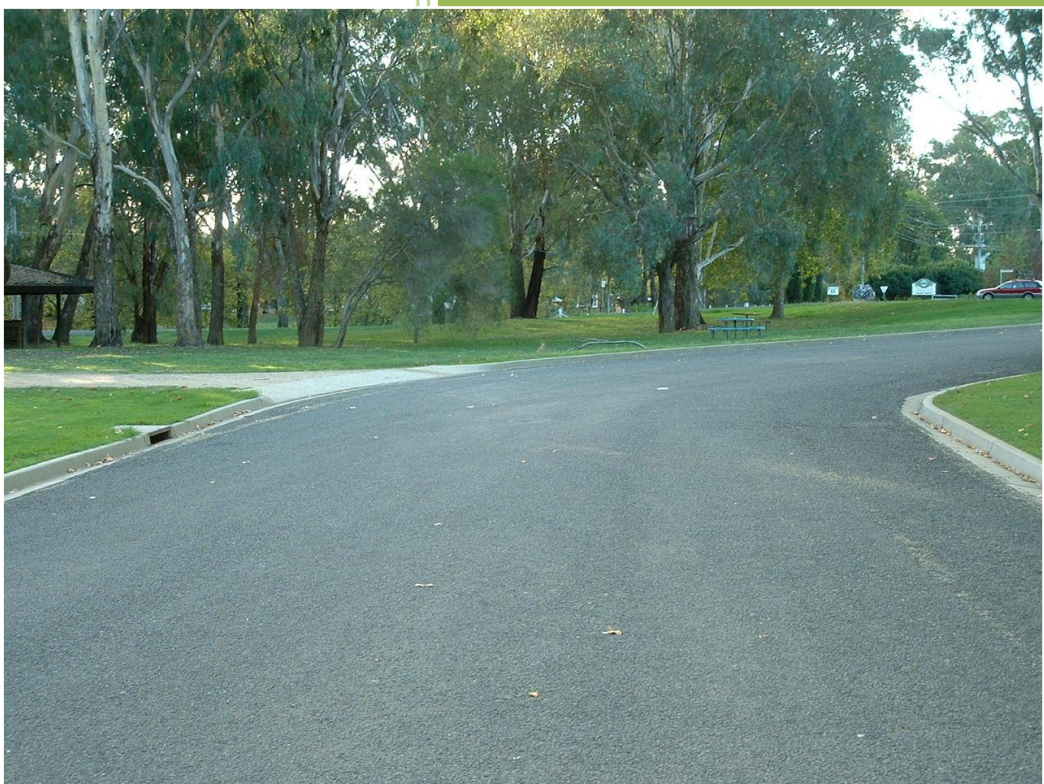




2009

Road Management Plan



Adopted 16th June 2009

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2 Background

2.1 Purpose

In accordance with Sections 1, 49 and 50 of the Road Management Act 2004, the aims of the plan are to:

- Establish a Register of Public Local Roads for which Council is responsible;
- Establish a management system for the road management functions of Council based on policy and operational objectives and available resources;
- Specify the relevant standards in relation to the discharge of duties in the performance of those road management functions; and
- Detail the management system that Council proposes to implement in the discharge of its duty to inspect, maintain and repair public roads for which the Council is responsible.

2.2 Stakeholders

Stakeholders in Councils Road Management Plan are the groups and individuals within the community who are users of the road network, and/or affected by it:

- The community for recreation, sport, leisure and business;
- Residents and businesses adjoining the road network;
- Pedestrians;
- Users of a range of miscellaneous smaller, lightweight vehicles such as bicycles, motorised buggies, wheel chairs, prams, etc;
- Vehicle users using motorised vehicles such as trucks, buses, commercial vehicles, cars and motor cyclists;
- Tourists and visitors to the area; and
- Utilities as prescribed in Section 3 of the Act.

2.3 Obligations of Road Users

All road users have a duty of care under the Road Management Act 2004, Section 106 and 138 with particular obligations as prescribed in Section 17A of the Road Safety Act 1986 which states:

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

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

2.4 Council Budget

Funds are provided within budget each year to support implementation of this Plan. Funding needs are determined by consideration of various inputs which can include changes in:

- Level of service
- Asset condition
- Customer request activity
- New assets
- Strategic resource plan

3 Legislative Control

3.1 Road Management Act 2004

The Road Management Act 2004 was passed on 11 May 2004. The Act was developed to provide a more efficient and safer Victorian road network, and is the result of extensive stakeholder and community consultation.

The Road Management Act is based on the following key principles:

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

The objectives of the Act are to:

- Establish a new statutory framework for the management of the road network which facilitates the coordination of the various uses of road reserves for roadways, pathways, infrastructure and similar purposes;
- Set out certain rights and duties of road users;
- Establish the general principles which apply to road management;
- Provide for the role, functions and powers of a road authority;
- Provide for the making of Codes of Practice to provide practical guidance in relation to road management;
- Facilitate the making of road management plans as part of the management system to be implemented by a road authority in the performance of road management functions;

- Enable the declaration and discontinuance of roads;
- Provide a new process for the declaration and classification of roads and the re-allocation of management responsibility for roads;
- Provide for a road authority to keep a register of public roads in respect of which the road authority is the coordinating road authority;
- Provide for the construction, inspection, maintenance and repair of public roads;
- Set out the road management functions of road authorities;
- Set out the road management functions of infrastructure managers and works managers in providing infrastructure or conducting works;
- Provide for issues relating to civil liability arising out of road management;
- Provide for mechanisms to enforce and administer provisions of the Act;
- Make related amendments to the Transport Act 1983, the Road Safety Act 1986, the Local Government Act 1989 and certain other Acts.

As a road authority, Council must in performing road management functions have regard to the principal object of road management and the works and infrastructure management principles.

- Provide and maintain, as part of a network of roads, roads for use by the community served by Council;
- Manage the use of roads having regard to the principle that the primary purpose of a road is to be used by members of the public and that other uses are to be managed in a manner which minimises any adverse effect on the safe and efficient operation of the road and on the environment;
- Manage traffic on roads in a manner that enhances the safe and efficient operation of roads;
- Design, construct, inspect, repair and maintain roads and road infrastructure;
- Coordinate the installation of infrastructure on roads and the conduct of other works in such a way as to minimise, as far as is reasonably practicable, adverse impacts on the provision of utility services;
- Undertake works and activities which promote the functions referred to above.

In seeking to achieve its functions, Council will —

- Consult with the community and disseminate information in relation to the exercise of those functions;
- Take steps as are reasonably practicable to ensure the structural integrity and safety of public roads in accordance with the Act.

3.2 Local Government Act 1989

This Plan has been developed to reflect the purposes and objectives of Council as specified in Sections 6 and 7 of the Local Government Act 1989. Section 6 (1) of this Act describes the purposes of Council that includes the following –

- To provide equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively, and
- To manage, improve and develop the resources of its district efficiently and effectively.

The Local Government Act 1989 contains the legislation relating to the care and management of all public highways vested in the Council and all roads that are the subject of a declaration under Section 204 (2).

Section 205 (2) states 'A Council that has the care and management of a road –

- (a) Must ensure that if the road is required for public traffic, it is kept open for public use (subject to the exercise of any powers that it has to the contrary under Schedules 10 and 11),
- (b) May carry out work on the road, and
- (c) Is not obliged to do any particular work on the road, and in particular, is not obliged to carry out any surface or drainage work on an unmade road.

3.3 Codes of Practice

The main purposes of Codes of Practice are to provide practical guidance —

- By setting out benchmarks of good practice in relation to the performance of road management functions by road authorities and the conduct of works managers, infrastructure managers and providers of public transport;
- By clarifying or determining how the operational responsibility for different parts or elements of a road reserve is to be allocated between road authorities;
- To road authorities in determining how to allocate resources, develop policies, set priorities and make road management plans;
- In relation to the matters specified in section 25.

A Code of Practice which relates to infrastructure and works on roads must give effect to the works and infrastructure management principles.

A Code of Practice may establish principles giving practical guidance for determining—

- The boundary between a roadway, pathway, roadside or shoulder in any particular case;
- Which road authority is responsible for road related infrastructure?

Pursuant to section 24 of the Act, Council will comply with the following Codes of Practice:

- Code of Practice for Management of Infrastructure in Road Reserves
- Code of Practice for Operational Responsibility for Public Roads
- Code of Practice for Road Management Plans

4 Roads the Plan Refers To

As a road authority, Council must keep a Register of Public Roads in accordance with the Road Management Act 2004 to record the details of the Public Roads and Ancillary Areas for which it is responsible.

Schedule 1 of the Road Management Act 2004 sets out the matters that must, or may be, included in a Register of Public Roads. The Register must include:

- 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 is transferred to or from another road authority.

An example of the Council's Register of Public Roads is listed below. The complete register is available from Council.

Seg I.D. No.	ROAD OR STREET NAME	SEGMENT DETAIL				Total Pavement Length	DISTRICT LOCATION	Township Name Blanks are Rural	Road Register Details			
		FROM		TO					Public Rd "Y" Yes "N" No	Date Proclaimed Public Rd	Date Ceased to be Public Rd	Road Register Class
		Street Name or Description	Dist. m	Street Name or Description	Dist. m							
1	Adams Rd	Gayfer Rd	0	Gate	870	870	Springhurst		Y	Jul-95		Access
2	Adams St	NBL Cribbes Rd	0	Jackel St	131	139	Wangaratta	Wangaratta	Y	Jul-95		Access
3	Adams Tk	Gerrett Rd	0	End - Forest	1,100	1,100	Wangandary		Y	Jul-95		Access
4	Albert Ct	SBL Billabong Dr	0	Seal Change	295	299	Wangaratta	Wangaratta	Y	Jul-95		Access
5	Albert Ct	Seal Change	295	End	328	71	Wangaratta	Wangaratta	Y	Jul-95		Access
7	Alexander La, Bowmans Forest	Ferguson La	0	Gate LHS	640	640	Bowmans Forest		Y	Jul-95		Access
8	Alexander La, Bowmans Forest	Gate	640	School La	1,040	400	Bowmans Forest		Y	Jul-95		Access
11	Alexanders La, Docker	Wangaratta Whitfield Rd	0	Start Pavement	1,795	1,795	Docker		Y	Jul-95		Access
10	Alexanders La, Docker	Start Pavement	1,795	House	3,245	1,450	Docker		Y	Jul-95		Access
9	Alexanders La, Docker	House	3,245	Oxley Greta West Rd	3,695	450	Docker		Y	Jul-95		Access
6	Alexandra Ct	EBL Whitfield Rd	0	End	37	37	Wangaratta	Wangaratta	Y	Jul-95		Access
12	Allan Ct	SBL Meldrum St	0	End	34	42	Wangaratta	Wangaratta	Y	Jul-95		Access
13	Allans La	Markwood Tarrawingee Rd	0	Surface Change	450	450	Milawa		Y	Jul-95		Access

Table 1 Example of Public Road Register

Roads created due to subdivision developments or changes in the existing road network are incorporated on a regular basis into Council's Register of Public Roads.

In the Rural City of Wangaratta, the Council is the coordinating road authority for the Municipal roads and VicRoads is the coordinating road authority for the State Roads (Freeways and Declared Arterial Roads).

4.1 Municipal Roads

The Council's Register of Public Roads lists the Municipal Roads for which the Rural City of Wangaratta is responsible.

The Road Management Act 2004 also describes Municipal Roads as roads that are not State Roads.

4.2 State Roads

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

These roads are the responsibility of VicRoads.

Freeways	Hume Freeway
Arterials	Great Alpine Road Wangaratta Yarrawonga Road (incl. parts Reid, Rowan, Green, Evans and Edwards Streets) Wangaratta Whitfield Road (incl. parts Warby Street, Meldrum Street and Murdoch Road) Mansfield Whitfield Road Greta Road Wangaratta Road (incl. Tone Road, Ryley Street, Murphy Street, Parfitt Road and Bowser Road) Glenrowan Myrtleford Road (Snow Road) Buckland Gap Road Rutherglen Springhurst Road

Table 2 List of State Roads

4.3 Classification

4.3.1 Road Hierarchy

Based on factors such as function, traffic volume, traffic type and accessibility, Council has developed a road hierarchy for the Municipal Road Network. The Level of Service provided to a particular road will depend on its road hierarchy classification:

Hierarchy Classification	Responsibility	Description
Freeway	Vicroads	Not part of the Local Road Network. Provide a principal route for the movement of people and goods between major regions of the State; or between major centres of population.
Arterial	Vicroads	Not part of the Local Road Network. Major routes for cars and trucks with local origin or destination
Link	Council	Provide a direct linkage between significant population centres and major traffic generators such as residential, industrial, commercial, agricultural and tourist areas and arterial roads. These roads have an identifiable origin and destination, examples being townships and places of significance.
Collector	Council	Provide a route between, and through, residential, industrial, agricultural, tourist and forest traffic nodes and the Link and/or arterial road network.
Access	Council	Provide direct access for abutting residential, industrial, commercial, and in other locations, forestry, tourist and agricultural properties and connect into the Link, Collector or arterial road network. There is minimal or no through traffic.

Table 3 Road Hierarchy

4.3.2 Unformed Tracks

Unformed tracks within the Rural City of Wangaratta provide access to adjoining rural properties for farming activities and fire fighting purposes only.

Through traffic is discouraged from using these tracks.

Traditionally Council maintains these tracks to a standard that will cater for farm machinery and fire fighting vehicles to travel to and from properties as and when weather conditions allow.

Council will routinely inspect these tracks prior to each fire season and reinstate any track damage that may restrict the movement of farm machinery and fire vehicles only.

It has been Councils practice not to maintain roads beyond closed gates, and these segments of roads have not been entered onto the Register of Public Roads.

4.3.3 Service Roads

Service Roads are classified as Access Streets or Roads.

4.3.4 Car Parks

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.

4.3.5 Pathway Hierarchy

Based on factors such as function, usage, traffic type and accessibility, Council has developed a pathway hierarchy. The Level of Service provided to a particular path will depend on its pathway hierarchy classification:

Hierarchy Classification	Description
High Activity	Paths located within the Central Activities Area (area bounded by Murphy St/Ryley St, One Mile Creek, Railway Line, Ovens River, King River and Ely St) and within one street block of shopping precincts, aged care centres, senior citizen centres, schools, hospitals, libraries, main community facilities and transport hubs. All shared use paths in parklands. Rail trail paths.
Medium Activity	Paths in arterial, link and collector road reservations not designated as high activity paths. All paths in parklands other than shared use paths.
Low Activity	Paths in access road reserves not designated as high or medium activity paths.

Table 4 Pathway Hierarchy

4.4 Demarcation

For Arterial Roads, VicRoads is the responsible Road Authority in an Urban Area (defined as the 60km/h zone) for all parts of the roadway used by through traffic. VicRoads is responsible for the road pavement, including the kerb & channel, sub-soil drains protecting the pavement, centre medians, lighting and road-related infrastructure.

Council is responsible on Arterial Roads in an Urban Area for any part of the roadway not used by through traffic (eg. Dedicated parking lanes), any service roads, the outer separators (the median

strip between the roadway and service road), any pathways, and the roadside (nature strip) in Urban Areas.

For Arterial Roads in a rural area (outside the 60km/h zone), VicRoads responsibility is for all assets contained within the road reserve, unless it is otherwise agreed with the Council.

Guidance on the physical limits of operational responsibility between VicRoads and Council for different parts or elements within the road reserve of declared Freeways and Arterial Roads are provided in the Code of Practice – Operational Responsibilities for Declared Freeways and Arterial Roads.

4.4.1 Boundary Roads

The Rural City of Wangaratta is bounded by 5 municipalities: Moira Shire, Alpine Shire, Mansfield Shire, Indigo Shire and Benalla Rural City.

The current maintenance responsibilities for roads are in accordance with the Boundary Road Map. Council keeps a map of Boundary Roads which can be viewed at the Council office.

4.4.2 Private Roads

For clarification purposes, the Rural City of Wangaratta has compiled a list of some private roads within the municipality (which Council acknowledges is not comprehensive). These roads are not formal roads, but are constructed on private property and appear on the ground as being of a standard similar to a Public Road. These roads are not the responsibility of Council to inspect, repair or maintain.

The list is compiled in Council's Road Asset Register which can be viewed at the Council office.

Examples include Private estates and developments, both residential and commercial (eg. Hamilton Park, St John's Village) together with shopping centre carparks (eg. Safeway, K Mart/Coles, Co-Store, Wangaratta Plaza, Big W).

Council may enter into an agreement with an owner, leaseholder or relevant authority to carry out works.

4.4.3 Public Transport

4.4.3.1 Bus Shelters

Bus shelters both public transport and school bus operations within the Rural City of Wangaratta have been traditionally provided and maintained by Council. Council will continue to service the maintenance requirements of bus shelters as needed.

4.4.3.2 Bus Bays

Any paved area (including pavement markings), or unsealed area, where buses pull off shall be maintained by the road authority with operational responsibility for the through carriageway.

4.4.3.3 Rail Tracks

Primary control of road rail crossings rests with the appropriate rail authority. Council maintains the pavement and warning signs on the road approaches to the crossing. All signs, tracks and road pavement within the crossing are maintained by the rail authority.

4.4.4 Bridges

The Rural City of Wangaratta is responsible for inspecting, maintaining and repairing all road and path bridges, including pathways, on Municipal Roads within the municipality.

A list of all bridges is included in the Bridge Asset Register.

4.4.5 Utility Assets

Non-road infrastructure located within a road reserve is the responsibility of the person or body that is responsible for the provision, installation, maintenance or operation of the non-road infrastructure.

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

4.4.6 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 Rural City of Wangaratta specifications. Proposed new or altered crossovers to properties adjoining Arterial Roads require a Planning Permit under the Environment and Planning Act 1986 before any works can commence.

4.4.7 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.

4.5 Assets on Public Roads Managed By Council

Assets on public roads this Council is responsible for and which this plan incorporates include:

- Road surface, pavement and earth formation,
- Surface and underground drainage systems,
- Signs, guideposts, line markings, traffic signals and lighting, barriers and retaining walls,
- Footpaths, shared bike pathways and parking areas,
- Bridges and large culverts, and
- Urban street trees, street furniture, tree guards and parking meters.

5 Inspection & Response Standards

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 works officers (proactive maintenance)
- Mode 2 Inspection based on customer complaints or reports (reactive maintenance)
- Mode 3 Inspection by assigned officer or by independent team (conditions)

Mode 1 inspections are for identifying defects generated within short periods by usage and/or weather conditions. Works personnel are best placed to identify and document action required for these defects and report the defects gone beyond routine maintenance for alternative action.

Classification	Maximum Inspection frequency
Arterial Road	3 months
Link Road	3 months
Collector Road	6 months
Access Road	12 months
High Activity Path	12 months
Medium Activity Path	24 months
Low Activity Path	36 months

Table 5 Proactive (Mode1) Inspection Frequency

Mode 2 inspections are initiated based on concerns passed on to Council by persons noticing a defect. The assets are inspected as soon as possible after a report is received but not exceeding 2 weeks.

Mode 3 inspections are performed to identify the overall condition of the asset and to prioritise works for future budgets.

Classification	Maximum Inspection frequency
Arterial Road	3 years
Link Road	3 years
Collector Road	3 years
Access Road	3 years
High Activity Path	4 years
Medium Activity Path	4 years
Low Activity Path	4 years

Table 6 Condition (Mode 3) Inspection Frequency

5.1.2 Responsibilities & System of Inspections and Response

The responsibility for scheduling Mode 1 inspections in accordance with the inspection intervals rests with the Manager – Works & Operations. The actual inspections are carried out by asset inspection staff or contractors and inspection data is collected and imported into a system for generation of works instructions and ultimately completion of action, reporting and filing.

Mode 2 inspections are undertaken by Technical Services staff or Infrastructure Services Field Officers depending on the issue reported.

Mode 3 inspections are managed by the Manager – Business Planning.

5.2 Response

5.2.1 General

Defects that have been identified by either Mode 1 (proactive) inspections or Mode 2 (reactive) customer requests will be assessed for action within 2 weeks of being reported.

5.2.2 Exceptional Circumstances

Council will try to meet all aspects of its Road Management Plan. However in the event of natural disasters and events but not limited to, fires, floods, as well as human factors, but not limited to 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 Plan.

In the event that the Chief Executive Officer of the Council, has to, pursuant to Section 83 of the Wrongs Act, 1958, consider the limited financial resources of Council and its other conflicting priorities, meaning Council's Plan cannot be met, the Chief Executive Officer will write to Council's Officer in charge of its Plan and instruct that some, or all of the timeframes and responses in Council's Plan are to be suspended.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's Chief Executive Officer will write to Council's Officer responsible for Council's Plan and instruct which parts of Council's Plan are to be reactivated and when.

5.2.3 Response Times – Roads

An appropriate response could include inspection, provision of warning signs, traffic control action and/or works to repair.

All response times are from the time of instruction to intervene.

Defect description	Link Road	Collector Road	Access Road
Pothole greater than 300 mm diameter and 75 mm depth on a sealed surface	2 days	4 days	2 weeks
Depression/Deformation greater than 150 mm under a 3 m straight edge on a sealed surface.	2 weeks	3 weeks	6 weeks
Fallen debris, slippery substances, accumulation of granular material, or any other obstacle that is assessed as posing a danger to traffic or pedestrians	24 hours	24 hours	24 hours
Obstruction on road, fallen trees or ponding of water or material that obstructs traffic	24 hours	24 hours	24 hours
Stray livestock	4 hours	4 hours	4 hours
Edge break exceeds 150mm laterally, for a 20m length from a nominal seal line of a sealed surface to an unsealed shoulder	1 week	2 weeks	2 months
Edge drop off from a sealed surface exceeds 100 mm vertically for a 20m length.	2 weeks	3 weeks	1 month
Drainage – missing pit lids or grates	24 hours	24 hours	24 hours
Drainage - damaged infrastructure including pit lids, surrounds, grates, kerb and channel and culverts in pedestrian areas and traffic lanes.	1 month	2 months	3 months
Statutory warning signs missing, illegible or damaged making them substantially ineffective.	3 weeks	1 month	6 weeks
Guide posts or safety barriers missing or damaged in critical locations where the road alignment/width is identified with additional markings or furniture to guide the travelling public making them substantially ineffective	1 months	3 months	6 months
Pavement markings missing or damaged in critical locations where the road alignment/width is identified with additional markings or furniture to guide the travelling public making them substantially ineffective	3 months	6 months	12 months
Traffic signal inoperable or confusing	24 hours	24 hours	24 hours
Unsealed road surface scoured, potholed, rutted, corrugated to a depth greater than 100mm in excess of 20m length.	1 month	2 months	3 months
Tree limbs or trees which have been assessed as requiring removal because of poor condition	1 month	2 months	3 months
Trees, shrubs or grasses that have grown to restrict design sight distance to intersections or restrict viewing of safety signs.	1 month	2 months	3 months
Vegetation intruding within an envelope over roadways from back of shoulder and/or kerb and a minimum of 4.5m height clearance over pavement and the trafficable portion of shoulders.	12 months	Works program	Works program
Bridge structure damaged affecting structural performance.	24 hours	24 hours	24 hours
Missing timber bridge decking planks	24 hours	24 hours	24 hours
Loose timber bridge decking planks	24 hours	24 hours	24 hours
Damaged or missing bridge barrier rail	24 hours	24 hours	24 hours

Table 7 Response Times - Roads

5.2.4 Response Times – Pathways

An appropriate response could include inspection, provision of warning signs, traffic control action and/or works to repair.

All response times are from the time of instruction to intervene.

Defect description	High Activity Path	Medium Activity Path	Low Activity Path
Vertical displacement 15mm to 25mm	1 month	1 month	Works program
Vertical displacement greater than 25mm	2 weeks	3 weeks	1 month
Potholes greater than 100mm diameter & depth greater than 50mm	2 days	2 days	2 days
Edge drop greater than 100mm from a sealed surface to an unsealed shoulder	1 week	2 weeks	1 month
Horizontal displacement (cracks) 10 mm to 25mm wide	1 month	1 month	1 month
Horizontal displacement (cracks) greater than 25mm wide	2 weeks	2 weeks	1 month
Path corrugations greater than 50mm deep at a critical location on the approach to intersection or curve on unsealed surface.	1 month	2 months	3 months
Dirt, debris or accumulation of aggregate on sealed surface at critical locations on trafficable areas.	1 week	2 weeks	1 month
Material fallen from a vehicle, wet clay and other slippery substances, hazardous materials on any surface at critical locations.	24 hours	24 hours	24 hours
Ponding of water greater than 300mm deep and fallen trees that obstruct traffic.	24 hours	24 hours	24 hours
Drainage – missing pit lids or grates	24 hours	24 hours	24 hours
Drainage - damaged infrastructure including pit lids, surrounds, grates, kerb and channel and culverts in pedestrian areas and traffic lanes.	1 week	1 month	2 months
Tree limbs or trees which have been assessed as requiring removal because of poor condition	1 month	2 months	3 months
Vegetation which presents a physical hazard to the public over paths, intruding into a clearance envelope between the edges of path and a minimum of 2.5m height clearance over path.	6 months	6 months	12 months
Trees, shrubs or grasses that have grown to restrict design sight distance to intersections or restrict viewing of safety signs.	6 months	6 months	6 months
Statutory warning signs missing, illegible or damaged making them substantially ineffective.	1 month	2 months	3 months
Guide posts or safety barriers missing or damaged in critical locations where the path alignment/width is identified with additional markings or furniture to guide the travelling public making them substantially ineffective	6 months	6 months	6 months
Bridge structure damaged affecting structural performance.	24 hours	24 hours	24 hours
Missing timber bridge decking planks	24 hours	24 hours	24 hours
Gaps between timber bridge decking greater than 25mm wide	1 week	1 week	1 week
Loose timber bridge decking planks	1 week	1 week	1 week
Damaged or missing bridge barrier rail	24 hours	24 hours	24 hours

Table 8 Response Times - Paths

5.2.5 Asset Preservation

In addition to hazard identification and repair, Council operates a maintenance management process that aims to proactively identify and repair defects to preserve the integrity of roads, pathways and associated infrastructure.

This process includes the risk management approach with a higher emphasis on technical aspects of maintaining roads, pathways and associated infrastructure.

5.2.6 Construction, Renewal and Refurbishment

The standards for construction of new local roads and pathways and for the expansion, upgrading, renewal and refurbishment of existing local roads and pathways will be in accordance with the standards and specifications adopted by Council in any particular instance.

Generally the standards for construction, renewal and refurbishment will be based on the existing built standards taking into account the environmental sensitivities of matters such as established trees and historical features, road safety and traffic management requirements.

5.2.7 Performance Measure

The defects repaired and the response times in attending to defects are recorded against each defect attended to give the following measures:

- All issues reported by the public or by the asset inspector are reviewed by the responsible works supervisor within 10 working days. 100% requirement.
- All issues identified as hazardous are categorised by the asset inspector and works supervisor and are signed or made safe within the time frames specified. 100% requirement.
- All mode 1 proactive inspections and mode 3 asset condition inspections to be completed as specified. 100% requirement.

5.3 Consultation Process

In any review associated with this Road Management Plan consultation will be undertaken as follows:

- Internally by the Asset Management Working Group; and
- Externally by placing this document on exhibition and calling for submissions and through independent audit.

Inspection and response standards have been based on an approach that aims to balance customer expectations with sustainable financial management. Information gained from external and internal sources including historic knowledge of demand, risk and expectation has guided the development of these standards. The Rural City of Wangaratta recognises the need to continually review and alter these standards as the need arises and funding permits.

6 Review

6.1 Audit

Council will conduct two (2) internal audits of the Road Management Plan service delivery and one (1) external audit, annually.

6.2 Plan Review

This Road Management Plan will be reviewed regularly during Council's budget development period from April to June. The review will consider the levels of service for assets 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 each year. The performance measures will be reviewed and any non conformance will be assessed for action.

A formal review, in accordance with sections 303 and 304 of the Road Management (General) Regulations 2005, will be conducted every four years in line with Council elections.

6.3 Amendment of Road Management Plan

If the adopted level of service 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.

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

7 References

Rural City of Wangaratta Council Plan and Strategic Resource Plan 2009-2013

Road Management Act 2004

Road Management (General) Regulations 2005

Code of Practice for Operational Responsibility for Public Roads 2004

Code of Practice for Management of Infrastructure in Road Reserves 2008

Code of Practice for Road Management Plans 2004

8 Definitions

Terms used in this Plan have the same meaning as the specific definitions included in the Act. For the purposes of this plan the following additional terms shall be defined as:

"Defect" is a localised failure in an asset, for example potholes in a road surface or a joint displacement in a concrete footpath;