Corangamite Shire Council

Road Management Plan

May 2021

CORANGAMITE
SHIRE

ROAD MANAGEMENT PLAN

1. Introduction

The Corangamite Shire Council (Council) is committed to ensuring that accessible, quality services and facilities are provided to our community.

The development of the Road Management Plan compliments the Council's Council Plan' by addressing specific elements of the maintenance and management of the road network, as well as the legislative responsibilities under the *Road Management Act 2004.*

2. Purpose of the Plan

The purpose of this Road Management Plan is to:

i. detail the management systems for the road management functions under the control of Corangamite Shire Council,
ii. set the relevant standards in relation to the discharge of duties in the performance of those road management functions,
iii. ensure the provision of a safe and efficient road network for use by road users and the community.

3. Legislative Basis for Plan

This Road Management Plan is prepared in accordance with, Division 5 of the *Road Management Act 2004* (the Act), the *Road Management (General) Regulations 2016* and the Ministerial Code of Practice – Road Management Plans.

The Plan reflects the purpose and objective of Council as specified under Sections 6 and 7 of the *Local Government Act 1989*.

In developing the relevant standards detailed in this Plan, Council has had regard to the following Best Value Principals specified under Section 208B of the *Local Government Act 1989*.
All services be:

- measured against quality and cost standards;
- responsive to the needs of its community;
- accessible to those members of the community for whom the service is intended;
- subject to continuous improvement;
- linked to a program of regular community consultation; and
- report regularly to the community.

4. Roads for which the Plan Applies.

This Plan applies to all roads and pathways for which Council is the coordinating road authority in accordance with Sections 36 and 37 of the Act. The roads are listed in Council's Register of Public Roads.

The register provides a list of the roads for which Council is the Responsible Authority, and includes (where applicable) the following;

- Road name
- Locality
- Date Road became a Public Road
- Start and end description
- Length
- Road Classification
- Footpath Classification
- Surface Type
- Ancillary Areas
- Demarcation Responsibility

Council has determined that those roads and footpaths on the Register of Public Roads are those roads that are considered to be reasonably required for public use. The Register of Public Roads has been adopted by Council and is amended from time to time as required. The Register of Public Roads is available for inspection at Council offices.

Council's responsibility for the operation of arterial roads is detailed in the Code of Practice- Operational Responsibility for Declared Freeways and Arterial Roads.

Where applicable, the details of agreements between the Council and other road authorities, made pursuant to Section 15 of the Act, are also included in the Register of Public Roads.

This Plan does not apply to any driveway or pathway providing access from private property to a public road.

5. Management System

Council's Road Management Plan has been developed within an overall planning framework, which guides Council in identifying community needs and aspirations. Information flow and the decision making process is complex, with the Council Plan, Financial Plan and Annual Budget, providing the framework to a range of supporting Plans and Strategies.

Council's Road Asset Management Plan is a key document in detailing the strategic guidelines and identifying maintenance, renewal and upgrade improvements for the road network. The Road Asset Management Plan takes a lifecycle approach to the management of our road network and identifies the elements necessary for the long term sustainability of our asset. It provides details of the particular actions and resources required to manage the road system.

The management system that Council uses for its road management functions can be summarised in the diagram provided in Schedule A. The flowchart outlines the process for determining asset standards, allocating resources and prioritising works.

6. Asset Standards

Council's road management standards have been developed within the overall planning framework, taking into account community expectations, industry standards, relevant risk factors and available resources.

Maintenance standards and asset performance targets will vary across the road network in line with relevant risk factors such as the nature and volume of traffic using the road, operating speed, the susceptibility of assets to deterioration, the cost effectiveness of repairs and the competing priorities for funding.

For the purposes of the Road Management Plan standards have been defined in terms of:

- The Road and Footpath Classification;
- Standards for Expansion Upgrade and Renewal;
- Standards for Maintenance; and
- Condition Monitoring and Response.

7. Classification System

A classification system has been developed for both roadways and footpaths, to ensure that appropriate management, engineering standards and planning practices are applied to a road based on its function.

The classification system also enables more efficient use of resources by allocating funding to those roads that are of higher priority and the costs are better justified.

7.1 Road Classification

In developing the road classification system the following guiding principles have been used:

- classification system is linked with, and consistent to the Austroads National Functional Road Classification system;
- classification system is function based;
- traffic volumes, vehicle type, existing road structure, abutting property use, future demand etc, assist in determining appropriate classification; and
- width of a road or whether it is sealed is not necessarily criteria that influence a classification.

Roads have been classified into four (4) categories as follows:

Road Classification	
Link Road	
	A Link Road provides primarily for collecting and distributing traffic from local areas to the wider Arterial Road Network. It provides connectivity to significant town and rural industries, including farm produce, quarries, forestry and tourists activities. Link Roads cater generally for higher traffic volumes (>150ADT), heavy vehicles and higher travel speeds
Collector Road	
	A Collector Road provides primarily a feeder service to Link Roads. It provides access to local properties in both rural and town areas and access to moderate local rural industries, including farm produce, quarry, forestry and tourist activities. Collector Roads generally cater for moderate traffic volumes (50 - 150 ADT), and travel speeds
Access Road	
	An Access Road provides primarily direct access to properties and industries in urban and rural areas. It provides access to limited local rural industries, including farm produce, quarry, forestry and tourist activities. Access Roads cater generally for lower traffic volumes (20 – 100 ADT), and travel speeds.
Limited Access Road/Track	
	A Limited Access Road/Track provides primarily access to undeveloped properties in rural areas. It is not required to provide daily access to residences or industries, and may be used for fire protection purposes and management access. Limited Access roads / Tracks cater for very low speeds, low traffic volumes (<5 ADT), and may be seasonally closed.

7.2 Footpath Classification

The footpath classification system has been developed based on the expected usage of the network.

Footpath Classification	
Primary Access Route	
	Provides services to areas with expected high volumes of pedestrian traffic.

	Generally confined to commercial areas.
Secondary Access Route	
	Provides services to areas with lower expected volumes of pedestrian traffic. Predominantly confined to residential areas.

8. Standards for Expansion, Upgrading and Renewal of Road Assets.

The Standards for construction of new rural local roads and for the expansion, upgrading and renewal of existing rural local roads, have been developed in accordance with the standards described in Schedule B Standards for Urban streets are determined on an individual basis depending on site conditions, traffic and amenity.

The standards take into account road user requirements relating to operational comfort, convenience, safety and the funding resources available to Council.

Compatible cross-section, horizontal and vertical alignment will provide users with an consistent quality of service in terms of ride comfort, convenience and a safe facility.

It is not intended that all roads will comply with adopted Standards, however any new or refurbishment work should be constructed to the desirable Standard, where practicable. In instances where adopted standards cannot be achieved, professional judgements will be adopted.

9. Standards of Maintenance

Maintenance Standards have been developed in consultation with internal stakeholders, the community, an assessment of available historical data and industry standards. Standards will vary across the road network in line with relevant risk factors such as the nature and volume of traffic using the road, operating speed, the susceptibility of assets to deterioration, the cost effectiveness of repairs and the competing priorities for funding. The variation of maintenance standard across the network is reflected in Council's road classification system.

Council has identified critical maintenance defects for all roads for which it is responsible. For each defect, the following criteria have been developed:

- The level at which the defect is a potential safety hazard; and
- The level at which a defect reaches a desirable performance standard.

In determining the point at which a defect is identified as a potential hazard, Council has referred to industry standards developed by Austroads and VicRoads. Schedule C provides the hazard description adopted by Council for roads for which it is responsible.

The desirable performance standards describe the standard at which maintenance works are to be implemented. They are based on community consultation, available resources and the optimal time to intervene to maximise the life of the road. The performance standards are under development and will form part of Council's Road Asset Management Plan.

10. Monitoring System and Response

Council inspects all roads for which it is responsible on a cyclic basis to identify potential safety hazards, and defects which exceed accepted maintenance standards.

The inspection program reflects the road priority identified in the road classification system and appropriate use of resources.

Inspection Type	**Inspection Frequency by Classification**				
	Footpaths (all)	Link Road	Collector Road	Access Road	Limited Access /Track
Day Time	Yearly	Four per year	Three per year	Twice per year	Yearly
Night Time	Not inspected	Yearly	Once every two years	Once every three years	Not Inspected

In addition to being identified through the routine monitoring system, defects are logged into Council's Customer Service Request System from other sources, including identification by a customer or road user.

When a defect is identified through routine inspection, or reported from a customer, the defect is logged electronically to identify the nature of the defect, its location, the responsible officer, and the appropriate response.

Bridge Structures are inspected once per year. The VicRoads Level 1 Bridge Inspection form is used to record the annual inspections.

Once identified the defects are then assessed and actioned.

Appendix C describes the hazard response adopted by Council for each classification of road.

11. Force Majeure

Council will make every endeavour to meet all aspects of its Road Management Plan (RMP).

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 Council, has to, pursuant to Section 83 of the above Act, consider the limited financial resources of Council an 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.

12. Off-Road Paths

Paths, walking tracks and trails which are not located on the Public Roads are not included in the Council Register of Public Roads and are excluded from this Road Management Plan.

These paths are considered off-road and are located in recreation reserves, parklands, or properties for which Council has responsibility. These paths are inspected and maintained by Council in a similar way to the "Secondary Access Pathway Routes" as detailed in the Appendices of this plan.

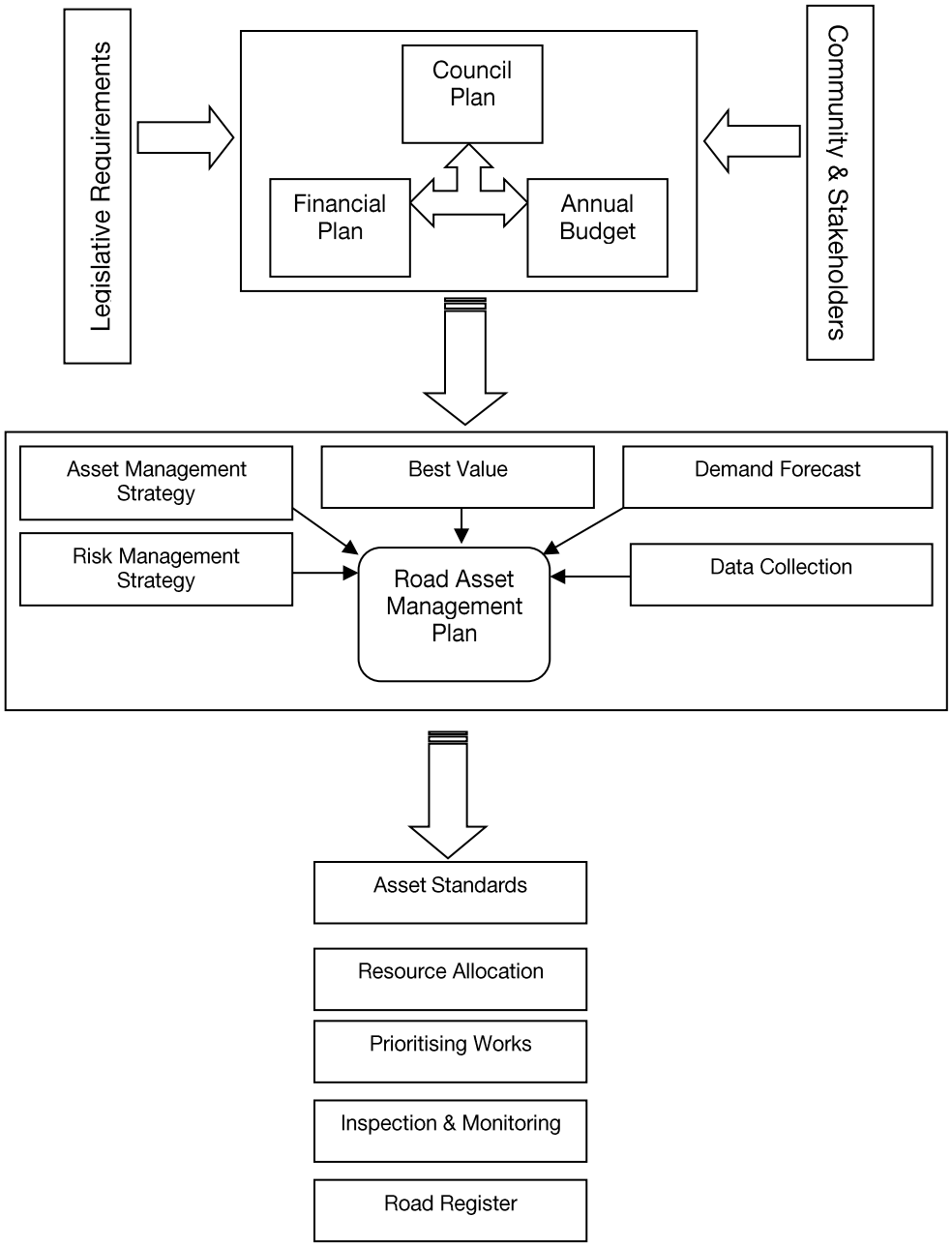
SCHEDULE A

MANAGEMENT SYSTEM

ROAD MANAGEMENT FUNCTIONS

MANAGEMENT SYSTEM

ROAD MANAGEMENT FUNCTIONS



SCHEDULE B

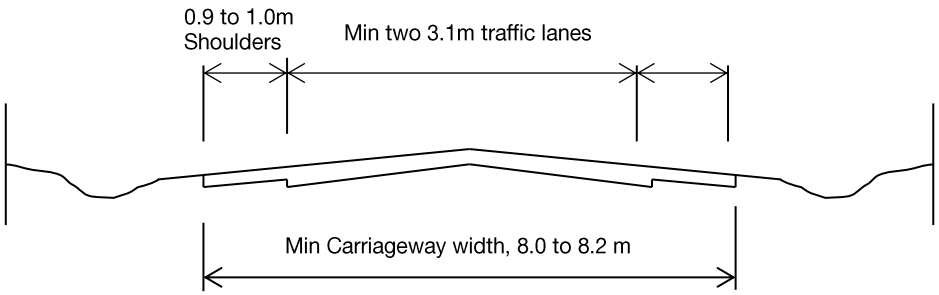
STANDARDS FOR EXPANSION, UPGRADING AND

RENEWAL OF ROAD ASSETS

SCHEDULE B

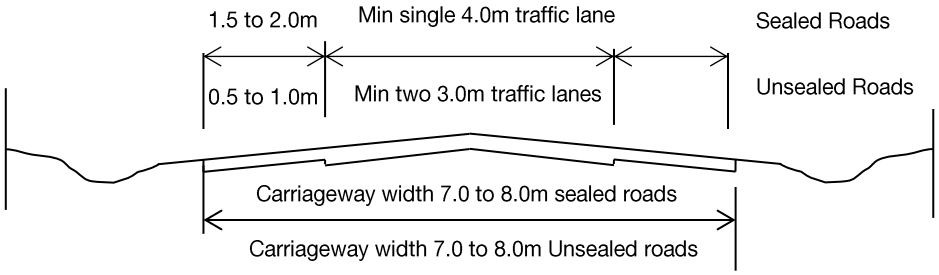
STANDARDS FOR EXPANSION, UPGRADING AND RENEWAL OF RURAL ROAD ASSETS

RURAL LINK ROAD



- Predominantly two-lane, two way, all weather sealed road.
- Design speed of 60 to 100km/hr, depending on terrain.
- Delineation is often provided by centre line marking and guide posts.
- In instances where adopted standards cannot be achieved, professional judgements will be adopted.

RURAL COLLECTOR ROAD

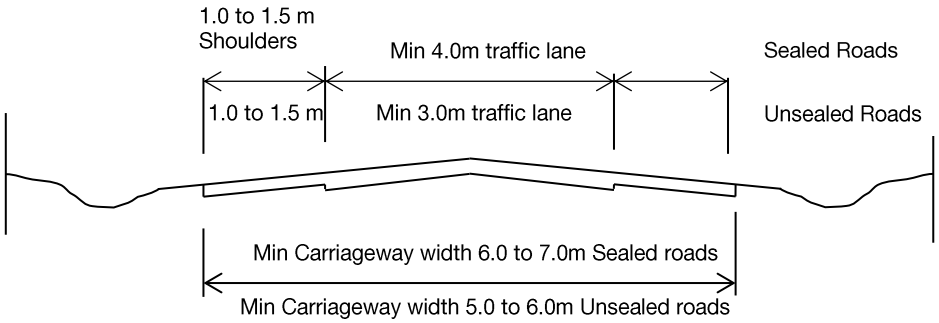


- All weather single lane sealed with gravelled shoulders, or two lane formed and gravelled unsealed.
- Design speed of 50 to 80km/hr, depending on terrain.
- Delineation is generally provided by guide posts in rural areas.
- In instances where adopted standards cannot be achieved, professional judgements will be adopted.

SCHEDULE B

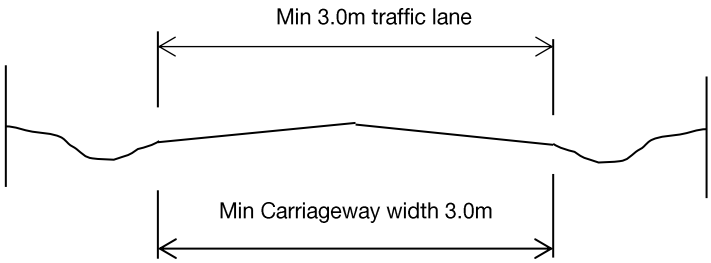
STANDARDS FOR EXPANSION, UPGRADING AND RENEWAL OF RURAL ROAD ASSETS

RURAL ACCESS ROAD



- Predominantly a single lane, two way formed road, usually with a gravelled surface, or single lane sealed road with gravel shoulders.
- Design speed of 50 to 70km/hr, depending on terrain.
- Delineation is often provided by guide posts at critical safety areas.
- In instances where adopted standards cannot be achieved, professional judgements will be adopted.

RURAL LIMITED ACCESS ROAD / TRACK



- Predominantly a single lane, two way earthed track, unformed or formed single lane.
- Passing opportunities provided every 300m, where practicable.
- Not conforming to any geometric design standards.
- Delineation not usually provided.
- In instances where adopted standards cannot be achieved, professional judgements will be adopted.

SCHEDULE C

DESCRIPTION OF HAZARD AND HAZARD RESPONSE

SCHEDULE C

DESCRIPTION OF HAZARD AND HAZARD RESPONSE

PAVEMENTS			
Description of Hazard	**Response Time by Road Classification ##**		
	Link Road	**Collector Road**	**Access Road**
Obstructions and Substances in Traffic Lane			
Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, accumulation of dirt or granular materials on the traffic lane of sealed roads	3 days	1 week	1 week
Ponding of water >300mm deep, fallen trees, oil spills, stray livestock	24 hours	3 days	1 week
Pavement or Surface Defects			
Potholes in traffic lane of a sealed pavement greater than 300mm in diameter and greater than 100mm deep or in the traffic lane of an unsealed pavement greater than 500mm diameter and 150mm deep	2 weeks	1 month	3 months
Deformations greater than 100mm under a 3m straight edge	2 weeks	1 month	3 months
Edge drops onto unsealed shoulder greater than 100mm	2 weeks	1 month	3 months
Drainage			
Damaged or missing drainage pit lids, surrounds, grates, in pedestrian areas or traffic lanes	2 weeks	1 month	3 months
ROADSIDES			
Vegetation – Trees Shrubs and Grassed Areas			
Tree limbs or trees that have been classified as in danger of falling and causing a danger to the public	24 hours	3 days	1 week
Trees, shrubs or grasses that have grown to restrict design sight distance to intersections or restrict viewing of safety signs	2 weeks	1 month	3 months
Vegetation intruding within an envelope over roadways from the back of shoulder and/or kerb and a minimum of 5m height clearance over pavement and the trafficable portion of shoulders	3 months	6 months	12 months
Safety signs missing, illegible or damaged making them substantially ineffective	2 weeks	1 month	3 months
Guideposts missing or damaged at critical locations making them substantially ineffective	3 months	6 months	12 months
Safety barriers and fencing missing or damaged at critical locations making them substantially ineffective	3 months	6 months	12 months
Pavement markings missing, illegible or confusing at a critical location	3 days	1 week	2 weeks
STRUCTURES			
Damage affecting structural performance	24 hours	24 hours	1 week
FOOTPATHS AND PATHWAYS			
	Footpath Classification		
	Primary Access Route	**Secondary Access Route**	
Defective pedestrian areas with a step greater than 25mm	6 months	12 months	
Vegetation which presents a physical hazard to the public over pedestrian/bicycle paths, intruding into a clearance envelope between the edges of path and a minimum of 2.5m height clearance over path	6 months	12 months	

SCHEDULE C

When Council inspects or is notified of a hazard, Council will rectify it if possible, or provide appropriate warning within the response time indicated.

Where, because of the nature of the repair required, level of resources required or workload, it is not possible to rectify within the time shown, appropriate warning of the hazard is to be provided until the repair can be completed

Appropriate warning could include, for example:

- Provision of warning signs
- Traffic control action
- Diverting traffic around the site
- Installation of a temporary speed limit
- Lane closure
- Closure of the road to use by certain vehicle (eg a load limit), or
- Road closure
- Or any other measure which reasonably addresses the duty of care to road users.

Limited Access/Tracks are inspected on an annual basis. Repair works are scheduled on a programmed basis and will be attended to when resources become available.