



Road Management Plan

Adopted 20 October 2021



Campaspe
Shire Council

TABLE OF CONTENTS

1.	Introduction	1
	1.1. Background	1
	1.2. Implementation	1
	1.3. Purpose of the Plan	1
	1.4. Scope	2
	1.5. Key Stakeholders	2
	1.6. Duty of the Road User	2
	1.7. Duty of Persons Working on Municipal Roads	3
	1.8. Incident Claims	3
	1.9. Exceptional Circumstances	3
2.	Public Roads	4
	2.1. Roads Listed on Council's Register of Public Road (responsibility of Council)	4
	2.2. Public Roads on Municipal Boundaries	4
	2.3. Coordinating Road Authority	4
	2.4. Assets that are the Responsibility of Others	6
	2.5. Pathways Not In Road Reserves	7
	2.6. Unused Road Reserves	7
	2.7. Capital Upgrades	7
3.	Road and Pathway Hierarchy	8
4.	Council Budget	8
5.	Inspections	9
	5.1. Road Inspections	9
	5.2. Programmed Inspections	9
	5.3. Reactive Inspections	9
	5.4. Asset Condition Inspection	9
6.	Programmed Inspection Frequency for Roads and Related Infrastructure	10
	6.1. Programmed Inspection Schedule for Roads	10
	6.2. Programmed Inspection Schedule for Other Road Related Infrastructure	10
7.	Intervention and Repair Timeline	11
8.	Asset Preservation	15
9.	Setting Levels of Service	15
10.	References	15
11.	Glossary and Definitions	16

Road Management Plan

	11.1. Definitions from the Road Management Act (RMA)	17
12.	Overview to Appendices	19
	12.1. A. Supplement to Road Management Plan	19
	12.1. B. Register of Public Roads	19

Road Management Plan

1. Introduction

1.1. Background

The Road Management Act (2004) (“the Act”) was introduced to improve the management and coordination of road infrastructure. The purpose of the Act is to establish a coordinated management system that will promote safe and efficient road networks at state and local levels and the responsible use of road reserves for other legitimate purposes. This Road Management Plan (the Plan) is prepared in accordance with Part 4, Division 5 of the Act and Code of Practice No. S201.

1.2. Implementation

Implementation and management of the Plan is consistent with Council’s various strategic and corporate documents and policies. Compliance with the Plan evidences Council’s duty of care owed to road users.

1.3. Purpose of the Plan

In accordance with Section 50 of the Act, the purposes of a Road Management Plan is to -

- establish a management system for the road management functions of the Council (as the relevant road authority) which is based on policy and operational objectives and available resources; and
- set the relevant standards or policy decisions in relation to the discharge of duties in the performance of those road management functions.

The Plan outlines Council’s regime for inspecting the road network to discover defects and a reasonable regime for planning and implementing repairs to overcome those defects that exceed stated intervention levels. Maintenance of roads and road related infrastructure is undertaken in line with Council’s service level agreement and asset management policy. These documents may be viewed and downloaded from Council’s website.

The key elements of the Plan include:

- a system of management
- a Register of Public Roads
- processes for inspection, maintenance and repair of Council managed roads considering:
 - community needs
 - available resources
 - government policies
 - funding
- powers and duties of road authorities
- civil liability.

Road Management Plan

1.4. Scope

The provisions of the Plan apply to the roads listed on Council's Register of Public Roads and to the road related assets within those roads. Council has a network of approximately 1,100 km of sealed roads; 2,051 km of gravel surfaced roads and 867 km of earth roads.

The Plan does not apply to roads which are coordinated by Regional Roads Victoria (RRV), or roads managed by other road authorities such as the Department of Environment, Land, Water and Planning (DELWP). It may however, relate to certain Council assets located within these road reserves.

1.4.1. Assets in the Road Reserve

Council assets within the road reserve that are the subject of the Plan are:

- sealed road surface
- gravel road surface
- earth road surface
- constructed pathways including shared paths
- bridges and major culverts
- signs (regulatory and warning)
- roadside vegetation in so far as it relates to:
 - line of sight at road and rail intersections
 - visibility of regulatory and traffic advisory signs
- drainage pit lids/covers.

This plan does not cover such assets as carparks, non-maintained roads, gravel trails or gravel paths.

At intersections where Council roads intersect with RRV' roads, Council is responsible to inspect and maintain the Council road to a point generally in line with property boundaries. Also, RRV is responsible for all statutory signage, markings and controls at these intersections.

For detailed information as to the demarcation of responsibilities between RRV and Council refer to the Road Management Act 2004 – Code of Practice – Operational Responsibility for Public Roads.

1.5. Key Stakeholders

The key stakeholders involved in the management of Council roads are road users, general public, adjoining owners / occupiers to roads, utilities, Council and other road authorities.

1.6. Duty of the Road User

Under the Road Management Act 2004 and the Road Safety Act 1986 road users have an obligation to drive on or use roads in a safe manner having regard to all the relevant factors.

All road users have a duty of care under Section 106 of the Road Management Act, with particular obligations prescribed in Section 17A of the Road Safety Act 1986 that requires the following:

A person who drives a motor vehicle on a public road must drive in a safe manner having regard to all relevant factors, including (without limiting the generality) the:

Road Management Plan

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

A road user other than a person driving a motor vehicle must use a public road in a safe manner having regard to all the relevant factors including (without limiting the generality) the rights of:

- other road users and take reasonable care to avoid any conduct that may endanger the safety or welfare of other road users.
- the community and infrastructure managers in relation to road infrastructure and non-road infrastructure on the road reserve and take reasonable care to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve.
- the community in relation to the road reserve and take reasonable care to avoid conduct that may harm the environment of the road reserve.

1.7. Duty of Persons Working on Municipal Roads

Persons working on municipal roads must comply with the Road Management Act 2004 “Worksite Safety – Traffic Management” Code of Practice and must also have a Works Within a Road Reserve Permit issued by Council.

1.8. Incident Claims

In accordance with Section 115 of the Act, a person who intends to commence court proceedings based on a claim for an incident arising out of the condition of a public road or infrastructure (managed by Council), they must first lodge a written notice of the incident with the Council. This notice must be lodged with the Council within 30 days of the incident occurring.

1.9. Exceptional Circumstances

Council will make every effort to meet its commitments under this Plan.

However, there may be situations or circumstances that affect Council’s business activities to the extent that it cannot deliver on the inspection, intervention and repair levels of the Plan. These include, but are not limited to natural disasters, such as fires, floods, or storms, or a prolonged labour or resource shortage due to a need to commit or redeploy Council resources elsewhere.

In the event that the Chief Executive Officer (CEO) of Council has considered the impact of such an event on the limited financial resources of council and its other conflicting priorities, and determined that the Plan cannot be met, then in the spirit of Section 83 of the Wrongs Act, the CEO will advise the Assets Manager and inform that some, or all of the timeframes and responses in council’s Plan are to be suspended.

There will be an ongoing consultation between Council’s CEO and the Assets Manager to determine which parts of Council’s Plan are to be reactivated and when.

Council will give notice of the suspension or reduction of the services under the Plan and will include reference

Road Management Plan

as to how the work that will be done has been prioritised, and the period for which these services are likely to be affected.

2. Public Roads

2.1. Roads Listed on Council's Register of Public Road (responsibility of Council)

In accordance with the Road Management Act 2004, as a Coordinating Road Authority, Council must keep a register of public roads it has responsibility for.

The Register must include (as set out in Schedule 1 of the Road Management Act 2004):

- the name of each public road
- the date on which the road became a public road
- if a public road ceases to be a public road, the date on which the road ceased to be a public road
- the classification, if any, of the road
- the reference to any plan or instrument that fixes or varies the boundaries of a public road
- any ancillary areas
- a reference to any arrangement under which road management functions are transferred to or from another road authority.

2.2. Public Roads on Municipal Boundaries

Council has agreements with adjoining municipalities which clarifies responsibilities for roads which form municipal boundaries.

2.3. Coordinating Road Authority

The Coordinating Road Authority for a public road is determined using Section 36 of the Act. Council is generally the Coordinating Road Authority for public roads within the municipality that are not State Roads.

The Roads for which Council is responsible for are classified as Collector Roads or Access Roads as per Clause 3.1. Council has a statutory duty to inspect, maintain and repair its roads as listed in Council's Register of Public Roads. In accordance with Section 107 of the Act, the Council does not have a statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road (the roadside).

Council is also the Responsible Road Authority as per Section 37 of the Act, for Council owned road related infrastructure within road reserves where another authority (eg Vic Roads) is the Coordinating Road Authority. There are a number of other authorities responsible for parts of the road network and/or infrastructure within the road reserves within the municipality -

RRV:

RRV is the Coordinating Road Authority for all State Roads, such as Freeways, Highways or Arterial Roads. These roads are not listed in Council's Register of Public Roads. Council is responsible for Council owned road related infrastructure within road reserves where RRV is the Coordinating Road Authority, for example Council footpaths on a RRV arterial road. Likewise, RRV responsibility can extend into adjoining roads where Council is the Coordinating Road Authority. The demarcation between Council and Vic Road's responsibilities

Road Management Plan

is detailed in “Road Management Act 2004 Code of Practice – Operational Responsibility for Public Roads.

RRV Highways:

- Northern Highway (including parts of High Street, and Heygarth Echuca and Moore Street, Gillies Street and Echuca Road, Rochester)
- Midland Highway
- Murray Valley Highway (including part of Ogilvie Avenue, Echuca).

RRV Arterial Roads:

- Bendigo - Murchison Road
- Heathcote - Rochester Road
- Rushworth - Tatura Road
- Girgarre - Rushworth Road
- Kyabram - Rochester Road
- Bendigo – Tennyson Road
- Prairie – Rochester Road
- Echuca – Mitiamo Road
- Cohuna - Echuca Road
- Echuca – Kyabram Road
- Byrneside - Kyabram Road
- Lancaster – Mooroopna Road
- Mooroopna – Wyuna Road
- Tongala Road.

Department of Environment, Land, Water and Planning (DELWP) / Parks Victoria:

A number of roads and tracks exist on Crown land (other than road reserves) where Council is not the appointed Committee of Management e.g. national and regional parks. DELWP and/or Parks Victoria has management responsibility of these roads. These roads are not listed in Council’s Register of Public Roads.

VicTrack:

VicTrack is responsible for maintaining railway level crossings which include the area in the immediate vicinity of the railway line. Council is responsible for maintaining the approaches to the rail line and approach signage on the municipal road network. VicTrack is also responsible for road and pedestrian bridges over rail and rail over road bridges within the municipality, unless there is an individual agreement stating otherwise.

Goulburn-Murray Water:

Goulburn-Murray Water is responsible for the access road within the vicinity of Torrumbarry Weir and for the roads in the vicinity of Greens Lake. These roads are not listed in Council’s Register of Public Roads. Goulburn-Murray Water is also responsible for the road bridges over channels and drains that they own. These infrastructure assets may be located in road reserves where Council is the designated coordinating road authority.

Road Management Plan

2.4. Assets that are the Responsibility of Others

Some assets within road reserve on municipal roads are the responsibility of others as detailed below.

2.4.1. Landowners

Assets that are provided and maintained by the landowner or occupier for their purposes and includes but are not limited to:

- road reserve irrigation systems
- driveways
- nature strips
- garden beds
- restaurant furniture
- billboards
- overhanging private trees and shrubs
- private car parks at shopping areas
- private car parks that are located in the road reserve eg Annesley Street Echuca.
- 3 metres either side of railway tracks on roads
- verandas on shop / building fronts
- cattle crossings / underpasses
- property drainage pipes and irrigation pipes
- fences and other private assets.

Council approval is required by landowners or occupiers to allow these assets to be placed in Council's road reserve.

2.4.2. Service Authorities

Service authorities also own and maintain assets and associated infrastructure within road reserves. These assets include:

- electricity supply infrastructure
- water mains and fixtures
- telecommunication infrastructure
- sewer infrastructure
- gas infrastructure
- irrigation infrastructure
- public street lighting
- railway lines
- bus stops.

The provision and maintenance of these assets is to conform to the Management of Infrastructure in Road Reserves Code of Practice – April 2016.

Road Management Plan

2.5. Pathways Not In Road Reserves

The RMP standards do NOT apply to the following pathways:

- pathways or tracks on land that Council doesn't manage
- pathways or tracks that have restricted public access
- pathways that have not been constructed or formally adopted by Council
- unconstructed paths or tracks
- pathways that don't lie on road reserve.

2.6. Unused Road Reserves

All unused road reserves within the municipality are excluded from the inspection and defect response requirements of the RMP. These roads are usually only suitable for dry weather use. The Council is not obliged to undertake any of the following:

- pro-active inspections
- maintenance works
- capital renewals
- capital improvements

Unused road reserves are not included in the Register of Public Roads.

2.7. Capital Upgrades

In accordance with Section 40 (2) of the Act, the Council does not have a duty to upgrade a road or to maintain a road to a higher standard than the standard to which the road is constructed. The Council is not obliged to:

- provide a road in an unused road reserve
- construct or improve an unformed road
- provide an all-weather surface on an unsurfaced road
- seal an unsealed road
- widen an existing sealed road.

Assessment for requests to upgrade a road or pathway will be considered and assessed in accordance with relevant Council policies, plans and procedures.

Road Management Plan

3. Road and Pathway Hierarchy

The road and pathway hierarchies (see Table 3.1 and Table 3.2) are used to determine inspection routines and maintenance levels are based on factors such as functionality, traffic volume, traffic speed, traffic type and accessibility, and pedestrian volumes for footpaths.

TABLE 3.1 – ROAD HIERARCHY CLASSIFICATIONS

Hierarchy Classification	Hierarchy sub-classification	Description	Surface Classification
Collector	<i>Nil</i>	<i>Provide links between access roads and arterial roads</i>	<i>Sealed or gravel</i>
Access	<i>Nil</i>	<i>Provide access / egress to local properties abutting the road</i>	<i>Earth, gravel or sealed</i>

TABLE 3.2 –PATHWAY HIERARCHY CLASSIFICATIONS

Asset Category	Hierarchy Classification	Description	Surface Classification
Footpath	Primary	<i>Provide access for pedestrians in high pedestrian traffic areas such as commercial and community facility areas e.g. hospitals and schools.</i>	<i>Concrete, asphalt or paved</i>
	Secondary	<i>Provide access for pedestrians</i>	<i>Concrete, asphalt or paved</i>
Shared Path	<i>Nil</i>	<i>Path designated for used by both pedestrians and cyclists</i>	<i>Concrete, asphalt or gravel</i>

The hierarchy classification for each municipal road and path is provided in the relevant register.

4. Council Budget

The Plan is supported by Council's annual budget providing funds for "day to day" (routine) maintenance of roads and for "renewal" (rehabilitation) and "upgrade" of road infrastructure.

Budget levels are determined after consideration of various inputs including:

- assessment of service need
- asset condition data
- relevant Asset Management Plans
- Council Strategic Financial Plan
- Council's Road Service Level Agreement
- compliance with legislative requirements
- Council's policies

Road Management Plan

- Federal / State Government policies.

5. Inspections

5.1. Road Inspections

Inspections are the cornerstone of maintenance programs for road and pathway assets. To ensure that all road infrastructure and road related infrastructure is inspected at appropriate intervals, which vary differ in frequency and extent a formal inspection system has been adopted. The system differentiates between road and footpath inspections, which differ in frequency and extent.

Council undertakes three types of inspections on its road and pathway network as follows:

- programmed
- reactive
- asset condition.

The frequency of these inspections has been prioritised in accordance with:

- the road hierarchy and sub classification and time of day
- in the case of other road related assets based on hierarchy classification.

5.2. Programmed Inspections

Council's programmed inspections look to identify road or road related assets that exceed stated intervention levels under the Plan.

Programmed inspections are undertaken as per Tables 6.1 and 6.2 of the Plan.

5.3. Reactive Inspections

Inspections undertaken to evaluate defects that have been identified by the community and reported to Council. These inspections are carried out in keeping with stated customer service standards of council receiving such a report.

5.4. Asset Condition Inspection

The frequency and extent of these inspections, including roads and road related infrastructure are not detailed in this Plan. This information is detailed in the Council's Asset Management Strategy (AMS). Asset Condition inspections are carried out to measure the condition of assets in the context of asset management to assist in assessing the remaining life of the asset. This allows council to gain a high level assessment of various asset classes and provides an overall condition rating of these assets and identifies the locations, sections or items that need to be prioritised for capital renewal reconstruction or rehabilitation works. These are undertaken at intervals of up to 5 years as detailed in the AMS. These inspections are for the purpose of long term planning. They are not related to hazard minimisation and therefore do not trigger any actions or responses under this plan.

Road Management Plan

6. Programmed Inspection Frequency for Roads and Related Infrastructure

6.1. Programmed Inspection Schedule for Roads

Table 6.1 Frequency of Inspections for Roads

<i>Hierarchy Classification</i>	<i>Frequency of inspections</i>
<i>Collector Road</i>	<i>4 per year</i>
<i>Access (sealed and gravel)</i>	<i>2 per year</i>
<i>Access (formed and earth)</i>	<i>1 per 2 years</i>
<i>Night inspection of signage (sealed and gravel)</i>	<i>1 per 4 years</i>

6.2. Programmed Inspection Schedule for Other Road Related Infrastructure

Table 6.2 Frequency of Inspections for Other Road Related Infrastructure

<i>Asset Type</i>	<i>Hierarchy Classification</i>	<i>Hierarchy classification</i>	<i>Sub-</i>	<i>Frequency of inspections</i>
<i>Bridges</i>	<i>N/A</i>	<i>N/A</i>		<i>2 per year</i>
<i>Pathways</i>	<i>Footpaths</i>	<i>Primary</i>		<i>2 per year</i>
	<i>Footpaths</i>	<i>Secondary</i>		<i>1 per year</i>
	<i>Shared paths</i>	<i>N/A</i>		<i>2 per year</i>

Road Management Plan

7. Intervention and Repair Timeline

Having regard to Council's consideration of the magnitude of risk, if the intervention level is not reached, there is no guarantee action will be taken as it is not considered a hazard.

The following table (7.1) Intervention and Repair Timelines, outlines service response times for the various maintenance activities. A "service response time" means Council will either carry out repair work or take action to manage the situation until permanent work is undertaken following defect identification.

Appendices 12.1 A – Summary to Road Management Plan provides example defects that are to and not to intervention levels.

Road Management Plan

TABLE 7.1 –INTERVENTION AND REPAIR TIMELINES

DEFECT	RESPONSE TIME	
	COLLECTOR ROAD	ACCESS ROAD
SEALED ROADS		
Deformation (Rutting) ≥ 100mm depth for ≥ 25m length. (Use 3m straight edge from centre line to edge of seal to assess.)	50 days	50 days
Potholes ≥300mm diameter and ≥ 50mm depth or more than 10 potholes in 10 linear metres.	10 days	15 days
Edge Breaks Reduction in original sealed width of 250mm for ≥ 20m length.	15 days	60 days
Sealed road shoulder drop off. Edge of seal drop ≥ 80mm for ≥ 20m length	50 days	60 days
GRAVEL ROADS		
Corrugation Corrugations ≥ 25mm in depth for a length ≥ 500m or the full asset segment (whichever is shorter) or ≥ 25mm in depth for 50m at an intersection	45 days	90 days
Deformation (Rutting) ≥ 100mm depth over 25m length. (Use 3m straight edge from centre line to edge of seal to assess.)	45 days	90 days
Potholes ≥ 500mm diameter and ≥100mm depth or more than 10 potholes in 10 linear metres.	25 days	30 days
EARTH ROADS		
Rutting ≥ 150mm depth ≥ 25m length. (Use 3m straight edge from centre line to edge of road formation to assess).		120 days
Washouts / erosion Depressions that are ≥ 250mm deep ≥ than 1m length.		120 days

Road Management Plan

DEFECT	RESPONSE TIME	
	COLLECTOR ROAD	ACCESS ROAD
TRAFFIC CONTROL		
Regulatory signs Regulatory signs missing or illegible.	5 days	5 days
Warning signs Traffic advisory signs missing or illegible.	10 days	10 days
Pedestrian crossing lights are not working – report to RRV	5 days	
VEGETATION		
Grass height at sealed road intersections \geq 900mm high within the sight triangle	30 days	60 days
BRIDGES AND CULVERTS		
Visible damage (e.g. missing plank or handrail, structural damage)	10 days	20 days
Major culvert or bridge with waterway area blocked \geq 25%	10 days	20 days
DRAINAGE PIT		
Lid or pit damaged leaving the majority exposed	1 day	1 day
OTHER		
Water \geq 300mm deep on traffic lane – adopt temporary measure until it subsides e.g. erect temporary warning signage	1 day	1 day
Spill or debris or loose material on carriageway causing loss of traction or diverting traffic into another lane – adopt temporary measure until the defect is removed e.g. erect temporary warning signage	1 day	1 day
Culvert defect e.g. separation of joints \geq 100mm. Adopt temporary measure until the defect is removed e.g. erect temporary warning signage	1 day	1 day
EMERGENCY RESPONSE		
When requested by an Emergency Service	4 hours	4 hours

Road Management Plan

DEFECT	RESPONE TIME		
	PRIMARY	SECONDARY	NO CLASSIFICATION
PATHWAYS - FOOTPATH			
Sealed, asphalt or concrete path with a lip or step $\geq 30\text{mm}$ in height	10 days	30 days	
PATHWAYS - SHARED PATHS			
Sealed, asphalt or concrete path with a lip or step $\geq 30\text{mm}$ in height			5 days
Edge breaks on sealed or asphalt shared paths where the reduction in width of seal is $\geq 250\text{mm}$ over a length $\geq 20\text{m}$			60 days
Potholes $\geq 300\text{mm}$ diameter and $\geq 30\text{mm}$ depth.			5 days
Longitudinal cracking where it is $\geq 19\text{mm}$ in width over a length $\geq 2\text{m}$.			60 days
Guideposts or signs are missing or significantly damaged as to render them ineffective.			60 days

See Glossary for definition of terms used.

Road Management Plan

8. Asset Preservation

Council is committed to asset preservation by committing necessary resources to preserve, repair, or adaptively re-use current assets. Expenditure for asset preservation is intended to keep the roading and footpath infrastructure in reliable condition with active intervention.

Council aims to carry out asset preservation if the following conditions exist:

- Unplanned repair work that carried out in response to service requests and management/ supervisory directions.
- Defects that sit outside of current intervention levels that are listed in chapter 7 Inspection, Intervention and Repair Timeline.
- Works undertaken due to resource availability and economic benefit.

9. Setting Levels of Service

Council sets levels of service for its roads after considering community needs and available resources.

Techniques to identify the community needs include:

- Local Government Community Satisfaction Survey.
- Council's customer request data.
- Results of RMP consultation and review.

To evaluate its resources Council's considerations include:

- Asset Management requirements as outlined in "Sustainable Asset Management Policy" document.
- Level of service (Road Maintenance Service Level Agreement, Asset Management Plans and Infrastructure Design Manual).
- Annual budget for both recurrent and capital works expenditure.

10. References

This Plan relates to a number of other Council documents and systems including:

- Road Management Act 2004 and related Regulations and Codes of Practice
- Road Management Act 2004 Code of Practice Operational Responsibility for Public Roads
- Worksite Safety – Traffic Management – Code of Practice
- Council Strategic Resource Plan
- Register of Public Roads
- Asset Register
- General Local Law No 8
- Annual Council Budget
- Road Maintenance Service Level Agreement
- Road Maintenance Work Instructions
- Infrastructure Design Manual

Road Management Plan

- Policy 54 Extension and Improvement of the Road Network
- Policy 91 Sustainable Asset Management.
- Policy 97 Methodology, Roads Resheeting Program
- Policy 128 Rural Sealed Road Pavements Renewal (Internal Policy)
- Rural Road Review.

11. Glossary and Definitions

The following is a definition of terms used within this document:

Days are defined as normal working days – Monday to Friday excluding Public Holidays.

Hours are any hours of time.

Year calendar year.

Roads

Highways Roads that are managed by RRV see the definition in the RMA (Road Management Act 2004).

Arterial Roads Roads that are managed by RRV see the definition in the RMA.

Collector Road Provide links between access roads and arterial roads.

Access Road Provide access / egress to local properties abutting the road.

Sealed Road Road sealed with bitumen or a spray seal.

Gravel Road All weather roads sheeted with crushed rock material or naturally occurring rock.

Earth Road Road formed from existing material, generally suitable for dry weather use only.

Pathways

Footpath A constructed path that provides access for pedestrians in built up areas (and includes outstands and areas where the path is constructed to the back of kerb and channel).

Shared Path A constructed path that provides access for pedestrians and cyclists.

Signs

Regulatory Sign Signs that are enforceable by law, and are limited in this plan to the following:

- Stop
- Give Way
- Roundabout
- One Way
- Keep Left/Right
- No Entry
- No U Turn

Road Management Plan

- Speed restriction
- No Exit
- Give Way to Pedestrians
- Two Way
- Bridge Load Limit
- No Overtaking on Bridge.

Warning Sign Signs that indicate road conditions, and are limited in this plan to the following:

- Alignment Signs - W1 Type
- Intersection and Junction - W2 Type
- Control or device Ahead – W3 Type
- Variations in carriageway widths – W4 Type
- Road Conditions – W5 Type
- School, Bus and Hospital – W6 Type
- Railway Crossing related – W7 Type
- Chevrons and Arrows - D4 Type
- Speed Advisory – W8 Type.

Standard Sign All other signs not listed as Regulatory or Warning Signs.

Culvert A transverse and totally enclosed drain under a road or railway.

Major Culverts A culvert greater than 6 sqm in waterway area.

Bridge A structure carrying a road, path, railway, etc. across a river, road, or other obstacle.

11.1. Definitions from the Road Management Act (RMA)

Arterial road means a road which is declared to be an arterial road under Section 14 of the Road Management Act.

Municipal road means any road which is not a State road, including any road which:

- (a) is a road referred to in Section 205 of the **Local Government Act 1989**; or
- (b) is a road declared by RRV to be a municipal road under section 14(1)(b) of the RMA; and
- (c) 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.

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

- (a) which has not been constructed by a responsible road authority; or

Road Management Plan

- (b) which connects to other land.

Examples:

- A footpath or bicycle path constructed on a road reserve by a responsible road authority for use of the general public would be a pathway.
- A foot trodden track over roadside land or a path that connects from the roadway or footpath to privately owned land would not be a pathway.

Public highway means any area of land that is a highway for the purposes of the common law;

Public road means a road opened or dedicated for the free right of passage of the public on foot, in a vehicle, or otherwise, (together with the right to drive stock or other animals along its length) and declared to be a public road for the purposes.

Repair means the taking of any action to remove or reduce a risk arising from a defect in a roadway, pathway or road related infrastructure, including:

- (a) reinstating a road to its former standard following works to install any infrastructure;
- (b) reinstating a road to its former standard following deterioration or damage; and
- (c) providing a warning to road users of a defect in a roadway, pathway or road related infrastructure - but does not include the upgrading of a roadway, pathway or road related infrastructure

Examples:

Filling in a pothole in a roadway, resurfacing the roadway and erecting a temporary warning sign would be actions to repair the road.

Road includes:

- (a) any public highway;
- (b) any ancillary area;
- (c) any land declared to be a or forming part of a public highway or ancillary area.

Road infrastructure means:

- (a) the infrastructure which forms part of a roadway, pathway or shoulder, including:
 - (i) structures forming part of the roadway, pathway or shoulder; and
 - (ii) materials from which a roadway, pathway or shoulder is made.
- (b) the road related infrastructure - does not include:
- (c) if the irrigation channel, sewer or drain is **works** within the meaning of the **Water Act 1989**, any bridge or culvert over an irrigation channel, sewer or drain, other than a bridge or culvert constructed by a road authority.

Road Management Plan

Road related infrastructure means infrastructure which is installed or constructed by the relevant road authority for road related purposes to:

- (a) facilitate the operation or use of the roadway or pathway; or
- (b) support or protect the roadway or pathway;

Examples:

A traffic control sign, traffic light, street light, road drain or embankment would be road related infrastructure. A noise wall, gate, post or board installed on the road reserve by the relevant road authority for road related purposes would be road related infrastructure.

Road reserve means all of the area of land that is within the boundaries of a road.

Footpath means an area of constructed path including (when paved) the area between the path and the kerb and channel.

12. Overview to Appendices

12.1. A. Supplement to Road Management Plan

12.1. B. Register of Public Roads

(A1) *Sealed Roads*

(A2) *Gravel Roads*

(A3) *Earth Roads*



Supplement to Road Management Plan

Adopted 20 October 2021

TABLE OF CONTENTS

Overview	3
Defects and intervention levels	4
Sealed Road	4
Gravel Road.....	6
Earth Road.....	7
Traffic Control	8
Vegetation.....	9
Bridges and Major Culverts.....	10
Drainage Pits	11
Others.....	12
Pathways (Footpaths and Shared Paths).....	13

OVERVIEW

The Road Management Plan (RMP) was reviewed in 2021. The review involved consultation with a wide range of stakeholders.

Intervention levels and frequencies are adopted to ensure Campaspe Shire Council's (CSC) commitment remains within an acceptable range of the state-wide average. These intervention levels are also influenced by the available resources required to achieve compliance within the adopted RMP.

Supplement to Road Management Plan

DEFECTS AND INTERVENTION LEVELS

Sealed Road

Defects: Deformation (Rutting)
Road Type: Sealed
Intervention Level: $\geq 100\text{mm}$ depth for $\geq 25\text{m}$ length. (Use 3m straight edge from centre line to edge of seal to assess.)

TO INTERVENTION	NOT TO INTERVENTION
	
Rutting $> 100\text{mm}$ depth for $>25\text{m}$ length.	Rutting less than 100mm depth $< 25\text{m}$ length

Defects: Potholes
Road Type: Sealed
Intervention Level: $\geq 300\text{mm}$ diameter and $\geq 50\text{mm}$ depth or more than 10 potholes in 10 linear metres.

INTERVENTION	NOT TO INTERVENTION
	
Potholes $\geq 300\text{mm}$ diameter or $\geq 50\text{mm}$	Potholes $< 300\text{mm}$ diameter or $< 50\text{mm}$

Supplement to Road Management Plan

Defects: Edge Breaks
Road Type: Sealed
Intervention Level: Reduction in original sealed width of 250mm for $\geq 20\text{m}$ length.

TO INTERVENTION	NOT TO INTERVENTION
	
Edge breaks $> 250\text{mm}$ for $\geq 20\text{m}$ length.	Edge breaks $< 250\text{mm}$

Defects: Edge Breaks
Road Type: Sealed
Intervention Level: Edge of seal drop $\geq 80\text{mm}$ for $\geq 20\text{m}$ length.

TO INTERVENTION	NOT TO INTERVENTION
	
Edge of seal drop $> 80\text{mm}$ for $\geq 20\text{m}$ length	Edge of seal drop $< 80\text{mm}$

Supplement to Road Management Plan

Gravel Road

Defects: **Corrugation**
Road Type: Gravel
Intervention Level: Corrugations $\geq 25\text{mm}$ in depth for a length $\geq 500\text{m}$ or the full asset segment (whichever is shorter) or $\geq 25\text{mm}$ in depth for 50m at an intersection.

TO INTERVENTION	NOT TO INTERVENTION
	
Corrugations $> 25\text{mm}$ in depth for a length	Corrugations $< 25\text{mm}$ in depth

Defects: **Deformation (Rutting)**
Road Type: Gravel
Intervention Level: $\geq 100\text{mm}$ depth for $\geq 25\text{m}$ length. (Use 3m straight edge from centre line to edge of seal to assess.)

TO INTERVENTION	NOT TO INTERVENTION
	
Rutting $> 100\text{mm}$ depth $> 25\text{m}$ length	Rutting $< 100\text{mm}$ depth

Supplement to Road Management Plan

Defects: Potholes
Road Type: Gravel
Intervention Level: $\geq 500\text{mm}$ diameter and $\geq 100\text{mm}$ depth or more than 10 potholes in 10 linear metres.

TO INTERVENTION	NOT TO INTERVENTION
	
Potholes $\geq 500\text{mm}$ diameter or $\geq 100\text{mm}$	Potholes $< 500\text{mm}$ diameter or $< 100\text{mm}$

Earth Road

Defects: Rutting
Road Type: Earth
Intervention Level: $\geq 150\text{mm}$ depth for $\geq 25\text{m}$ length. (Use 3m straight edge from centre line to edge of seal to assess.)

TO INTERVENTION	NOT TO INTERVENTION
	
Rutting $> 150\text{ mm}$ depth $> 25\text{m}$ length	Rutting $< 150\text{mm}$ depth

Supplement to Road Management Plan

Defects: Washouts / Erosion
Road Type: Earth
Intervention Level: Depressions that are $\geq 250\text{mm}$ deep \geq than 1m length.

TO INTERVENTION	NOT TO INTERVENTION
	
Depression > 250 mm depth $> 1\text{m}$ length	Depression < 250 mm depth

Traffic Control

Defects: Regulatory Signs
Road Type: Collector / Access
Intervention Level: Regulatory signs missing or illegible.

Illegible/damaged regulatory sign


Supplement to Road Management Plan

Defects: **Advisor Signs**
Road Type: Collector / Access
Intervention Level: Traffic advisory signs missing or illegible.

Illegible/damaged advisory sign



Note: If pedestrian crossing lights are not working report to RRV.

Vegetation

Defects: **Impact in sight triangle**
Road Type: Sealed Road Intersection
Intervention Level: Grass height at sealed road intersections $\geq 900\text{mm}$ high within the sight triangle.

Vegetation impacting sight at intersection



Supplement to Road Management Plan

Bridges and Major Culverts

Defects: Visible Damage
Road Type: Bridge or Major Culvert
Intervention Level: Visible damage. (eg: missing plank or handrail, structural damage.)

TO INTERVENTION	NOT TO INTERVENTION
	
	
<p>Handrails are broken</p>	<p>Minor deformation</p>

Supplement to Road Management Plan

Defects: Blockage of Waterway
Road Type: Major Culvert Blockage
Intervention Level: Major culvert or bridge with waterway area blocked \geq 25%.

TO INTERVENTION	NOT TO INTERVENTION
	
> 25% blocked	< 25% blocked

Drainage Pits

Defects: Damaged Drainage Pit
Road Type: Drainage Pits
Intervention Level: Lid or pit damaged leaving the majority exposed.

TO INTERVENTION	NOT TO INTERVENTION
	

Supplement to Road Management Plan

Others

Defects: **Road Hazards**
Road Type: Roads
Intervention Level: Water ≥ 300mm deep on traffic lane.



Defects: **Road Hazards**
Road Type: Roads
Intervention Level: Spill or debris or loose material on carriageway causing loss of traction or diverting traffic into another lane.



Supplement to Road Management Plan

Defects: Road Hazards
Road Type: Culverts
Intervention Level: Culvert defect eg: separation of joints \geq 100mm.

Damaged Culvert



Note: Emergency response to be tailored with the request from Emergency Services.

Pathways (Footpaths and Shared Paths)

Defects: Lips or Steps
Road Type: Footpaths and Shared Paths (sealed, asphalt or concrete)
Intervention Level: A lip or step \geq 30mm in height

TO INTERVENTION



>30mm step in path surface levels.

NOT TO INTERVENTION



<30mm step in path surface levels.

Supplement to Road Management Plan

Defects: **Edge Breaks**
Road Type: Shared Paths (sealed or asphalt)
Intervention Level: Reduction in width of seal is $\geq 250\text{mm}$ over a length $\geq 20\text{m}$.

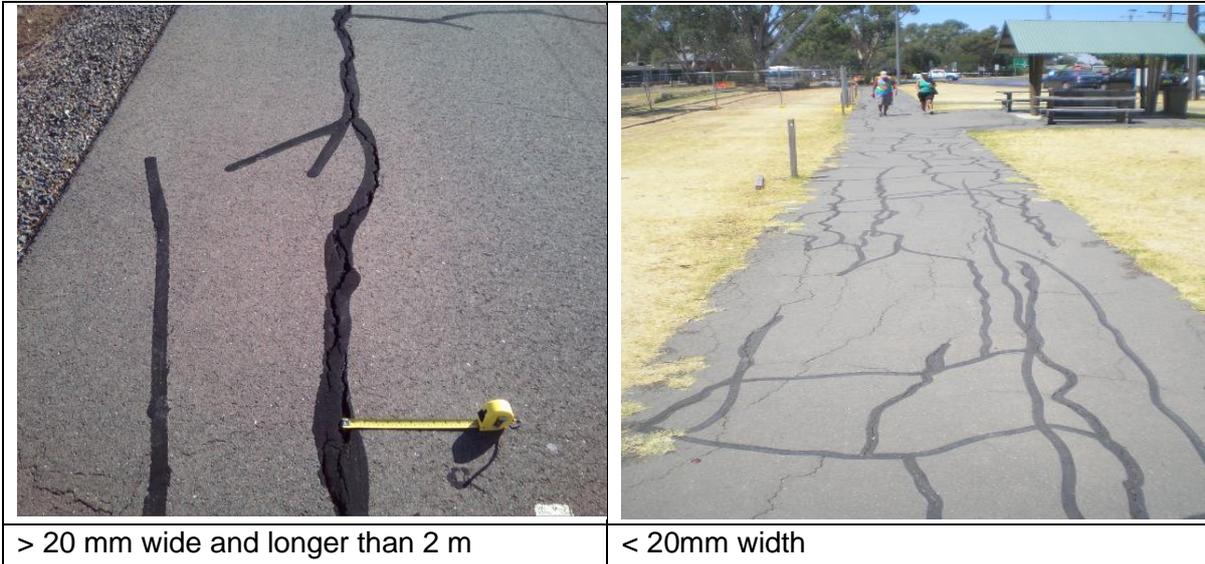
TO INTERVENTION	NOT TO INTERVENTION
	
Reduction of width $> 250\text{mm}$ over 20m length	Length $< 20\text{m}$

Defects: **Potholes**
Road Type: Shared Paths (sealed or asphalt)
Intervention Level: Potholes $\geq 300\text{mm}$ diameter and $\geq 30\text{mm}$ depth.

	
$> 300\text{mm}$ diameter and 30mm depth	$< 30\text{mm}$ deep

Supplement to Road Management Plan

Defects: Longitudinal Cracking
Road Type: Shared Paths
Intervention Level: Longitudinal cracking where it is $\geq 19\text{mm}$ in width over a length $\geq 2\text{m}$.



Defects: Missing guideposts and signs
Road Type: Shared Paths
Intervention Level: Guideposts or signs are missing or significantly damaged as to render them ineffective.

