



Hindmarsh Shire Council



Road Management Plan 2009

ISSUE: No. 7

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Hindmarsh Shire Council

ROAD MANAGEMENT ACT 2004 - REVIEW OF ROAD MANAGEMENT PLAN

In accordance with Section 54 (5) of the Road Management Act 2004 (Act), Hindmarsh Shire Council gives notice that it has conducted a review of its Road Management Plan (the Plan).

The purpose of the review, consistent with the role, functions and responsibilities of the Council as a road authority under the Act, is to ensure that the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and the classes of road to which the Council's Road Management Plan applies are safe, efficient and appropriate for use by the community served by the Council.

The following 2004 Plan sections have been amended:

- Section 1 – Introduction
- Section 3 – Adoption of this Plan
- Section 4 – Amendment Register
- Section 5 – Review of this Plan
- Section 15 – Service Standards
- Section 17 – Road Register (now Assets Registers)
- Section 20 – Management System
- Section 22 – Referenced Documents

Notable changes to the Plan include:

- Changes to definitions of road classifications under the hierarchy, most notably the change to Class 3R from Major Freight Route to Link Road.
- The inclusion of Bus Routes and Tourist Routes.

The following 2004 Plan sections have been deleted:

- Section 2 – Distribution
- Section 6 – Asset Performance Review
- Section 7 – Purpose
- Section 8 – General
- Section 9 – Assets that are included
- Section 10 – Legislative Requirements
- Section 11 - Council Policy and Budget Plan (Note: Council Plan becomes an associated document)
- Section 12 – Key Stakeholders
- Section 13 – Road User Obligations
- Section 14 – Staff and Responsibilities
- Section 16 – Roadway Access
- Section 18 – Asset Description
- Section 19 – Standards and Guidelines
- Section 21 – Co-ordination of Works

The following sections (2009 Plan numbering) have been added to the Plan:

- Section 6 – Roads Hierarchy
- Section 8 – Standards for Inspection
- Section 9 – Standards for Maintenance and Repair
- Section 10 – Demarcation of Responsibilities
- Section 12 – “Force Majeure”
- Section 14 – Associated Documents

Amendments to the Plan have been significant such that the Plan is a new Plan.

A copy of the reviewed Plan may be inspected at, or obtained from the Council's Municipal Offices at 250 Nelson St, Nhill, 3418, or accessed online by viewing the Council's website www.hindmarsh.vic.gov.au and following the links.

Any person who is aggrieved by the proposed amendments may make a submission on the proposed amendments to Council during the public submission period from 16 April to 14 May 2009.

A person who has made a submission and requested that they be heard in support of their submission is entitled to appear in person or be represented by a person acting on their behalf before a meeting of a Committee of Council at 10.30am on 20 May 2009 at the Municipal Offices.

Any enquiries about the proposed review can be directed to Peter Cowie, Acting Director of Assets by telephone, (03) 5391 1811, or by email at pcowie@hindmarsh.vic.gov.au

JOHN HICKS

CHIEF EXECUTIVE OFFICER

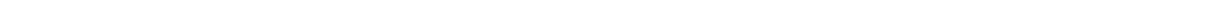


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1 **INTRODUCTION**

The Road Management Act 2004 (the Act) was passed by the Parliament of Victoria on 11 May 2004 and became effective on 1 July 2004. The Act was created as a result of the High Court's decision to change the common law governing civil liability by removing Councils' immunity provided by non-feasance (the Highway Rule).

Hindmarsh Shire Council (HSC) is a Road Authority under Section 37 of the Act.

In accordance with Part 4, Division 5 of the Act, and Code of Practice for Road Management Plans (2004) (CoPRMP), Council has developed this Road Management Plan (RMP) having regard to the principal object of road management in line with works and infrastructure management principles:

This plan sets down specific requirements including,

1. Determination of standards for
 - the inspection, maintenance and repair; and
 - the prioritisation of inspection, maintenance and repair
2. Listing of road infrastructure in a road management plan or in an asset register.
3. A management system for inspection, maintenance and repair.

2 **ADOPTION OF THIS PLAN**

Hindmarsh Shire Council adopted the Draft Road Management Plan 2009 on 22 April 2009.

Notice of the Draft Road Management Plan was advertised on the 24 April 2009, in the Herald Sun, plus additional notices in the Victorian Government Gazette and local newspapers.

No objections or comments were received and the Council formally adopted the Road Management Plan 2009 on 20 May 2009.

Notice of adoption of the Road Management Plan was formally gazetted on ## ## 2009, in the Victorian Government Gazette and advertised in the Wimmera Mail Times on ## ## 2009.

3 **AMENDMENT REGISTER**

Issue	Date	Details	By
Draft			
No.4	21/10/04	Draft Road Management Plan issued for public	ADTS

		comment	
No.5	1/12/04	Road Management Plan adopted by Council	ADTS
No.6	20/04/09	Draft 2009 Road Management Plan issued for public comment	ADA
No. 7	19/05/09	Road Management Plan adopted by Council	ADA

4 **REVIEW OF THIS PLAN**

In accordance with Part 3 Division 1 Section 301 (3) of the Road Management (General) Regulations 2005, Council must commence a review of its RMP by 1 January 2009, and complete that review by 30 June 2009.

5 **ASSETS REGISTERS**

Council retains registers of roads and road related infrastructure. Registers are resource documents and are available for viewing at the Council Office, Nelson St, Nhill, and at the Council Service Centres in Dimboola, Jeparit and Rainbow.

5.1 **Road Register**

The Road Register lists the roads, for which Council is the responsible authority including;

- the name of each public road or, if a road is unnamed, a description which enables the particular road to be easily identified;
- if a road became a public road after 1 July 2004, 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 of public roads under Council's road hierarchy;
- any ancillary areas such as car parks and scenic rest areas; and
- a reference to any arrangement under which road management functions in respect of any part of a public road or ancillary area is transferred to or from another road authority.

5.2 **Footpath Register**

The Footpath Register lists constructed footpaths, for which Council is the responsible authority including;

- The name of the roadway or, if not in a road reserve, a description which enables the location of the footpath to be easily identified;
- the type of construction of the footpath; and
- a reference to any arrangement under which road management functions in respect of any part of a public road or ancillary area is transferred to or from another road authority.

5.3 **Bridge Register**

The Bridge Register lists bridges, for which Council is the responsible authority including;

- The name of the road on which the bridge is located; and
- The name of the watercourse, or other feature the bridge spans; and
- The location of the bridge.

6 ROADS HIERARCHY

Council has developed a Roads Hierarchy for its Municipal Roads to establish corporate policies, goals and strategies for improving and maintaining the road network.

The objective of the Roads Hierarchy is to establish:

- The design and construction standards and service levels that Council will endeavour to provide for the various classes of urban and rural roads,
- The conditions under which Council may be prepared to agree to the provision and maintenance of a road to a higher standard than that set out in the hierarchy of roads.

The road network in the municipality consists of the following types of roads:

- Arterial Roads which include national and state highways. The provision and maintenance of the Arterial Road Network is the responsibility of VicRoads,
- Municipal Roads for which Council is the Road Authority.
- Roads on Crown land for which Department of Sustainability and Environment is the Road Authority,
- Forest Roads for which Parks Victoria is the Road Authority, and
- Private Roads for which landowners are responsible

Under the Council's Road Hierarchy, municipal roads are categorised as Rural or Urban Roads.

The Rural Roads category is comprised of four classifications –

- 3R – Link Roads
Rural roads which usually connect two towns, villages or districts and carry traffic both private and commercial from within and outside the municipality.
- 4R – Collector_Roads
Rural roads which provide the major link between a number of residential and property access roads, and Link Roads or the arterial road network.
- 5R - Residential Access Roads
Rural roads which provide all-weather access to occupied residential property.
- 6R - Property Access Roads.
Rural roads which provide access to non-residential property. They are not necessarily all-weather roads.

The Urban Roads category is comprised of three classifications –

- 3U - Residential Collector Roads
Urban roads which provide the major link between a number of primary access roads and the arterial network, or are identified freight routes.
- 4U - Primary Access Roads

Urban roads which provide access to residential, commercial or industrial properties.

- 5U - Secondary Access Roads.
Urban roads or laneways which provide secondary access to residential, commercial or industrial property.

Note: Only roadways that are maintained by Council are included in the road hierarchy.

6.1 Bus Routes

Bus routes are roads that are used by school buses for transportation of students to and from school. Bus routes may change from year to year depending on the residential address of current primary and secondary school students.

The hierarchal classification of a road does not change if the road is designated as a bus route. Inspection levels, however on Class 4R, 5R, 6R, 4U and 5U Bus Routes are higher than those same classifications which are not bus routes.

Council recognises that a higher level of inspection will enable earlier intervention if required.

Bus routes are identified in Council's Bus Route Register.

6.2 Tourist Routes

Tourist routes are roads that are identified by Council as providing access to significant tourist attractions within the Shire. Tourist routes may change from time to time depending on the operation of private tourism operators.

The hierarchal classification of a road does not change if the road is designated as a tourist route. Inspection levels, however on Class 4R, 5R, 6R, 4U and 5U Tourist Routes are higher than those same classifications which are not tourist routes.

Council recognises that a higher level of inspection will enable earlier intervention if required.

Tourist routes are identified in Council's Tourist Route Register.

7 SERVICE STANDARDS

Service standards for roadways, pathways, road infrastructure and road-related infrastructure are based on engineering standards, community expectation, risk and safety, asset preservation, asset hierarchy, available funding and available resources.

8 STANDARDS FOR INSPECTIONS

8.1 Roads

Inspections of Council's roads and road related infrastructure are carried out in accordance with the Defect Inspection Frequency schedule in Appendix 1.

Inspection frequencies are based on road classification

8.2 Footpaths

Inspections of Council's footpaths are carried out in accordance with Council's Assets and Infrastructure Policy.

Footpath inspections are carried out annually, except where the policy identifies footpaths which require a higher level of inspection due to the nature of use, including at hospitals, senior citizen centres, nursing homes, main streets and schools. Footpaths in these areas are inspected bi-annually.

Footpaths inspections are recorded in accordance with the Footpaths and Tree Inspection schedule in Appendix 4.

8.3 Bridges

Inspections of Council's bridges are carried in out accordance with the Bridge Inspection Schedule in Appendix 5

9 STANDARDS FOR MAINTENANCE AND REPAIR

9.1 Intervention Levels and Response Times for Roads

Standards for maintenance and repair of Council's roads are set out in the following schedules in Appendix 2.

Risk Assessment and Response – Sealed

Risk Assessment and Response – Unsealed

The standards are based on road classification and the condition to be achieved in maintenance and repair of roads.

This includes but is not restricted to:

- The type and nature of defects.
- The time in which such defects should be repaired.

Road infrastructure, other than roadways includes signs, drains and drainage pits, line marking, bus shelters, and kerb and channel. In determining standards for maintenance and repair of road infrastructure, consideration is given to engineering standards, community expectations, relevant risk factors, available resources and potential impacts.

Roads and road infrastructure may be of similar nature having regard to the criteria listed above, however different standards may be adopted in regards to the nature of roads and road infrastructure.

9.2 Intervention Levels and Response Times for Footpaths

Intervention levels and response times for footpaths are set out in the Footpaths and Tree Inspections form in Appendix 4.

9.3 Intervention Levels and Response Times for Bridges

Due to the complex nature of bridges, and the type of defects which may occur, intervention levels and response times will be determined on the impact of each defect on safety, life of the asset, and available resources.

9.4 Routine Maintenance Service Levels for Roads

Routine maintenance service levels are set out in the following schedules in Appendix 3.

- Roads Hierarchy – Urban Roads: Routine Maintenance Service Levels and Standards
- Roads Hierarchy – Rural Roads: Routine Maintenance Service Levels and Standards

10 DEMARCATION OF RESPONSIBILITY

10.1 VicRoads

Responsibilities for road related infrastructure on and around arterial roads is set out in Road Management Act 2004 Code of Practice – Operational Responsibility for Public Roads.

10.2 Bordering Municipalities

Where a public road is a municipal road then Council is the co-ordinating and responsible Road Authority for the operational function. In the instance of boundary roads with other municipalities the responsibility is allocated according to an agreement between the two municipalities. The Hindmarsh Shire Council borders West Wimmera Shire Council, Horsham Rural City Council, Yarriambiack Shire Council and Mildura Rural City Council.

The Boundary road agreement sets the responsibilities as follows:

- Each municipality is responsible for all routine maintenance (grading and rolling), without any cost sharing, on the agreed length of boundary roads, and
- Periodic maintenance, rehabilitation and improvement works (including reseals and gravel re-sheeting) shall be proposed by the municipality responsible for the road, but the cost shall be shared on a 50:50 basis. The decision to carry out any works requires consent of both municipalities and must be detailed at Budget time.

The boundary road agreements are available for inspection in the Nhill Council Office.

10.3 Rail Road Interfaces

The Rail Safety Act 2006 requires Safety Interface Agreements (SIAs) to be entered into between the co-ordinating road authority and the rail infrastructure manager.

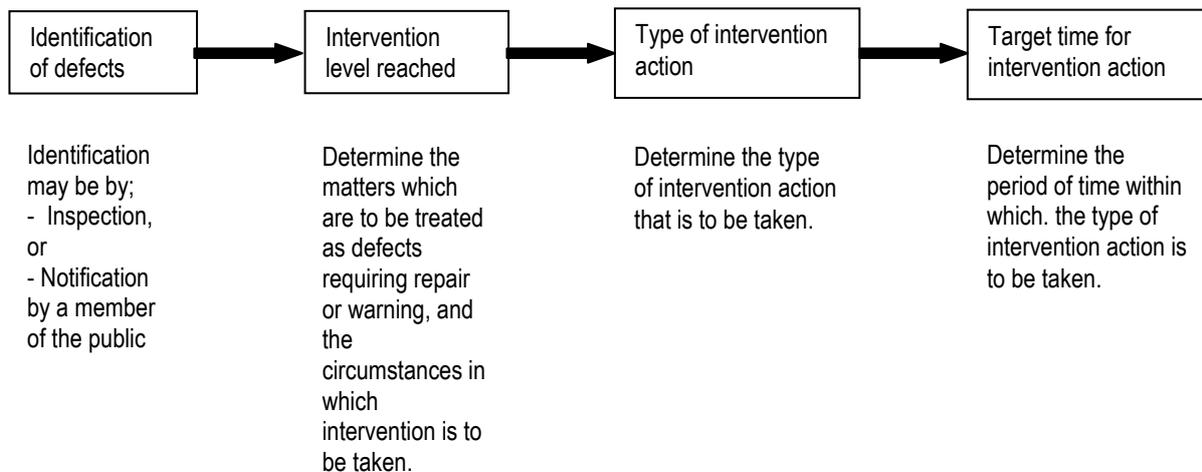
At the time of review, SIA's have not been developed. SIA's will be available as referenced documents to this plan after the agreements are entered into.

11 MANAGEMENT SYSTEM

Council's management system for inspection, maintenance and repair of roads and road related infrastructure includes:

- Policies and procedures;
- Monitoring asset condition;
- Establishing priorities and resources;
- Delivering maintenance programs;
- Recording asset performance;
- Responding to incidents.

Diagram illustrating Council's system for inspection, maintenance and repair of road infrastructure.



12 "FORCE MAJEURE"

Hindmarsh Shire Council will make every endeavour to meet all aspects of its Road Management Plan.

In the event of natural disasters and other events including but not limited to, fires, floods, drought, pandemic and the like, together with human factors, such as a lack of staff or suitably qualified contractors, because of Section 83 of the Wrongs Act 1958 as amended, Council reserves the right to suspend its Road Management Plan.

In the event that the CEO of Council, has to, pursuant to Section 83 of the Wrongs Act, consider the limited financial resources of Council and its conflicting priorities, meaning Council's Plan cannot be met, the CEO will inform Council's Officer in Charge of its Road Management Plan in writing 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 partly abated, the CEO shall write to Council's Officer in charge of its Road Management Plan informing which parts of Council's Plan are to be reactivated and timeframes for each part of the plan to be reactivated.

13 REFERENCED DOCUMENTS

TITLE
Road Management Act 2004
Road Management (General) Regulations 2005
Road Management Act 2004 Codes of Practice Code of Practice for Road Management Plans Code of Practice: Operational Responsibility for Public Roads Code of Practice: Management of Infrastructure in Road Reserves
Council Plan
Road Asset Management Plan (including bridges)
Road Register
Footpath Register
Bridge Register
Bus Route Register
Tourist Route Register
Agreements for responsibility for boundary roads
Safety Interface Agreements
Assets and Infrastructure Policy

14 ASSOCIATED DOCUMENTS

TITLE
Council Plan
Road Asset Management Plan (including bridges)
Local Roads Hierarchy Policy
Moloney Asset Management System
Risk Hazard Register
Road Naming procedure
Footpath Maintenance Plan
Rural and Residential Tree Trimming and Removal Policy
Roadside Management Strategy
Risk Management Standards AS/NZS 4360:1999

