

ROAD MANAGEMENT PLAN

October 2025



SCHEDULE OF ADOPTION

No.	Date	Comment	File Reference
1	10/10/2007	Included in Section 4.4 is 4.10 Suspension of Plan Due to Natural Disasters	
2	25/11/2009	Draft approved for public comment by Council	30/12/020
3	30/06/2010	Adopted by Council at Council's Ordinary Meeting	30/12/020
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7	15/10/2025	Adopted by Council at Council's Ordinary Meeting	INT23/1197A453

Change in revision from No.6 to No.7 apply minor amendments that do not materially impact the document and are intended only to clarify or update issues

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1 GLOSSARY

Unless the context or subject matter otherwise requires, terms used in the RMP have the following meanings:

Arterial Road	Freeways, highways and declared main roads which are managed by the State Government through Regional Roads Victoria.
Asset Management Plan (Transport)	<p>The document developed by Council to outline how Council will manage roads, bridges, footpaths, kerb and channel, and car parks to remain safe, reliable, and meet community needs.</p> <p>It sets service levels, addresses risks, and plans for future demand through lifecycle management and targeted investment.</p> <p>The plan supports long-term financial sustainability by aligning asset strategies with Council's strategic goals and funding capacity.</p>
Carriageway	The full trafficable area including the roadway and the shoulders.
Code of Practice	Road Management Act 2004 Code of Practice: Operational Responsibility for Public Roads published in the Victoria Government Gazette S174 on 30 May 2017
Council	Gannawarra Shire Council (Council)
Business Hours	A Day on which Council is open for business. Where a timeframe is expressed in days it means the current day plus the number of days stated in the timeframe up to midnight on the last day.
Defect	A localised failure in an asset, for example, potholes in a road surface or displacement in a concrete footpath.
Footpath/Pathway	A constructed paved, sealed or gravel path intended for use by pedestrians and/or cycles Hazard A change to the road or footpath surface that introduces a hazard to public safety.
Inspection Frequencies	The frequency of inspections of the road to identify potential defects or hazards.
Intervention Level	The size of the defect at which the road authority has determined that the defect will be rectified.
Levels of Service	A defined condition or performance standard associated with a particular asset and its classification within an asset hierarchy.
Municipal Road	Roads for which Council is the responsible road authority
Nature Strip/Roadside	The land, generally vegetated, between the carriageway and a property boundary
Public Highway	Any area of land that is a public highway for the purposes of the common law.
Public Road	A road declared to be a public road by the relevant road authority.
Reactive Inspection	Inspections performed in response to a customer request or notification about the condition of a road/path to assess whether the road contains a RMP defect that has reached the relevant intervention level.
Road Register	List of roads within a municipality that a council is responsible for. Council is required to keep a register under s.19 of the RM Act
Repair	<p>The taking of any action to remove or reduce a risk arising from a defect in a roadway, pathway or road-related infrastructure, including but not limited to:</p> <ul style="list-style-type: none">a) reinstating a road/path to its former standard following works to install any infrastructure;b) reinstating a road/path to a safe standard following deterioration or damage;c) providing a warning to road users of a defect in a roadway, pathway or road (including 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 warning sign would be actions to repair the road.

<i>Response Time</i>	The time allowable to respond to a defect. Response time is measured from the time the defect is identified by, or notified to, Council.
<i>Responsible Road Authority</i>	The organisation responsible for the management of the road, as determined under s.37 of the RM Act
<i>Road</i>	Defined under section 40(3) of the RM Act 2004. This includes the road reserve, roadway, pathways, shoulders, and other associated road infrastructure.
<i>Road Management Act 2004 (RM Act)</i>	The Act provides a statutory framework for the management of the road network in Victoria.
<i>Road Management Plan (RM Plan)</i>	The document developed by Council to assist in the management of their road related duties and responsibilities, as defined in the RM Act.
<i>Road Reserve</i>	A road reserve means all of the land within the boundaries of a road, including any public highway, ancillary area, or land declared to be a road under section 11 of the RM Act.
<i>Roads other than a Municipal Road</i>	Includes roads in State reserves, unused road licences and private property.
<i>Works Program (Program)</i>	The works program under Council's Road Management Plan outlines the schedule and scope of road inspection, maintenance, and renewal activities to ensure the safety and serviceability of the municipal road network.

2 INTRODUCTION

2.1 PURPOSE OF THE PLAN

The purpose of the Road Management Plan (**RM Plan**) is to establish a management system to assist Council to meet its duties under the *Road Management Act 2004* (**RM Act**) based on its policy and operational objectives having regard to available resources.

While Council is aware of its legislative Best Value duties, it is also conscious of all the legislative frameworks and policy discretions afforded to it when satisfying the RM Act.

2.2 COUNCIL'S STRATEGIC PLANNING PROCESS

This RM Plan has been developed in line with Council's corporate strategies and plans and reflects the outcomes resulting from budget considerations, various asset management plans and levels of service adopted by Council.

2.3 LEGISLATIVE AND STATUTORY REQUIREMENTS

Council's RM Plan has been prepared in accordance with the following Acts, Regulations and Codes of Practice:

- Road Management Act 2004
- Local Government Act 2020
- Local Government Act 1999 Schedule 10 & 11
- Emergency Management Act 1986
- Road Safety Act 1986
- Wrongs Act 1958
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015
- Road Management Act 2004 Code of Practice for Operational Responsibility for Public Roads
- Road Management Act 2004 Code of Practice for Management of Infrastructure in Road Reserves

3 PUBLIC ROADS, USER RIGHTS AND RESPONSIBILITIES

3.1 ROAD DEFINITIONS

For the purposes of this Plan, a road is as defined under section 40(3) of the RM Act 2004. This includes the road reserve, roadway, pathways, shoulders, and other associated road infrastructure. A road reserve means all of the land within the boundaries of a road, including any public highway, ancillary area, or land declared to be a road under section 11 of the RM Act. A list of Council-managed roads is provided in Council's Road Register.

3.2 KEY STAKEHOLDERS

The key stakeholders in the community who are both users of the road network and/or are affected by it include:

- Residents, general public and businesses use the road network.
- Primary producers and rural road users, including the movement of agricultural machinery and livestock, who utilise roads and road reserves for agricultural and farming purposes.
- Pedestrians, including those with disabilities and elderly with restricted mobility.
- Users of a range of miscellaneous smaller and lightweight vehicles such as cyclists, mobility Scooters, wheelchairs, and prams.
- Vehicle users such as trucks, buses, commercial vehicles, cars, and motorcycles.
- Emergency agencies (Police, Fire, Ambulance, VICSES).
- Traffic and Transportation managers including rail operators.
- Council as the coordinating road authority.
- Construction and maintenance personnel who build and maintain asset components.
- Utility providers that utilise the road reserve for their infrastructure (water, sewerage, gas electricity, telecommunications)
- The State and Federal Government who periodically provide support funding to assist with management of the network.

3.3 DUTY OF ROAD USERS

Users have a duty in respect of the use of a road or road-related area (as defined by the *Road Safety Act 1986*). This duty is set out in section 17A of the *Road Safety Act 1986* and imposes an obligation on all road users to operate in a safe manner having regard to all relevant factors including the road conditions.

4 COMMUNITY OBLIGATIONS

4.1 INTERFERENCE WITH COUNCIL ASSETS

All people and entities should note that interference with, or damage to, Council's road assets as defined under the RM Act 2004 and this Plan may result in enforcement action under the Council's Community Amenity Local Law 2023 and other applicable powers. A hard copy of the Local Law is available at Council's Kerang and Cohuna Offices during business hours, and an electronic version is available at www.gsc.vic.gov.au

Landowners are reminded of their responsibilities regarding vegetation overhanging footpaths. This includes

any unlawful works on any part of a road reserve, including footpaths and other assets listed in Council's Road Register, from private property line to private property line.

4.2 DRIVEWAYS

A driveway (vehicle crossover) is the responsibility of the owner of the land for which the driveway provides access to and from the road. The landowner is responsible for that part of the driveway as shown in Figure 1.

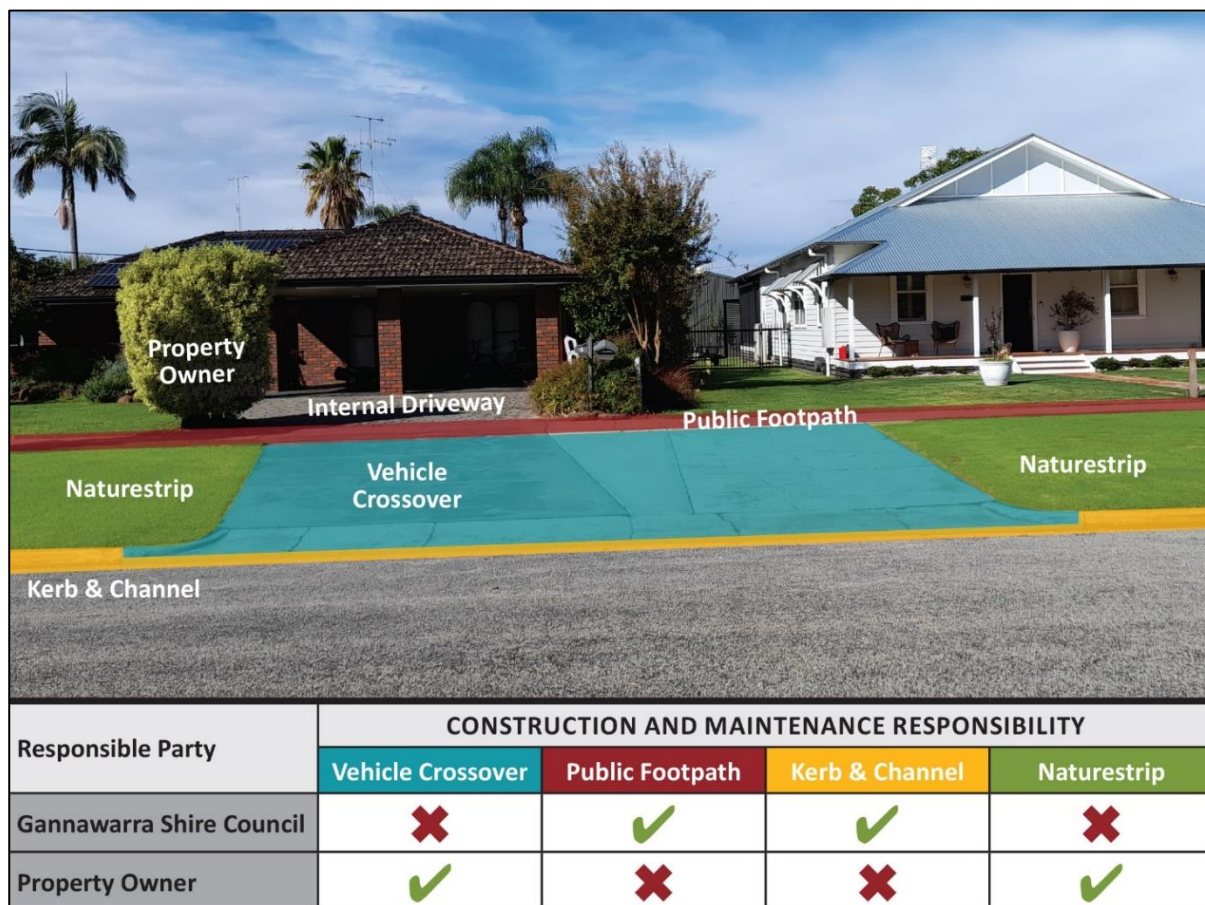


Figure 1: Driveway maintenance responsibilities.

Arrangements are the same for culvert crossings over an open table drain where the owner's responsibilities are:

- Culvert and end walls
- Driveway infills between the road edge and the property lines excluding the footpath crossover.
- Maintenance of the road seal adjacent to the driveway to be free of loose material sourced from the property or driveway.

Council retains the right to direct the standard of construction, material, and location of a driveway within the road reserve. Landowners must obtain a Working within Road Reserve Permit from Council prior to commencing any work or activities within the road reserve.

4.3 FOOTPATHS AND OVERHANGING VEGETATION

Vegetation must not obstruct pedestrian or vehicle movement. For guidance, minimum clearances are: 4.5 metres above road traffic lanes and 2.5 metres above footpaths/shared paths (as shown in Figure 2). Where vegetation falls below these clearances, Council may require landowners to undertake pruning to restore safe visibility and clearance.

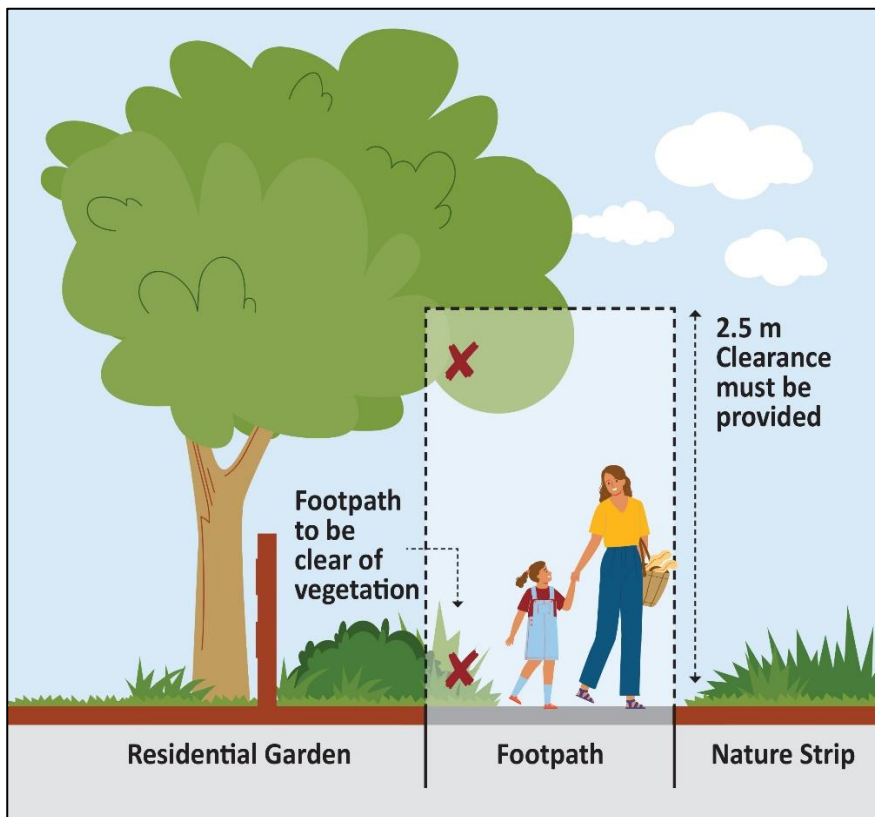


Figure 2: Clearance requirements for footpaths.

4.4 WORKS WITHIN A ROAD RESERVE PERMIT

Under Section 63 of the Road Management Act 2004, no person may undertake works in, on, under, or over a road without the written consent of the coordinating road authority. For municipal roads within the Gannawarra Shire, Council is the coordinating road authority as defined in Section 36(c) of the Act.

The Road Management (Works and Infrastructure) Regulations 2015, including Regulation 7, outline the requirements for giving notice to the relevant coordinating road authority, as well as the standards for permit applications, works management, reinstatement, and safety.

A Works Within a Road Reserve Permit is required before undertaking any such works and will require evidence of adequate Public Liability Insurance before a permit is granted.

Applications for a Works Within Road Reserve permit are available from Council offices during normal business hours or an application form can be accessed via Council's website www.gsc.vic.gov.au

4.5 HEAVY VEHICLE RESTRICTIONS

Heavy vehicle restrictions apply to some roads and bridges within the boundaries of the Gannawarra Shire. It is the obligation of the road user to adhere to applicable restrictions including:

- All mass limit vehicles are not permitted without a permit.

- B-Doubles exceeding nineteen metres are not permitted without a permit.
- Heavy vehicle parking restrictions apply within built-up and residential areas.
- Load limits apply to some bridges within the Gannawarra Shire; and

All B-Double and mass management permits are issued by the National Heavy Vehicle Regulator.

4.6 ROAD RESERVE LOCAL LAWS – DISCHARGE OF WATER/DAMAGE/INTERFERENCE

Council's Community Amenity Local Law 2023 contains provisions that support the management, safety, and amenity of roads within the municipality. These provisions operate alongside the Road Management Act 2004 to regulate activities on roads and road reserves, including:

- Preventing obstructions and hazards on roads.
- Managing the placement of items, structures, or works within a road reserve.
- Regulating the temporary occupation of a road, including the use of barriers, fencing, or signage.
- Ensuring that works or activities do not cause damage to road infrastructure or compromise public safety.

Any person undertaking works or activities within a road reserve must comply with both the requirements of the Road Management Act 2004 and Council's Community Amenity Local Law 2023, including obtaining all relevant permits and approvals.

5 ROAD MANAGEMENT ACT & COUNCIL POLICIES

5.1 REGISTER OF PUBLIC ROADS

The Road Management Act 2004 places a mandatory requirement that a road authority maintains a register of public roads. The purpose of the register of public roads (Council's Roads Register) is to define public roads for which Council is the responsible road authority. Public roads are 'roadways' and 'pathways' that are "considered to be reasonably required for general public use."

Council's Road Register will be reviewed annually. A copy of Council's Road Register is available for inspection at the Kerang and Cohuna Offices and online at Council's Website www.gsc.vic.gov.au.

While Council is aware of its RM Act duties, these duties only apply to those roads and assets listed in section 40(3) of the RM Act and are conditional on policy decisions Council has made in relation to its Asset Management Plan (Transport) and any subsequent amendments.

The Asset Management Plan (Transport) is available from both Council Kerang and Cohuna Offices during normal business hours and online at Council's Website www.gsc.vic.gov.au.

5.2 HIERARCHY OF COUNCIL ROAD MANAGEMENT ACT ASSETS

5.2.1 Roads

Council's RM Plan only applies to roads in Council's Road Register and assets listed in section 40(3) of the RM Act.

In relation to the above assets, Council has decided, based on reasons for efficiency, best value, limited resources, and conflicting priorities, to adopt a hierarchy of the above roads and assets. Council's Road hierarchy is based on a 7-tier hierarchy outlined in Appendix 1.

5.2.2 Footpaths

Section 40(3) of the RM Act imposes statutory duties on Council in relation to:

- pathways adjacent to roads included in Council's Road Register.

For ease of reference, we will refer to these as Council Road Register footpaths. Council's hierarchy for footpaths is included in Appendix 2.

5.3 ROAD MANAGEMENT RESPONSIBILITIES

Council is the responsible road authority for only those roads set out in Section 37 of the RM Act.

Council is not responsible for managing the arterial road network in the Shire, which includes all roads previously classified as Highways and Main Roads. The responsible road authority for these roads is Department of Transport (formerly VicRoads).

The arterial road network includes:

Two Highways:

- Murray Valley Highway
- Loddon Valley Highway

Twelve Arterial Roads:

- Airport Road, Kerang
- Boort - Kerang Road
- Cohuna - Koondrook Road
- Cohuna - Leitchville Road
- Sampson Street, Cohuna
- Donald - Swan Hill Road
- Dumosa - Quambatook Road
- Kerang - Koondrook Road (includes Wellington Street, Kerang)
- Kerang - Murrabit Road (includes Boundary Street, Kerang)
- Kerang - Quambatook Road
- Leitchville – Kerang Road (from MV Hwy Leitchville to Cohuna-Leitchville Road)
- Leitchville - Pyramid Road

A link to a map of this information is available on the Council website at www.gannawarra.vic.gov.au

Abutting Municipalities

Council shares responsibility for managing roads on the boundaries of the municipality. The Road Register identifies which Councils have maintenance responsibilities for which sections of the boundary roads, and the associated assets on these roads.

Department of Energy, Environment and Climate Action (DEECA)

Several roads exist on Crown Land, other than road reserves, for which DEECA has management responsibility. These roads are not included in Council's Road Register; however, a Council database is available identifying these roads.

Vic Track

Vic Track is responsible for maintaining railway level crossings throughout the Gannawarra Shire, in the immediate vicinity of the railway line. Details relating to each crossing are detailed in the relevant Rail Safety Infrastructure Agreements.

Utility Providers

Utility assets on the road reserve are provided and maintained by the authority responsible for the relevant non-road infrastructure. Council does not have any duties in relation to these utility assets.

5.4 CUSTOMER REQUESTS, ACTION PROCESS AND TRACKING SYSTEM

Council is aware of its duties pursuant to the RM Act to consider inspection, both reactive and proactive of Road Register assets and to maintain and repair these assets in accordance with Council's RM Plan intervention objectives. To achieve this, Council has implemented an asset management system to encapsulate intervention levels and customer requests.

5.5 SUSPENSION OF PLAN DUE TO EXCEPTIONAL CIRCUMSTANCES

While Council will endeavor to follow its RM Plan, from time to time because of changed circumstances including natural disasters, limited resources, and conflicting priorities, this may not be possible. Moreover, for the same reasons, Council may have to suspend its RM Plan.

In the event of the above circumstances occurring, Council relies on Sections 83 and 84 of the *Wrongs Act 1958* as a complete defense to any claim arising out of non-compliance with the RM Plan.

Where suspension of Council's Road Management Plan is necessary, the Council CEO, or most senior officers in the CEO's absence, will consider and decide on a suspension without the requirement to consult with any stakeholder.

If a suspension of Council's RM Plan is undertaken, the reasons for this will be referred to as a force majeure event.

If Council's RM Plan is suspended, stakeholders should be aware it will only be reinstated when the reasons for the suspension have abated, and Council has the resources to resume and comply with its RM Plan.

6 INSPECTIONS OF COUNCIL ASSETS

To assist Council in meeting its duties under the RM Act, and based on the same principles used to determine Council's hierarchy of RM Act roads and footpaths, the following inspection regimes have been adopted:

- **Complaint-based inspections** – For inspections relating to complaints concerning RM Act assets, Council's inspection regimes and risk adaptations are outlined in Appendix 4.
- **Proactive inspections** – For proactive inspections of RM Act assets, Council's inspection regimes and risk adaptations are outlined in Appendix 4.

While it is not mandatory to proactively inspect all Road Management Act Road Register assets, Council will, where possible and as described in Appendix 3, undertake inspections to support the development of a works program in accordance with Council's Asset Management Plan (Transport).

The maintenance intervention levels are detailed in Appendix 3.

7 REVIEW OF ROAD MANAGEMENT PLAN

7.1 PLAN REVIEW

In accordance with Division 1, Part 3, section 8 of the *Road Management (General) Regulations 2016*, a formal review will be conducted every four years in line with Council elections.

7.2 AMENDMENT OF ROAD MANAGEMENT PLAN

Unless required because of a notable change in budget allocations for road and footpath maintenance, this RM Plan will not be amended during the life of the Plan.

Any amendment of the RM Plan would be subject to consultation and approval processes as detailed in section 54 of the RM Act and Division 1, Part 3, section 9 and 10 *Road Management (General) Regulations 2016*.

APPENDIX 1 – ROAD HIERARCHY

Council's Road Hierarchy is based on a 7-tier system of Link, Collector, Access-Major, Access-Minor, Shire Access, Developer Roads and Not Maintained roads. Link Roads are the highest and most important category. Because of varying traffic volumes and types of usage between rural and urban areas, the criteria for determining the road classifications for each of these zones is slightly different.

The table below provides the definitions of the roads and applies to both urban and rural situations.

Roads			
Classification	Definition	Accessibility	Surface
Link	Primarily a link/connector between declared roads, major residential areas, industrial centres or areas of significance.	All weather access	Generally sealed
Collector	Primarily connects into residential areas, minor industrial centres, primary commercial access or conveys traffic to link or arterial roads.	All weather access	Sealed or Gravel
Access-Major	Primarily provides access to residences.	Generally all weather access	Sealed or gravel
Access-Minor	Primarily provides access to property.	All weather or Dry weather only access	Gravel or earth
Shire Access	A roadway generally contained within a Caravan Park, public park or public reserves. These are generally not within a road reserve but on Council managed land.	Generally all weather access	Sealed or gravel
Developer Roads	<p>A roadway within a road reserve that is currently under construction or within a defect's liability period.</p> <p>These roads do not form part of Council's Road Register as RM Act roads until such time as the defect's liability period imposed on the developer has lapsed and the responsibility to maintain the road passes to Council. This is generally after the defects liability period and Council has informed the developer of such.</p>	Generally all weather access	Generally sealed
Not Maintained	Primarily unformed roads, laneways or tracks and very rarely	Dry weather only	Gravel or earth

	used. These roads do not form part of Council's Road Register as RM Act Roads.		
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Appendix 2 – Footpath Hierarchy

The Footpath hierarchy is divided into three categories, with Category 1 being the highest ranked as it has the highest user profile.

For the footpath hierarchy, pedestrian traffic is the basis of usage volume.

Footpaths	
Classification	Definition
Category 1 High and Commercial Use Areas	These are footpaths within town centres where public footpaths have been constructed. Primarily included in this category is any footpath specifically constructed as access to the central business areas.
Category 2 Strategic and Intermediate Use Areas	Primarily included in this category is any footpath specifically constructed as access to Hospitals, Churches, Schools, Aged Hostels, and strategic routes to areas of significance. They generally have less use than Category 1 footpaths.
Category 3 Residential Areas	Primarily included in this category is any footpath specifically constructed as access to residential areas and have less use than Category 2 footpaths.
Category 4 Informal Footways	Natural surface or gravel footpaths with little use

APPENDIX 3 – INTERVENTION LEVELS

Sealed Roads – Intervention Levels				
Item	Service Code	Defect Level when Intervention is required	Classification	Target Response Time
Pothole	PH	Repair if hole > 50mm deep and 400mm diameter	Link	Within 4 weeks
			Collector	Within 5 weeks
			Access – Major	Within 8 weeks
			Access – Minor	N/A
			Shire Access	8 weeks
Unsealed Shoulders	US	a) Repair scours >75mm measured by a 1.2 m straight edge over a 20m length of shoulder. a) Any pothole > 50mm deep x 400 mm diameter.	Link	a) 3 Months b) 1 Month
			Collector	a) 3 Months b) 1 Month
			Access – Major	6 Months
			Access – Minor	N/A
			Shire Access	N/A
Sweeping	SW	Sweep if area > 40m ² and 40mm in depth.	Link	4 weeks
			Collector	16 weeks

			Access – Major	16 weeks
			Access -Minor	N/A
			Shire Access	6 Months
Edge Repair	ER	Repair Edge of break >200mm laterally or drop off > 75mm.	Link	8 weeks
			Collector	16 weeks
			Access – Major	16 weeks
			Access – Minor	N/A
			Shire Access	16 weeks
Pavement Failure	PF	When area is cracked and deformed and likely to deteriorate. Areas <25m ² and > 50mm deep (Link), > 75mm deep (Other classifications) under a 1.2m straight edge.	Link	16 weeks
			Collector	24 weeks
			Access – Major	32 weeks
			Access – Minor	N/A
			Shire Access	45 weeks
Weed & Sucker Control	WL	Weeds and suckers ≥ 1200mm high within the road formation	Link	6 weeks
			Collector	12 weeks
			Access – Major	12 weeks
			Access – Minor	32 weeks
			Shire Access	32 weeks
Emergency	E	When requested by an Emergency Service	Link	4 hours
			Collector	4 hours
			Access – Major	4 hours
			Access – Minor	4 hours
			Shire Access	4 hours
Urgent Works	UW	When a defect requires prompt inspection and temporary action to make the road trafficable and safe until permanent works can be scheduled.	Link	24 hours
			Collector	24 hours
			Access – Major	24 hours
			Access – Minor	24 hours
			Shire Access	24 hours

Unsealed Roads – Intervention Levels				
Item	Service Code	Defect Level when Intervention is Required	Classification	Target Response Time
Potholes	GPH	Holes > 120mm deep and > 400mm diameter	Link	N/A
			Collector	12 weeks
			Access-Major	24 weeks
			Access-Minor	52 weeks
			Shire Access	24 weeks
Rutting	WR	Rutting concentration for a length of road and average deep exceeding 120mm in any 100m ²	Link	N/A
			Collector	12 weeks
			Access – Major	24 weeks
			Access – Minor	52 weeks
			Shire Access	24 weeks
Corrugations	C	Corrugation concentration for a length of road and average depth exceeding 80mm for 20% of road area in any 100m.	Link	N/A
			Collector	12 weeks
			Access – Major	24 weeks
			Access – Minor	52 weeks
			Shire Access	24 weeks
Surface Scour	SC	Area if long or transverse scouring exceeds 120mm depth >100m ² .	Link	N/A
			Collector	12 weeks
			Access – Major	24 weeks
			Access – Minor	52 weeks
			Shire Access	24 weeks
Urgent Works	UW	When a defect requires prompt inspection and temporary action to make the road trafficable and safe until permanent works can be scheduled.	Link	N/A
			Collector	24 hours
			Access – Major	24 hours
			Access – Minor	24 hours
			Shire Access	24 hours
Emergency	E	When requested by an Emergency Service	Link	N/A
			Collector	4 hours

			Access – Major	4 hours
			Access – Minor	4 hours
			Shire Access	4 hours

* In relation to rutting and corrugations, the repair method on unsealed roads is GRADING. This is done on a rotational basis– Collector roads twice per year and Access Major roads once per year.

Footpaths and Signs – Intervention Levels				
Item	Service Code	Defect Levels when Intervention is Required	Classification	Target Rectification Response Time
Footpath	FP	Vertical displacement > 20mm Undulations – height measured under a straight edge 1m in length.	Category 1	1 month
			Category 2	3 months
			Category 3	4 months
			Category 4	12 months
Guideposts	GP	Where Council has installed guideposts to Council's Standard replace if more than 20% of these posts are missing.	Link	8 weeks
			Collector	10 weeks
			Access – Major	20 weeks
			Access – Minor	20 weeks
			Shire Access	26 weeks
Line marking	LM	All line marking to be repainted as per Works Program.	Link	2 years
			Collector	2 years
			Access – Major	2 years
			Access – Minor	N/A 2 years
			Shire Access	
Regulatory Signs	RS	Replace regulatory signs (Parking Signs excepted) that are missing or illegible at 100 metres in daylight or failed retroreflectivity test (average result below pass threshold of $\geq 50 \text{ cd} \cdot \text{lx}^{-1} \cdot \text{m}^{-2}$).	Link	6 weeks
			Collector	6 weeks
			Access – Major	8 weeks
			Access – Minor	8 weeks
			Shire Access	10 weeks
Advisory Signs	AS	Replace advisory signs that are missing or illegible at	Link	16 weeks

		100 metres in daylight or failed retroreflectivity test (average result below pass threshold of $\geq 50 \text{ cd} \cdot \text{lx}^{-1} \cdot \text{m}^{-2}$).	Collector	16 weeks
			Access – Major	24 weeks
			Access – Minor	52 weeks
			Shire Access	24 weeks

APPENDIX 4 – INSPECTION FREQUENCIES

ROADS

Roads					
Scheduled Inspection - Frequency					
Link	Collector	Access - Major	Access - Minor	Shire Access	Not Maintained
4 times per year	4 times per year	Twice per year	Once per year	Twice per year	N/A
Reactive inspections					
Council will inspect within 10 business days					

Roads					
Signage Retroreflectivity Testing - Frequency					
Link	Collector	Access - Major	Access - Minor	Shire Access	Not Maintained
Retroreflectivity testing will be undertaken on a sample basis as part of scheduled road inspections, with the decision to test based on initial visual assessments, traffic volumes information and other available data.					N/A
Note: Signage Retroreflectivity tests are undertaken to assess the night visibility of regulatory and advisory signs.					
Note: Tests are conducted in accordance with the ASTM E1709 international standard test method using standard-conforming reflectometer instrument.					

FOOTPATHS

Footpaths			
Inspection - Frequency			
Category 1	Category 2	Category 3	Category 4
4 times per year	4 times per year	Twice per year	Once per year

REFERENCES

AS/NZS ISO 31000:2018, Risk Management: Principles and Guidelines
ASTM E1709 – 16R22 Standard Test Method for Measurement of Retroreflective Signs Using a Portable Retroreflectometer at a 0.2 Degree Observation Angle
Code of Practice for Road Management Plans 2004
Code of Practice for Operational Responsibility for Public Roads
Code of Practice for Management of Infrastructure in Road Reserves
Code of Practice for Worksite Safety – Traffic Management
Guide to Road Design – AUSTRROADS, Standards Australia
Local Government Act (VIC) 1989
Local Government Act (VIC) 2020
MAV Insurance RMP Member Surveys 2013 and 2015.
MAV Insurance RMP Inspection Frequencies, Intervention Levels and Repair Timeframe Comparison Database 2020
Road Management Act (VIC) 2004
Road Management Act (General) Regulations (VIC) 2005
Road Management Act (General) Regulations (VIC) 2016
Road Management (Works and Infrastructure) Regulations 2015