly to technical and administrative matters under the Plan.

2 INTRODUCTION

2.1 BACKGROUND

This Road Management Plan (the Plan) is a document which describes road assets within road reserves for which Council is responsible.

The document sets inspection intervals and response times as well as stating management systems which this Council will implement to ensure that its responsibilities within the *Road Management Act 2004* (the Act) are met.

For Council to show that it has satisfied its duty of care to road users, it is required to demonstrate that it has in place a reasonable regime for inspecting the road network to discover defects and a reasonable regime for planning and implementing repairs to overcome those defects. These aspects of inspection and response are dealt with in Section 5 and are the key components of this Plan.

Implementation and management of the Plan is consistent with Council's various strategic and corporate documents and policies.

2.2 PURPOSE

In accordance with Sections 1, 49 and 50 of the *Road Management Act 2004*, the purposes of this Plan are:

- To establish a management system for the road management functions of the Council which is based on policy and operational objectives and available resources; and
- To specify the relevant standards in relation to the discharge of duties in the performance of those road management functions.
- To establish good road asset management practices focussed on delivering optimal outcomes while having regard to affordability, available resources, and the policies, priorities and strategies of governments and road authorities.

This Plan details the management system that the Council proposes to implement in the discharge of its duty to inspect, maintain and repair public roads for which the Council is responsible.

2.3 REVIEW OF THIS PLAN

2.3.1 Audit

A program of auditing, using both internal and external auditors, is being developed for the purposes of ensuring that all the management systems in place are delivering the levels of service adopted by Council for its road network assets.

2.3.2 Plan Review

This Road Management Plan will be reviewed in accordance with section 11(1) of the *Road Management (General) Regulations 2016* and will be conducted every four years in line with Council elections.

The review will consider the levels of service for road infrastructure on public roads maintained by this Council. Particular attention will be given to managing the demand for asset maintenance with the proposed level of resources made available through the Council budget.

2.3.3 Amendment

If the adopted level of service, i.e. tolerable level of defect and/or rectification response time, is not achievable, the level of maintenance effort may need to be varied. The level of service, the anticipated quantity of works and Council's budget and resources would have to be reviewed and a new Road Management Plan proposed.

Any revised Plan would be subject to the consultation and approval processes as detailed in Section 54 of the Act.

3 LISTING OF ROAD INFRASTRUCTURE

3.1 CLASSIFICATION OF INFRASTRUCTURE

Council has adopted hierarchies which provides for the classification of assets of a similar nature. The objective of a classification is to group assets based on factors including, but not limited to:

- Type and volume of use,
- Risk factors,
- Standards of construction and maintenance

Details of Council's road asset hierarchies are included in Appendix 1.

3.2 ASSET REGISTERS

Council maintains asset registers of roads, roadways, pathways, road infrastructure or road related infrastructure for which Council is the responsible road authority.

3.2.1 Register of Public Roads

The Act places a mandatory requirement that a road authority keeps a register of public roads. The purpose of the Register is to list those road assets which will be maintained by Council in accordance with this Plan. The Act provides guidance as to what must be included in the Road Register, which includes:

- Road name,
- Date the road became a public road (if after 1 July 2004),
- Date the road ceases to be a public road,
- Classification, if any,
- Reference to any plan or instrument that fixes or varies the boundaries of the public road (if made after 1 July 2004),
- Any ancillary areas,
- Reference to any arrangement under which management function is transferred to or from another road authority,

- Any matter required to be included by the relevant road minister under section 22 of the Act.

Council's register is held as a database. A copy of the Register is available for public viewing at the Municipal Offices. The mandatory information to be kept is listed in Schedule 1 of the Road Management Act.

A hard copy record of the location of road assets is kept in the Council Publications File in the Records Department. The Road Register is available to the public for inspection at no charge at the Municipal Offices, 109A Binney Street, Euroa, during normal business hours.

3.2.2 Bridges & Major Culverts Asset Register

The register lists all bridges and major culverts for which Council is the responsible road authority. The register is held as a database and includes the following information:

- Location,
- Dimensions,
- Age,
- Description of type.

3.2.3 Footpaths Asset Register

The register lists footpaths for which Council is the responsible road authority. The register is held as a database and includes the following information:

- Location,
- Materials,
- Dimensions.

3.2.4 Car Parks Asset Register

Both on and off street car parks are maintained by this Council. Maintenance requirements for car park pavements, drains, signs and line markings are the same as Access Roads as described in this Plan.

4 DEMARCATION OF RESPONSIBILITY

4.1 BORDERING MUNICIPALITIES

In the instance of boundary roads with other municipalities the responsibility is allocated according to an agreement between municipalities. The agreement allocates routine maintenance responsibility split on an equitable cost basis. Capital works, reseals costs are shared equitably by both municipalities. The Strathbogie Shire Council borders:

- Campaspe Shire to the west;
- City of Greater Shepparton to the north;
- Benalla Rural City to the north-east;
- Mansfield Shire to the east;

- Murrindindi Shire to the south;
- City of Greater Bendigo to the west.

4.2 ARTERIAL ROADS

For arterial urban roads VicRoads is the Coordinating Road Authority. Hard copy sketches of the line of demarcation between Council and VicRoads have been developed based on the *Operational Responsibility for Public Roads Code of Practice*.

A State Road may be a Freeway, a Declared Arterial Road or a Non-Declared Arterial State Road.

Freeways in the Strathbogie Shire are:

- Hume Freeway
- Goulburn Valley Freeway – Sections 1 and 3

Highways in the Strathbogie Shire are:

- Goulburn Valley Highway (Mitchellstown Road to Wahring)

Declared Arterial Roads in the Strathbogie Shire are:

Official Name	Local Name
Avenel Nagambie Road	Avenel Nagambie Road
Dookie Violet Town Road	Dookie Violet Town Road
Euroa Mansfield Road	Euroa Mansfield Road
Euroa Main Road (the old Hume Highway through Euroa)	Euroa Main Road (Clifton St/Tarcombe St <u>in town</u>)
Euroa Shepparton Road	Euroa Shepparton Road
Heathcote Nagambie Road	Heathcote Nagambie Road (Vickers Road in town)
Murchison Violet Town Road	Murchison Violet Town Road (Urmston Street in town)
Wahring Murchison East Road	Wahring Murchison East Road

Under the Road Management Act (s.40(4)), the road authority's statutory duty to inspect does not apply to any roadside that has not been developed by a road authority for use by the public as a roadway or pathway, nor to non-road infrastructure which is installed in the road reserve; and (s.107) the road authority does not have a statutory duty or a common law duty to maintain, inspect or repair the roadside of any public highway (whether or not a public road).

4.3 Council Responsibility

The Council has the power to determine the standard to which it will construct, inspect, maintain and repair roadways as set out in the Road Management Act. The Council is responsible for implementing processes and systems to ensure compliance with those standards.

4.4 Road-user Responsibility

Road user obligations are set out in Section 17A of the Road Safety Act 1986 (as amended by the Road Management Act) and summarised below.

A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all relevant factors including (but not limited to) the:

- physical characteristics of the road
- prevailing weather conditions
- level of visibility
- condition of the motor vehicle
- prevailing traffic conditions
- relevant road laws, advisory signs and roadworks restrictions
- physical and mental condition of the driver.

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.

A road user must have regard to the rights of other road users and the community, taking reasonable care to avoid conduct that may:

- endanger the safety and welfare of other road users
- damage any infrastructure on the road reserve
- harm the environment of the road reserve.

4.5 CROWN LAND

A number of roads are located on crown land managed by the Department of Environment Land Water and Planning, and Parks Victoria. Where these roads do not service a Council asset or ratepayer, the road may be the responsibility of the relevant Department. In some instances a road may pass through the crown land and Council may remain the responsible authority.

4.6 RAIL

The relevant rail authority is responsible for the maintenance of the road and infrastructure in the immediate vicinity of a rail crossing and some bridge structures. The Rail Safety Act 2006 requires Safety Interface Agreements to be established which fully detail the areas of responsibility.

4.7 UTILITY SERVICES

The relevant service provider including water, gas, sewer, phone or power is responsible for the maintenance of its infrastructure located within the road reserve.

4.8 PRIVATE STREETS

A private street may have been created from the subdivision of private land. Where the street has been constructed to Council's requirements and approved, the street shall be maintained in accordance with this Plan.

4.9 OWNER RESPONSIBILITIES

4.9.1 Vehicle Crossings

The *Road Management Act 2004* provides that a road authority is not liable for private vehicle crossings (driveways) and pathways on road reserves that provide access to land adjoining a road, this responsibility being with the adjoining landowner.

Vehicle crossings must comply with Council's specifications.

Proposed new or altered cross overs to properties adjoining Arterial Roads require a Planning Permit under the Planning and Environment Act 1987 before any works can commence.

4.9.2 Footpaths and Overhanging Vegetation

A landowner has a responsibility to keep a footpath clear of vegetation growing from their property. Under the provisions of Council's local law No. 6 (2010) Council may direct the landowner to trim the overhanging branches.

4.9.3 Obstructing Footpaths and Roads

It is the responsibility of landowners to keep footpaths and roads clear of obstructions, including circumstances relating to:

- Tables, chairs, shop displays and signs on footpaths in commercial areas,
- Obstructions on nature strips, and
- Vegetation affecting visibility.

excepting where the activity is approved by Council in accordance with Local Law No. 6 (2010).

4.9.4 Roadside Vegetation

A road authority does not have a statutory duty or a common law duty to maintain, inspect or repair land of any public highway that is not a constructed path or roadway (Road Management Act s.107).

In accordance with Clause 52.17 of the Victoria Planning Provisions, Council is exempt from the requirement to obtain a permit for native vegetation removed, destroyed or lopped to the **minimum extent necessary** to maintain the safe and efficient function of an existing road.

4.9.5 Nature Strips

Due to potentially high costs Council does not maintain nature strips to a high standard. Council may only undertake works where some safety or significant amenity issue is present. Historically the landowner has undertaken mowing and upkeep, including weed control, as a part of the presentation of their property.

4.9.6 Consent to Perform Works in Road Reserve

In general any person considering performing works in road reserves must obtain consent from the Coordinating Road Authority unless they are exempted under the Road Management (Works & Infrastructure) Regulations 2005. Advice and application forms are available from the Municipal Offices for work on municipal roads.

4.10 ACCESS CONTROL

Under the provisions of the Act a road authority may make a decision concerning access onto a public road in relation to:

- Location,
- Restrictions of use,
- Conditions, and
- Works.

VicRoads may specify requirements for highways and arterial roads and Council for local roads.

Under the Planning Permit process Council may impose conditions on a permit for the use or development of land in relation to:

- Stock Crossings,
- Vehicle crossings,
- Driveway dimensions,
- Turning lanes, and
- School bus stopping areas.

5 STANDARDS FOR INSPECTION

5.1 INSPECTIONS

5.1.1 General

The main reasons for the inspection of road assets are:

- To identify defects and act to minimise the risk of injury to the asset users; and
- To identify defects in time and repair to prevent premature failure of assets and minimise the financial impact to the community.

The Council and the community collectively identify the defects on roads. Inspections are performed in three modes as follows:

- Mode 1 Inspection by service inspector (proactive maintenance/defect inspection)
- Mode 2 Inspection based on customer complaints or reports (reactive/safety inspection)
- Mode 3 Inspection by works officers or by independent team (condition inspection)

Details of inspections are included in Appendix 3.

6 SERVICE LEVELS

The desirable minimum design targets for road and bridges for each road classification are set out in Appendix 2, with reference to Austroads Guidelines and VicRoads Supplementary Guidelines.

The design targets are the desirable minimum standards to be achieved, where possible, when reconstruction or replacement of the asset is undertaken.

The existing assets are generally of a lower standard, and this standard will be maintained until any upgrade works are programmed.

Roads are classified according to their function and traffic volumes.

The level of service provided by a road is determined by its geometrical design standard and its surfacing.

A road with a bituminous surface seal provides a higher level of service than an unsealed gravel road due to improved ride quality and all-weather, dust free surface.

Council may change the classification of a road if the function or usage of the road changes and this may affect the service level provided and the standard of maintenance.

It is Council's intention to upgrade the classification of a number of Fire Access / Zero Class roads progressively over the life of this Road Management Plan. This will be implemented as funding for both the capital upgrade works and ongoing maintenance is made available. Roads will be prioritised for reclassification by assessment of their network importance, the number of existing houses, the length of the road and the current traffic volumes. (Refer to Road Assessment Matrix at Appendix 6).

To qualify for assessment the roads will need to provide prime access to a dwelling or have been identified as High Usage in the 2017 Road Management Plan review.

7 STANDARDS FOR MAINTENANCE AND REPAIR

Council has determined standards in relation to the condition to be achieved in maintenance and repair of roads, pathways and other road infrastructure.

Details of maintenance in relation to intervention levels are included in Appendix 4.

By agreement with Council, the users of roads not satisfied with construction standards or service levels may undertake road improvement works at their cost.

Residents and road users should contact Council to discuss the requirements and costings for proposed improvements on an individual basis.

Such works will be subject to the VicRoads “Code of Practice for Worksite Safety – Traffic Management” and “ a Works within Road Reserves “ permit from Council.

Improvement works must be approved by Council and carried out by a Council approved contractor.

Improvement works may include:

- Maintenance grading
- Addition of dust suppressant to the surface of an unsealed road
- Sealing of the road surface
- Construction works to upgrade the road to Council standards.

If an urgent or high risk situation is identified either through the Council’s routine maintenance inspections, or through another inspection mechanism, Council will take appropriate action, as a matter of priority, to reduce the risk of an incident, by means of appropriate warning until the maintenance/repair works are completed. These works may be considered as emergency works.

8 MANAGEMENT SYSTEM

Council’s asset information is stored on an electronic database known as the Asset Management System (AMS). This system is continually being developed and enhanced. The system is currently being upgraded to manage and record maintenance information, enabling work done on specific assets to be traced more readily. Projects are also underway to improve the integration of the AMS with Council’s other information systems.

The AMS is also increasingly being used to manage information on risk and to model deterioration and replacement scenarios.

Key aspects of the management system utilised by Council includes:

- Regular inspections of the asset portfolios,
- The setting of intervention levels,
- The type of intervention action,
- The target time for intervention action.

The maintenance management system is illustrated in Appendix 5.

9 “FORCE MAJEURE”

Council will make every endeavour to meet 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 and the like, together with human factors, such as 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 the Council has to, pursuant to section 83 of the above Act, consider the limited financial resources of the Council and its other conflicting priorities, meaning Council's Plan cannot be met, they will write to Council's Officer in charge of its Road Management Plan and inform them that some, or all, of the timeframes and response times are to be suspended.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's CEO will write to Council's Officer responsible for Council's Plan and inform them which parts of Council's Plan are to be reactivated and the timeframes for each part of the Plan to be reactivated.

10 ROAD ADVISORY COMMITTEE

The purpose of the Road Advisory Committee is to provide input into the cost-effective management of the Council's road network. A separate document that contains the scope, function, composition and meeting frequency will be developed and approved by Council for the operation of the Committee.

11 APPENDICES

Appendix 1 – Road Hierarchy

Appendix 2 - Design targets

Appendix 3 – Details of Inspections

Appendix 4 – Maintenance Targets and Response Times for Roads

Appendix 5 – Maintenance Management System

Appendix 6 - Road Assessment Matrix

Appendix 1 – Road & Footpath Hierarchy

Road Hierarchy

Functional Classification:	Definition:	Road Class				
		Class 0 Fire Access	Class 1	Class 2	Class 3	Class 4
		Unformed or Formed with no pavement	Formed with pavement (may be sealed) <50vpd	Sealed or unsealed Generally 50 to 150vpd	Sealed or unsealed Generally 150 to 500vpd	Sealed or unsealed Generally >500vpd
Link	Prime function: link between major roads, and regions	n/a	n/a	L2	L3	L4
Collector	Prime function: mixed function – traffic mobility and property access	n/a	C1	C2	C3	C4
Access	Prime function: access to residences	n/a	A1	A2	A3	n/a
Access – property only	Prime function: “property only” access	A0	A1	n/a	n/a	n/a
Fire Access	Prime function: access for 4wd fire vehicles	FA	n/a	n/a	n/a	n/a

Footpath Hierarchy

Classification	Definition
Priority 1 High Use Areas	These are footpaths within the CBD of towns where public footpaths have been constructed. Also included in this category is any footpath in the vicinity of Hospitals, Churches, Schools, Aged Hostels, and strategic routes to areas of significance.
Priority 2 Other Areas	Primarily included in this category is any footpath specifically constructed as access to residential and other areas & have less use than Priority 1 footpaths.

Appendix 2 – Design Targets

Road Classification	Traffic Volume (vpd)	Seal Width (m)	Pavement Width (m)	Pavement Depth (mm)	Formation Width (m)	Bridge Width (m)	Bridge Design Loading
Link L4	>500	7.0	7.3	250	11.0	7.4	SM 1600
Link L3	150-500	6.8	7.1	250	10.0	7.4	SM 1600
Link L2	<150	6.2	6.5	250	9.2	7.4	SM 1600
Collector C4	>500	6.8	7.1	200	10.0	7.4	SM 1600
Collector C3	150-500	6.2	6.6	200	7.8	7.4	SM 1600
Collector C2	<150	6.2	6.6	200	7.8	7.4	SM 1600
Access A3	>150	6.2	6.6	150	7.8	7.4	SM 1600
Access A2	50-150		4.0	150	6.0	4.5	SM 1600
Access A1	<50		4.0	150	6.0	4.5	SM 1600

L4 roads will be associated with strategic freight routes (gazetted B-double routes) hence will need to meet Austroads geometric design requirements

Appendix 3 – Inspection Targets

Inspection type	Frequency				
	Class 0, Fire Access	Class 1	Class 2	Class 3	Class 4
Road Defect Inspection	12 months	12 months	6 months	3 months	3 months
Road Night Inspection	n/a	n/a	n/a	12 months	12 months
Bridge Inspection (Level 1)	12 months	12 months	12 months	6 months	6 months
Safety/Hazard inspection	As required	As required	As required	As required	As required

FOOTPATH INSPECTION	FREQUENCY	
	Priority 1	Priority 2
Defect Inspection	6 months	12 months

Appendix 4 – Maintenance Targets and Response Times for Roads

Activity/Tolerable Defect intervention level:	Road Class				
	Class 0 Fire access	Class 1:	Class 2:	Class 3:	Class 4:
Bridges					
Damage affecting structural performance:	1 mth	1 wk	1 wk	2 days	2 days
Bridge signage/railing/drain cleaning	12 mths	6 mths	6 mths	3 mths	3 mths
Waterways	After major storms				
Sealed surfaces:					
Pothole:	n/a	>500mm dia and >150mm deep	>300mm dia and >100mm deep	>300mm dia and >100mm deep	>300mm dia and >100mm deep
pothole repair response time:	n/a	2 mths	1 mth	14 days	14 days
Deformation (under 3m straight edge):	n/a	> 100mm	> 100mm	> 100mm	> 100mm
deformation repair response time:	n/a	2 mths	1 mth	14 days	14 days
Rutting (under 1.2m straight edge):	n/a	> 100mm	> 100mm	> 100mm	> 100mm
rutting repair response time:	n/a	2 mths	1 mth	14 days	14 days
Edge break: (fretting)	n/a	> 300mm	> 300mm	> 200mm	> 200mm
edge break repair response time:	n/a	2 mths	2 mths	14 days	14 days
Sealed road shoulder drop-off:	n/a	> 100mm	> 100mm	> 100mm	> 100mm
shoulder drop-off repair response time:	n/a	2 mths	2 mths	14 days	14 days
Shoulder rutting:	n/a	> 100mm	> 100mm	> 100mm	> 100mm
shoulder rutting repair response time:	n/a	2 mths	2 mths	14 days	14 days
Unsealed surfaces:					
Rough surface:	see note 2	see note 3	see note 3	see note 3	see note 3
rough surface repair response time:	n/a	6 mths	6 mths	3 mths	3 mths
Unsealed road crossfall:	see note 2	1% < xfall < 8% on >20% of road	1% < xfall < 8% on >20% of road	1% < xfall < 8% on >20% of road	1% < xfall < 8% on >20% of road
crossfall repair time:	n/a	6 mths	6 mths	6 mths	3 mths

Activity/Tolerable Defect intervention level:	Road Class
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ROAD MANAGEMENT PLAN

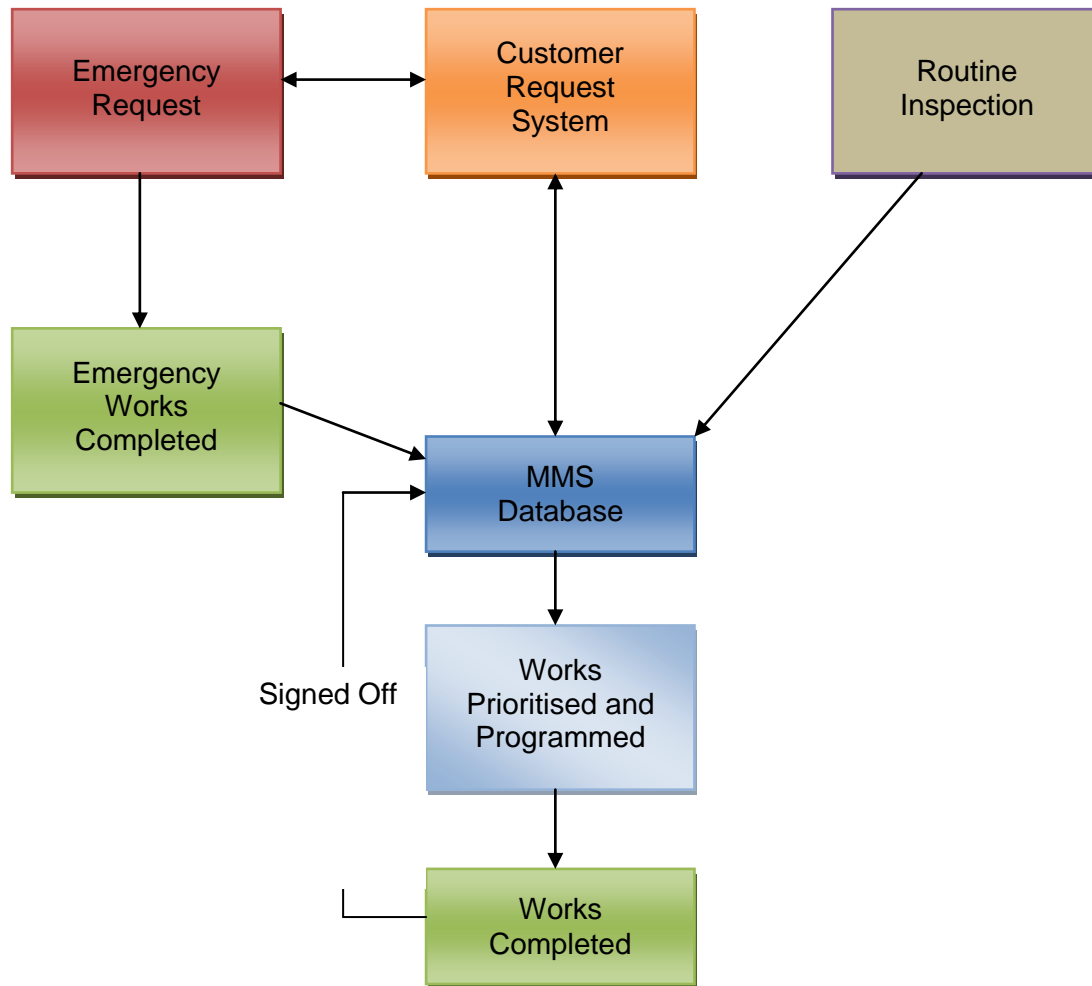
	Class 0 Fire access:	Class 1:	Class 2:	Class 3:	Class 4:
Pothole:	n/a see note 2	>500mm dia and >150mm deep, or >100mm deep over >30% of road	>500mm dia and >150mm deep, or >100mm deep over >30% of road	>500mm dia and >150mm deep, or >75mm deep over >30% of road	>500mm dia and >150mm deep, or >75mm deep over >30% of road
pothole repair response time:	n/a	6 mths	3 mths	3 mths	2 mths
Rutting:	see note 2	> 150mm	> 150mm	> 150mm	> 150mm
rutting repair response time:	n/a	6 mths	6 mths	3 mths	3 mths
<u>Roadside Drainage:</u>					
tabledrains	see note 2	< 25% of capacity	< 25% of capacity	< 25% of capacity	< 25% of capacity
tabledrain response time	As resources permit	6 mths	6 mths	3 mths	3 mths
culverts	see note 2	< 25% of capacity	< 25% of capacity	< 25% of capacity	< 25% of capacity
culvert response time	As resources permit	6 mths	6 mths	3 mths	3 mths
General:					
Roadside vegetation – clearance envelope.	see note 2	Limb clearance < 5.0 m high above road surface, guide post line width			
Clearance envelope response time:	As resources permit	As resources allow See note 4			6 mths
Regulatory & hazard signs	n/a	Replace within 1 month if missing or substantially ineffective			
Guide posts:	n/a	culverts only	required	required	required

guidepost repair response time:		6 mths	6 mths	2 mths	1 mth
Emergency works: see note 1	see note 1	see note 1	Turn out time – 30 minutes Remedial works/appropriate warning – 2hrs		
Footpaths	Priority 1 Paths		Priority 2 Paths		
Footpaths -paved:	➤ 20mm abrupt step		>20 mm abrupt step		
footpath repair response time:	2 weeks		: Refer to Program		
Street trees:	2.5m minimum clearance above footpath				
clearance response time:	2 months		6 months		

Notes:

1. When Council is notified of a hazard, Council staff will inspect and rectify it if possible, or provide appropriate warning within the repair/response time indicated. Where, because of the nature of the repair required or workload, it is not possible to rectify within the time shown, appropriate warning of the hazard will be provided until the repair can be completed.
2. “Class 0, Fire Access” roads will be maintained to a standard that allows for the passage of a fire truck in dry weather. Grade the formation and table drains as required to maintain standard and prevent loss of formation as resources permit.
3. Safe travelling speed is reduced to <60% of the environmental speed, or scour channels/corrugations >75mm deep over >30% of road.
4. For Priority 1 and 2 roads (access and egress) indicated on CFA’s Strathbogie Shire Bushfire management plan an extension of the roadside vegetation clearance envelope to include removal of regrowth to 6 metres from the edge of the carriageway. This work to be done as resources permit.

Appendix 5 – Maintenance Management System



Appendix 6 – Road Assessment Matrix

Upgrade of Zero Class Roads																				
Goal:		To prioritise roads for upgrade																		
Road Name	Length m	Locality	Assessment Criteria																	
			Network Connectivity			Number of Houses			Number of other Businesses			Road Condition			Community Needs			TOTAL SCORE	Cost of Upgrade	Priority Cost per Point
			Score	Weighting	Total	Score	Weighting	Total	Score	Weighting	Total	Score	Weighting	Total	Score	Weighting	Total			

Note:
 Network Connectivity: Score out of 10 (ie. Full score for through road)
 Weighting %
 Total score in points
 Priority is lowest cost per point