Central Goldfields Shire Council

Road Management Plan 2024

CENTRAL GOLDFIELDS
SHIRE COUNCIL

Acknowledgement of Country

Central Goldfields Shire Council acknowledges the ancestors and descendants of the Dja Dja Wurrung. We acknowledge that their forebears are the Traditional Owners of the area we are on and have been for many thousands of years. The Djaara have performed age old ceremonies of celebration, initiation and renewal. We acknowledge their living culture and their unique role in the life of this region.

Contents

Distribution

The Manager Project Services and Asset Management and Coordinator Strategic Asset Management shall be responsible for the:

- Management and implementation of this Plan,
- Distribution of the Plan, and
- Management and implementation of any amendments.

Copies (4) of the Plan shall be held by:

- General Manager Infrastructure, Assets and Planning
- Manager Project Services and Asset Management
- Coordinator Strategic Asset Management
- Operations Department

Amendment Register

Issue	Date	Details	By
Version 1	24 / 11 / 2004	Approved by Council following Public Consultation	C. Jones
Version 2	23 / 08 / 2006	Approved by Council following Public Consultation 30/160/120	C. Jones
Version 3	26 / 06 / 2009	Approved by Council following Public Consultation	M. Walker
Version 4	25 / 06 /2013	Approved by Council following Public Consultation	M. Walker
Version 5	22 / 09 /2015	Approved by Council following Public Consultation	W. Scott
Version 6	26 / 04 / 2017	Approved by Council following Public Consultation	W. Scott
Version 7	21 / 04 / 2024		Coordinator Strategic Asset Management

Executive Summary

Council as the custodian of all municipal classified roads within the Central Goldfields Shire, has the responsibility for the management of associated road related infrastructure in a safe condition and to specified maintenance standards.

The level of service provided on the public road network reflects general community expectations, relevant government policies and available funding.

Council manages a diverse range of road and road related assets, covering 1,313 km of roads of which 520 km are sealed, 732 km are gravel or tracks and 0.225km are concrete. To support these roads, 85 bridges, 176 major culverts and 1 floodway are located throughout the road network.

Council's service charter to the community extends beyond that of a Road Authority into the areas of waste disposal, storm water management, parks and recreation, health and welfare and community governance.

The Road Management Plan establishes the guidelines for Council's administration of the road network. It will undergo review after each Council election and as necessary. As data is collected and analysed, the true nature of Council's commitment towards a sustainable network will become clearer, enabling detailed review of this and associated documents. Subsequently, detailed strategies can be formulated, communicated to various stakeholders, and implemented by Council to align with future community expectations.

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1. Introduction

1.1 General

Purpose of Road Management Plan

As per the Road Management Act 2004 (the Act), Central Goldfields Shire Council (CGSC) is the coordinating road authority for all shire roads within the shire boundary and has a responsibility under the Act to inspect, maintain and repair the roads as specified in Council's Municipal Public Road Register (Register of Public Roads). Council is committed to providing a safe and efficient road network to the public and other road users.

Section 50 (s50) of the Act states:

"The purposes of a road management plan are (…)

- *To establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and*
- *To set the relevant standard in relation to the discharge of duties in the performance of those road management functions"*

In accordance with *Section 39 (s39)* of the Act, The Road Management Plan (the Plan) will be regarded as a policy decision by Council in relation to the performance of its statutory road management function. As a result, it may be used in the defense of any common law proceedings in relation to the exercise of that road management function.

The contents of a Plan as referred to in the Road Management Plan Code of Practice, includes:

- A description of those assets on public roads for which a road authority is responsible,
- The standard, or target condition, of those assets to be maintained by a road authority having regard to the broad range of activities and constraints imposed on the road authority which may be financial, economic, political, social, or environmental,
- A management system as established and implemented by a road authority to discharge its duty to inspect, maintain and repair public roads for which it is the coordinating road authority or the responsible road authority,
- Relevant policies and priorities adopted by the road authority; and
- Any matters that a relevant Code of Practice specifies should be included in the Plan.

Key stakeholders

Key stakeholder groups with an interest in the use or management of municipal public roads include:

- Motorists and other vehicle users,
- Ratepayers,
- Pedestrians,
- Residents and businesses adjoining the road network,
- Cyclists,
- Emergency services,
- Business and freight
- Tourists and visitors to the area; and
- State government road authorities and adjoining councils.

Operational context

The Plan will be supported by and implemented in conjunction with:

- Operational Road Management Plan; and
- Public Road Register.

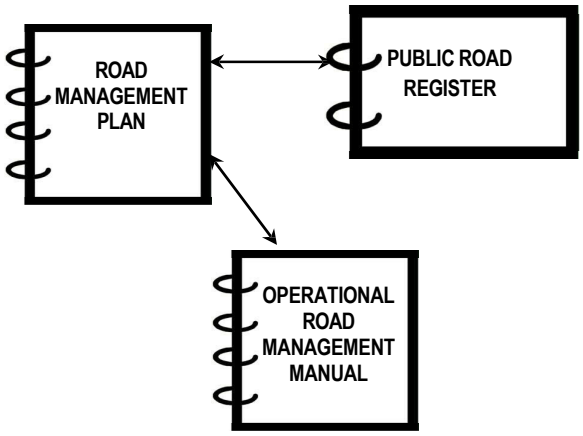


Figure 1: *Linked Documents - Road Management Plan*

Road Management Plan (the Plan)

Is an the overarching plan intended for public reference and compliance with the requirements of the Road Management Act. It provides the community with an overview of Council's systems and practices in relation to the management of the "local" public road network and includes a map of the road hierarchy.

Operational Road Asset Management Plan (ORAMP)

This is a procedural document which provides a detailed description of how Council intends to deliver the identified levels of service in the Plan in relation to the operation of road related assets. It is an internal reference document which provides Council staff with essential criteria for the establishment of management system inputs and targeted outcomes. The ORAMP is due for review in the 2024-25 financial year.

Municipal Public Road Register (MPRR)

Council's Register of Public Roads defines the roads for which Council is the responsible road authority. This register also identifies the functional road hierarchy category for each road, which forms the basis for all operations and maintenance management activities. For each road (or street), the Register of Public Roads records the:

- Road name
- Location/segment details: and
- Road register classification.

The MPRR will be published on the Council's website.

Location of Documents

A hard copy of the Road Management Plan, and Road Hierarchy Map is available for inspection at the Central Goldfields Shire Office during normal working hours, and on the Council website:

https://www.centralgoldfields.vic.gov.au/Community-Services/Roads-drains-and-footpaths/Road-maintenance

Public Road Register is also available at the Central Goldfields Shire Office during normal working hours, and on the Council web site:

Municipal Public Road Register Central Goldfields Shire Council

1.2 Council's Legal Obligations

The following Acts, Codes of Practice and Regulations sets out Councils obligations as a road authority.

Section 52(1)(d) of the Road Management Act requires that the Plan:

"Must include any matters that a relevant Code of Practice specifies"

Relevant Ministerial Codes of Practice:

- Operational Responsibilities for Public Roads
- Road Management Plans - content
- Clearways on Declared Arterial Roads
- Management of Infrastructure in Road Reserves
- Worksite Safety - Traffic Management

The following Acts of Parliament and Regulations are referenced in the preparation of this plan:

- Road Management Act 2004
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015
- Local Government Act 1989 and 2020
- Road Safety Act 1986
- Disability Act 2006
- Geographic Place Names Act 1998

1.3 Road User Obligations

All road users have a duty of care under Section 106 of the Road Management Act 2004, with obligations prescribed in Section 17A of the Road Safety Act 1986 that requires the following:

1. A person who drives a motor vehicle on a public highway and a road user other than a person driving a motor vehicle must drive in a safe manner having regard to all relevant factors including the:

a) physical characteristics of the road, prevailing weather conditions,
b) the level of visibility,
c) condition of the motor vehicle,
d) prevailing traffic conditions,
e) relevant road laws and advisory signs,
f) physical and mental condition of the driver.

2. All road users 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 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.

1.4 Landowner Obligations

Landowners have responsibilities relating to their driveways and nature strips, these are discussed in detail in *Section 6*.

Driveways and infills

Driveway crossings are the responsibility of the landowner.

The landowner is responsible for maintaining the driveway and the immediate surrounds affected by the driveway in a safe and roadworthy condition. However, kerb and channel remain the responsibility of Council (refer *section 6.2*).

Footpaths and overhanging branches

A landowner has a responsibility to keep a footpath clear of vegetation growing from their property. Under the provisions of Councils *Local Law*, Council may direct the landowner to trim overhanging branches or obstructing vegetation (refer *section 6.2* for further information).

Nature Strips

Traditionally landowners have ensured nature strips are mowed and kept free of obstacles to ensure a landscaped appearance to streets which soften the harsh paved surfaces of roadways and pathways. Nature strips also contain street trees and service infrastructure such as poles and underground service lines (refer *section 6.2* for further information).

3. Asset Hierarchy

3.1 Roads and Pathways Hierarchy

Councils roadways and pathways are categorised through a hierarchical system that assesses the function and significance of each road or pathway. This process helps determine the level of service provided.

Rural/urban Roadways

Council road assets are classified on a Rural / Urban functional basis:

Rural Roads:

- Rural Link - (RL)
- Rural Collector – (RC)
- Rural Industrial Access (RIA)
- Rural Access 1 – (RA1)
- Rural Access 2 – (RA2)
- Rural Access Track – (RAT)
- Limited Access Tracks – (LAT)
- Not Maintained – (NM)

Urban Streets:

- Urban Link – (UL)
- Urban Collector – (UC)
- Urban Industrial Access (UIA)
- Urban Access 1 – (UA1)
- Urban Access 2 – (UA2)
- Urban Access Laneway - (UAL)
- Urban Parking – (UP)

The hierarchal classifications reflect the relative community importance of roads and enable Council to efficiently define an appropriate level of service to all roads in the network. A brief description of each hierarchy class and associated design and maintenance levels of service are detailed in *Appendix A.*

Pathways

A separate hierarchy system has been established for the management of Councils pathways which include both footpaths and bike paths. Pathways are classified into:

- Commerce (CO)
- Business (BU)
- Residential (RE)
- Rural (RU)
- Shared Path (SP)

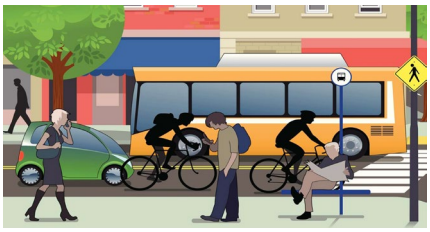
A brief description of each hierarchal class is detailed in *Appendix B.*

3.2 Levels of Service

Two types of levels of service apply for each hierarchal class of road:

- Maintenance service levels associated with defects on the road; and
- Design service levels detailing physical criteria such as road widths, design speeds.

Maintenance Levels of Service



Consist of:

- Minimum safety standards - establishing intervention levels,
- Safety Review – requiring scheduled periodic inspections,
- Customer requests – requiring investigation and response,
- Maintenance standards – determining cost effective defect rectification,
- Response prioritisation – requiring risk assessment criteria; and
- Defect response – requiring monitoring, fault rectification and hazard delineation.

A broad description of maintenance service level standards for each of the roadway and pathway hierarchies are detailed in *Appendices B and C* and should be read in conjunction with the road hierarchy map.

Design Levels of Service

Consist of:

- Desirable design standards – surface type, speed, width, sight distance,
- Vehicle access - bridge widths and heavy vehicles load designs,
- Condition assessments – scheduled periodic condition surveys,
- Acceptable condition state – roughness, shape loss, failures,
- Rehabilitation standards – cost effective rehabilitation / replacement methods,
- Prioritisation – risk assessment criteria, and
- Works response – monitor / upgrade / hazard delineation.

Typical design service level standards for each of the roadway and pathway hierarchies are detailed in *Appendices A and B*. These guidelines provide the basis for the standard of infrastructure to be provided for all new capital works and the justification for the upgrade of existing infrastructure where base standards are not currently being met.

Target "Base" Level of Service

The target "base" level of service represents what Council currently believes it can provide to the road user, based on historical information, available funding and resource allocations. These are discussed in more detail in *Section 5*.

Subject to community involvement, service levels are adjusted to correspond with affordable community expectations relating to each hierarchal classification of roadway or pathway. The adopted standards reflect the expected usage of the road in terms of vehicle types, daily traffic volumes and nominal vehicle speeds. Design standards consider minimum safety requirements specified in published design manuals.

3.3 Demand

Demand in relation to the provision of capital/upgrade works for services and associated infrastructure is a dynamic process used to cater for the changes in population, demographics, and expectations of the community into the future. Council identifies demand drivers and the cost of the associated capital/upgrade works, to understand predicted works. This allows for planning and funding of these works so they can be undertaken.

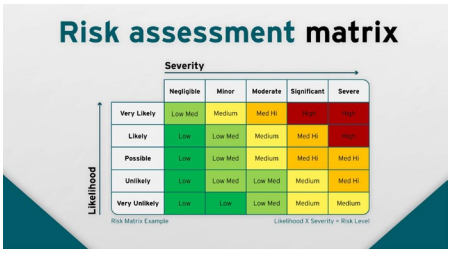
Many different approaches are used to provide alternatives to the creation of new assets including examining ways of modifying customer demands to allow optimum asset utilisation and thereby defer or reduce the need for new assets:

- Transportation strategies,
- Load limits (restricting use by heavy vehicles),
- Traffic controls,
- Traffic bylaws,
- Community strategies/public education,
- Reduced level of service; and
- Development of policies.

3.4 Risk Assessment

Renewal/replacement and maintenance works on the road network are identified, quantified, costed and prioritised based on established risk assessment criteria. These are then put on a prioritised order list, enabling the higher risk sites to be programmed for completion first. The extent of the work programs (Risk Reduction Plans) is solely based on the level of funding made available to each of the risk assignment plans through Councils annual budget process.

Jobs included on the risk assignment plans are under constant reassessment based on follow up inspections which may identify new hazards/jobs or altered site conditions. Unless directed explicitly by Council in the community interest there can be no certainty that a job included on a risk assignment plan can be completed without sufficient funds being available.



The risk assessment criteria adopted by Council considers the **likelihood** and **consequence** of an event occurring.

A priority score is then given by **likelihood x consequence.**

Full details of the risk assessment criteria relating to each asset class are included in Councils *Operational Roads Asset Management Plan*.

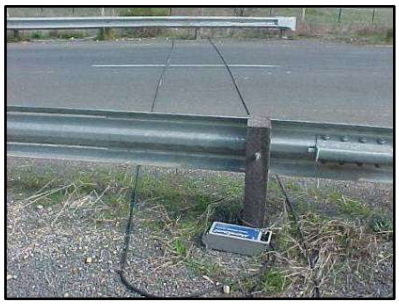
3.5 Traffic Counts

Council operates traffic counter units on a rolling basis at strategic locations for the purposes of identifying:

- Road usage/traffic volumes,
- Vehicle classifications/heavy vehicle usage; and
- Traffic speeds.

The outcomes of the traffic counts are used for a range of purposes, including:

- Establishment/review of road hierarchies,
- Design criteria,
- Maintenance demand,
- Grants commission returns,
- Bituminous seal applications,
- Growth demands; and
- Level of service review.



4. Central Goldfields Shire's Roads

4.1 Public Roads

Council has declared 'public roads' and these are included in the Municipal Public Road Register which is available for perusal on Council's website or by request. In summary, Council has included all Roadways that are reasonably required for general public use.

Key criteria for inclusion in the register are:

- Council must be able to be deemed the Responsible Road Authority,
- The public road includes infrastructure listed on Council asset registers,
- Provides strategic access to points of industry, commerce, or residential development,
- Provides access to rateable land holdings that are not otherwise serviced by a State controlled arterial or non-arterial road,
- Provides unrestricted public access,
- Provide emergency access.

4.2 Demarcation of responsibility

The Act defines the general functions and Powers of Road Authorities. In this regard, a Road Authority may take the role of a coordinating road authority and/or responsible road authority in relation to the management of public roads.

- Coordinating road authority – is the owner of the land; and
- Responsible road authority –maintainer of the road assets (may be the owner).

Public roads, under the Act, may be classified as:

- Freeway,
- Arterial state road,
- Non-arterial State road,
- Municipal road

Where the public road is classified as a municipal road, Council is the relevant road authority in relation to roads within its municipal district.

Boundary Roads

In the instance of boundary roads with neighbouring municipal councils, Council has entered into arrangements for the management functions in the form of Memoranda of Understanding between the relevant municipalities listed below:

- Pyrenees Shire Council
- Northern Grampians Shire Council
- Loddon Shire Council
- Mount Alexander Shire Council
- Hepburn Shire Council

Arterial State Roads

For arterial roads through towns, the operational function is shared between Council and the Department of Transport and Planning (formerly VicRoads). Generally, in towns, the Department of Transport and Planning has the authority for the through traffic lanes only, with the balance of operational responsibility allocated to Council (e.g. Footpaths). In rural areas, the Department of Transport and Planning has the responsibility of all assets within the full width of the road reserve. (Refer to the Code of Practice "Operational Responsibility for Public Roads" and VicRoads Township Demarcation Plans and additional *Demarcation Agreement* for a full description of the limits of responsibility.)

The arterial roads throughout the Central Goldfields Shire, which can be seen in *Figure 2*:

- Pyrenees Highway
- Wimmera Highway
- Ballarat Maryborough Road
- Bendigo Maryborough Road
- Bridgewater Dunolly Road
- Dunach Eddington Road
- Dunolly Eddington Road
- Dunolly Moliagul Road
- Gladstone Street
- Lexton Talbot Road
- Maryborough Dunolly Road
- Maryborough St Arnaud Road

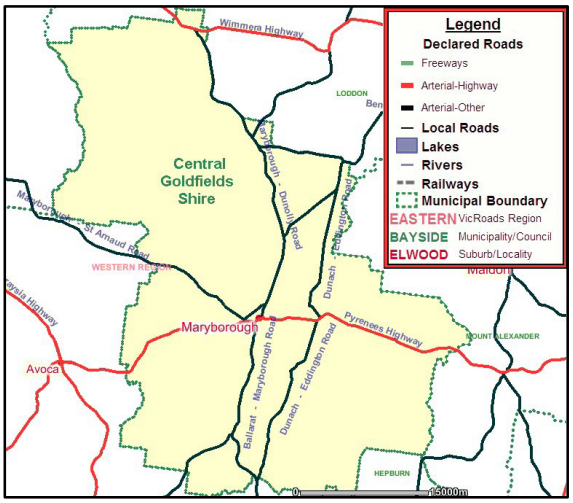


Figure 2:*Arterial Roads throughout the CGS*[1]

Non-Arterial State Roads

Non-arterial state roads throughout the municipality are generally administered by the Department of Energy, Environment and Climate Action (DEECA) in relation to the network of forest tracks within areas of crown land and state forest. Where Council has a municipal interest in a road traversing crown land or state forest, a Memorandum of Understanding with the relevant State road authority will establish the management functions over the road alignments concerned (in accordance with the Code of Practice "*Operational Responsibility for Public Roads*").

Freehold land agreements

Municipal roads traversing freehold land require formal agreements between Council and the freehold landowner. Most instances involve the siting of municipal off street car parks on freehold land.

Miscellaneous agreements

[1] Maps of Declared Roads, VicRoads, 2017,
Map of DTP Managed Roads (arcgis.com)

Miscellaneous agreements also involve the following agencies

- Electricity Supply Authority – Street Lighting,
- State Rail Authority – Rail crossings and associated bridges,
- Department of Energy, Environment and Climate Action – Roadside vegetation management,
- Goulburn Murray Water – Tullaroop Reservoir Embankment and Rodborough Road
- Country Fire Authority – Fire Access Tracks defined under the Municipal Emergency Management Plan; and
- Public Transport Victoria – Bus Stops.

4.3 Road names

The Naming Rules administered by the Department of Energy, Environment and Climate Action and meeting the requirements of the Geographic Place Names Act 1998, provide guidance to the public and Council when adopting or changing a road name. The naming and signposting of roads are important services for the public and emergency services.

4.4 Rail Crossing Coordination

Currently all maintenance and road construction at level crossings and for 3 metres either side of the railway lines is the responsibility of the rail authority. The rail authority is also responsible for the erection and maintenance of railway crossing position signs together with other signs, warning devices, gates, boom barriers, lights etc., located at the crossing. Council is responsible for the erection and maintenance of advance warning signs and all pavement markings associated with crossings on roads under their control.

Council is entered into a Rail Level Crossing Safety Interface Agreement in line with the Rail Safety Act, delegating responsibility between the responsible authorities (Rail and Road). Rail authority is also responsible for all railway bridges, which in the Central Goldfields Shire are the Moolort Baringhup Road Bridge and Tuaggra/Sutton Road underpass.

5. Management Systems

Councils functional organisational structure for the management of road infrastructure is detailed in Figure 3. Currently, all functional areas are conducted internally with the capacity to outsource where resource and/or specific expertise requirements are necessitated. *Section 50a* of the Act states - "to establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources".

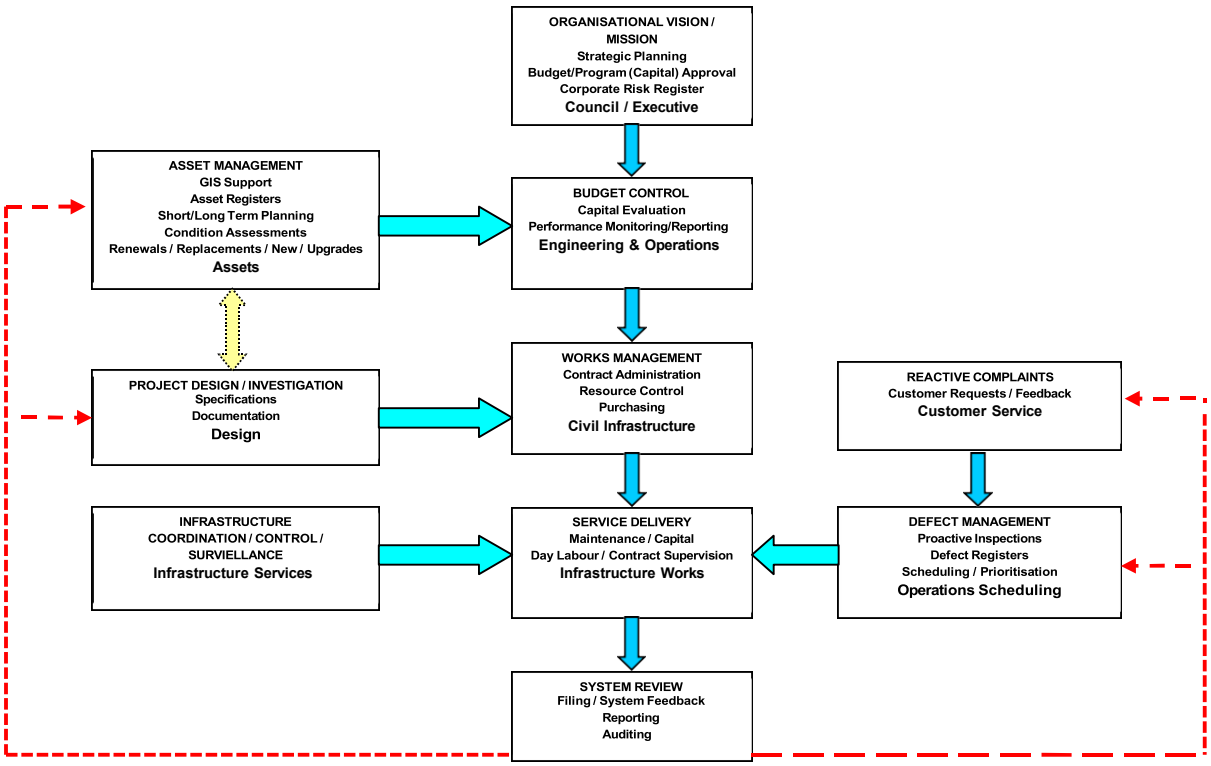


Figure 3: *Infrastructure Management System*

In terms of the management of asset defects, Councils Management System for assets involves a process of:

- Inspection
- Prioritising of works
- Action (works programming)

The processes undertaken to inspect, prioritise and act are detailed in Figure 4.

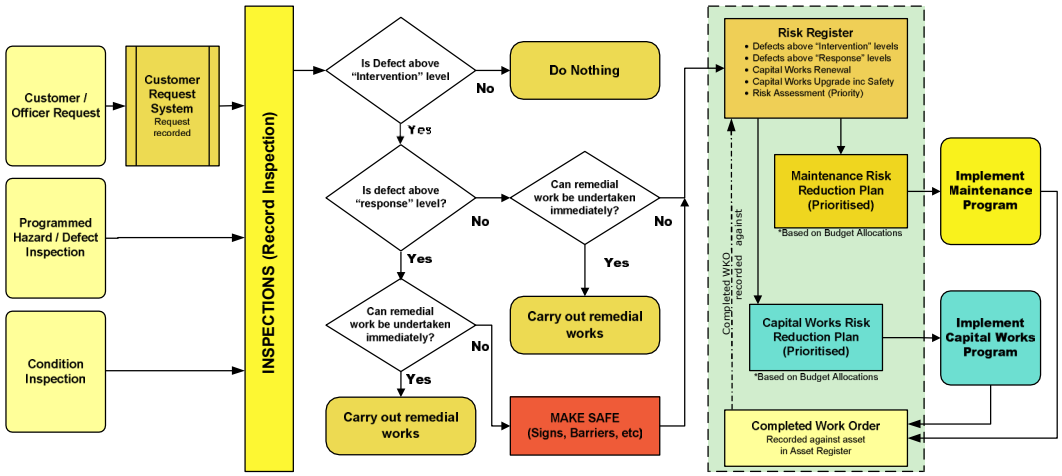


Figure 4:*Inspection, prioritisation and action system*

The current Asset Management System (Asset Master) and Maintenance Management System (ArcPad) are not functioning at the required standards. A project has been initiated to replace these systems. Both flowcharts will be updated upon the implementation of the new Asset Management System and the new Maintenance Management System.

5.1 Customer Requests

Council operates a commercially supplied customer request system. The system utilises a computer database which records details of the person making the request, the location, and the problem details.

If the customer service officer cannot respond to the request at the point of contact, the system then allocates the investigation of the problem to a specified staff member who must determine an action. The person making the request should be advised that the request has been entered into the database for follow up action. If required, they are also advised of the outcome of the investigation and the action proposed:

- no action
- referred to forward programs
- to be corrected within a certain timeframe

Response times to investigate are set out in *Appendix E* which aligns the level of responsiveness to the type and hierarchical classification of the asset.

The processes undertaken to address customer requests are detailed in Figure 5.

A person who intends to take court proceedings in relation to a claim for damages arising out of the condition of a public road or infrastructure must first lodge a written notice with the Council. This notice must be lodged with the Council within 30 days of the incident occurring. Upon receipt of such written notice, an inspection may be scheduled, and a report may be prepared.

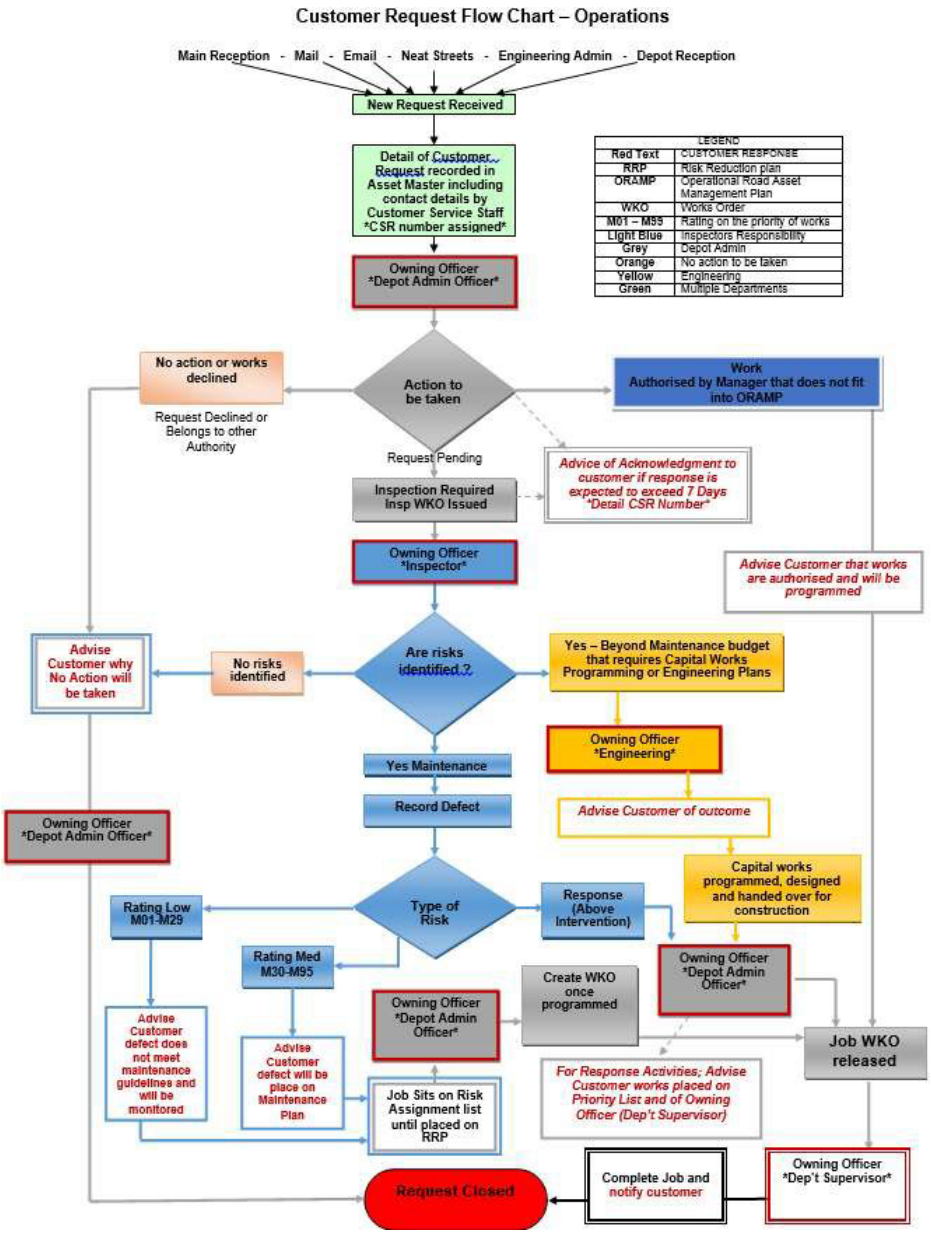


Figure 5: *Customer Request Flow Chart*

The Corporate Services Directorate is presently engaged in the implementation of a new Customer Request Management (CRM) System. The above flowchart will be modified after the successful implementation of the new CRM System.

5.2 Records

Council operates an Asset Management and Works Management software system which records details for all road related assets of:

- inspection frequencies,
- customer requests referred by the customer request system,
- inspection outcomes which identify defects which exceed intervention levels,
- risk assessments associated with each defect to enable prioritisation,

- proposed maintenance activities and cost estimates to rectify the defects, and,
- works orders which have initiated or enabled defect rectification.

5.3 Inspections

Council schedules a recurring program of inspections and surveys of the road network aimed at identifying instances where the target intervention levels are not achieved. The frequency of inspections varies depending on the usage and level of importance of the asset. These frequencies are detailed in *Appendix F*. The process is figure 6.

The council conducts two types of inspections:

Defect / Hazard Inspections:

To satisfy the requirements of the Road Management Act Defect / Hazard inspections are undertaken to identify and prioritise hazards and defects. This is achieved by measuring the level of defect against established intervention and response levels. A summary of intervention levels and response times are detailed in *Appendix G*.

Site specific Defect / Hazard inspections also occur after a customer identifies a hazard or defect through the customer request process and periodical or unscheduled inspections, as identified in *Appendix E* and detailed in the *Operational Road Asset Management Plan*.

Condition inspections

Council's condition inspection program identifies where the significant road assets are in their life cycle and highlights those assets which are beyond their condition intervention. This information is analysed to establish a program of renewal / replacement works required for each asset group.

A condition inspection program for roads and road related assets is detailed in *Appendix F* with inspection frequencies. The asset management software is used to manage condition inspections and renewals / replacement works.

5.5 States of Emergency

Established response standards recognise that Council has limited resources which can be accessed during normal operational circumstances. This standard of responsiveness, however, does not extend to states of emergency which consume resource pools. In these circumstances, the Chief Executive Officer will nominate a state of emergency and establish the period of duration and standards of service to be applied to the relevant asset group during the emergency event.

6. Road Activity Coordination

6.1 Utility Coordination

Management of Utility Infrastructure in Road Reserves

The Road Management Act imposes specific duties and powers onto Council in relation to the co-ordination of the placement and management of road and non-road related infrastructure within road reserves.

The Code of Practice – Management of Infrastructure in Road Reserves and Road Management (Works and Infrastructure) Regulations provide the basis for the orderly exchange of information between Council and Utility Authorities to enable coordination of all activity via the road authority. Regulated fee structures enable the Coordinating Road Authority to recoup the cost of administering the requirements of the RM Act from the Utility Authorities.

Before You Dig Australia Applications

Council administers enquires in relation to the location of its infrastructure via the Before You Dig Australia program. Requests for information are emailed to Council via this source by which a response back to the applicant is expected within two days after issue.

6.2 Road User and Landowner Coordination

Access Control

Under the provisions of the Road Management Act, a Road Authority may decide concerning access onto a public road in relation to:

- Location
- Restrictions of use
- Conditions
- Works

The Department of Transport and Planning (formerly VicRoads) may specify requirements in relation to access to arterial roads, whilst Council is the authority in relation to access to the municipal road network.

Under Council Road and Public Places Permit process, Council may impose conditions on a permit for the use or development of land in relation to:

- Vehicle crossings
- Driveway dimensions
- Turning lanes
- Bus stops
- Roadside marketing and advertising
- Use of the road reserve for storage

- Use of the road reserve for construction

Vehicle Crossings and In-fills

Appendix H details the demarcation responsibility between Council and landowner in relation to crossovers and in-fills.

The initial capital cost and ongoing maintenance requirements are generally funded entirely by the landowner. A Vehicle Crossing permit to install, alter or remove a property entrance crossover or in-fill must be obtained from Council prior to works being undertaken to ensure entrance arrangements satisfy Council standards in terms of type, suitability, and performance.

In circumstances where an existing property entrance becomes a safety hazard or ceases to perform as required in terms of access suitability or drainage problems, the responsibility to satisfactorily correct the problem rests with the landowner.

Extenuating circumstances may require Council to undertake works to these assets where it can be established that adjacent works, commissioned by Council, have contributed to the change in condition or performance of the property entrance.

Where a defect in a property entrance is detected by Council officers, as a part of day-to-day activities, the landowner will be advised of the defect and instructed to correct the problem. Council may undertake the works required at the landowner's cost if works are not completed satisfactorily within a reasonable time frame.

Overhanging Limbs

Overhanging limbs are maintained in accordance with Council's Vegetation Clearance Guidelines contained within the *Operational Road Asset Management Plan*, which stipulates a clearance template that can be applied. *Appendices I & J* summarise this information. Templates vary depending on the hierarchy classification of the roadway or pathway.

Council will endeavour to remove all overhanging limbs which encroach into clearance templates on all Council roadways and pathways, based on available funds and priority ranking. Movement of transport on roadways, which may require removal of overhanging limbs, may incur a cost to the transport operator where works are not listed in the current program of works.

Council is responsible for the clearance of overhanging limbs within pathway clearance zone templates in relation to trees planted within the public road. It is a landowner responsibility to maintain overhanging limbs within clearance zones which are from vegetation planted within their property.

During routine inspections, Council officers identifying clearance zone intrusions from adjoining freehold land will forward a reminder to the landowner to undertake necessary lopping. If works are not completed to a satisfactory standard within a reasonable time frame, Council may arrange the works and seek reimbursement of costs from the landowner.

Nature Strips

Nature strips may be shaped, top soiled and grassed as part of urban street construction works, to form a landscaped appearance to streets which softens the harsh paved surfaces of roadways and pathways. Nature strips also contain street trees and service infrastructure such as poles and underground service lines.

Nature strips are not recognised as a road-related asset and are therefore not formally inspected or maintained to a standard defined under Council's Road Asset Management Plan. Consequently, Council may only undertake works on nature strips where an obvious safety or significant amenity issue may be present as reported by a customer complaint or identified during routine inspections of road related assets.

Council has insufficient funds available to maintain nature strips other than at public focal points. Historically, the landowners have undertaken mowing and up-keep on the front or side nature strip as a part of the presentation of their property and general appearance of the street scape. Service authorities have an obligation to reinstate disturbed nature strips to a satisfactory standard following excavation works in relation to the installation or maintenance of their administered infrastructure.

Road Opening Permits

All works carried out on the road reserve, including those by service authorities, are registered on the Road Openings Database.

Private individuals / contractors will use Councils application form to supply all requested information, including proof of suitable public liability insurance and pay the appropriate fee to receive a Road Opening Permit. The permit stipulates the standard of reinstatement work and conditions relating to the carrying out of the works.

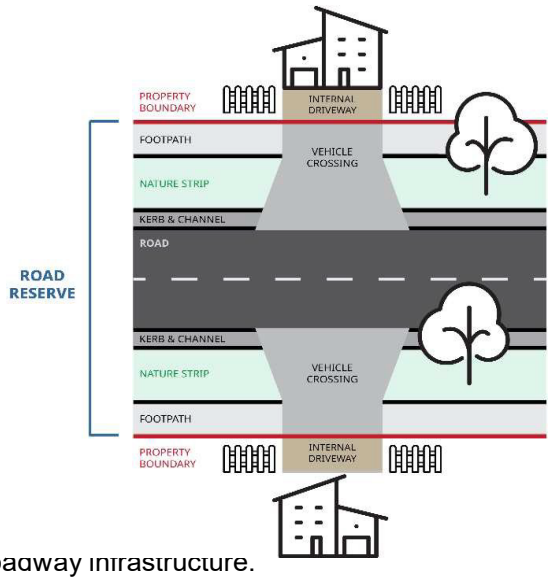
Council inspects the works upon completion to ensure that the reinstatement works have been carried out in an appropriate manner and that the area of the works did not exceed the permit application.

Road Occupation Permit

Residents, contractors, businesses, or local community groups may occupy a municipal road reserve to conduct special events or business activities subject to the issue of a Road Occupation permit or other relevant Local Laws permit.

As part of the permit process, Council may consider one or several the following points when determining whether to grant approval and conditions which will apply.

- Location and duration of activity
- Impact on other road users
- Traffic Management Plans
- Public Liability Insurance Cover
- Potential damage to road or non-road related infrastructure
- Effect on other road occupation activities planned or in progress
- Traffic volume
- Environment



Higher Mass and/or Oversize Vehicles

Council may issue approval, subject to conditions, for the access of higher mass limit and/or oversize vehicles onto the municipal road network. Approval is generally subject to the restriction of the vehicles along defined routes to accommodate safe passage without detrimental effect on other road users or the roadway infrastructure.

In this regard, approval may be subject to:

- Farm gate access requirements
- Periods of time during the year
- Times of day
- Speed limits and/or accompanying support vehicles
- Repetition of movement along the route
- Fitting of road-friendly suspension

Subject to clear zone requirements, Council may require the applicant to fund the clearance of vegetation overhang along the approved route to enable passage of the vehicles involved. “Guidelines for assessing the suitability of Heavy Vehicles for Local Roads” published by the National Transport Commission is referenced under this approval process.

Load/dimensional Limits on Roadways

Council has the authority under *Section 207* of the *Local Government Act* 1989, to impose load / dimensional limits on roadways.

Circumstances where load / dimensional limits will apply include:

- Permanent or temporary restriction to reflect the width and structural capacity of bridges or culverts.

- Permanent or seasonal restriction on roads to reflect the load carrying capacity of pavements and sealed surfaces.
- Permanent or periodic restriction to protect the amenity of local communities / residents.

Load restrictions are communicated to road users via roadside signage which may be in the form of:

- Specified restrictions applicable to all vehicles exceeding the limits.
- Specified restrictions applicable to through traffic only. Exemptions applicable to enable deliveries between abutting landowners.

The enforcement of load / dimensional restrictions is subject to the procedural applications of the Department of Transport and Planning (formerly VicRoads), to reflect the nature of the restriction as a Major Traffic Control Item.

7. Audit and Review

Process

The Road Management Plan will be reviewed following Council elections in accordance with the Road Management (General) Regulations 2016, having regard to:

- Asset performance following delivery of maintenance and renewal programs.
- The available financial resources of Council.
- The level of achievement of asset management strategies against the expected benefits to road users, stakeholders, and the community.
- The consideration of any external factors that are likely to influence the contents of the Road Management Plan.

Regular internal assessment of performance to standards will be conducted to ensure compliance with the Road Management Plan including:

- Ensure that proactive and reactive inspections are carried out in accordance with the Road Management Plan levels of service.
- New or changed risks are appropriately assessed.
- Condition assessments are recorded.
- The best value maintenance and renewal techniques and processes are used where possible.

Adoption and amendments

Before adopting or amending this plan Council must undertake a process of:

- Giving notice of the Plan or amendment
- Allow 28 days for submissions
- Consider any submissions
- Give notice of intention to adopt the plan or amendment

The notice must be published in the Government Gazette and a local daily newspaper.

8. Referenced Documents

TITLE
Ministerial Acts & Regulations
Road Management Act 2004
Local Government Act
Road Safety Act 1986
Road Management (Works and Infrastructure) Regulations 2015
Road Management (General) Regulations 2016
Disability Act 2006
Geographic Place Names Act 1998
Ministerial Codes of Practice
Worksite Safety – Traffic Management
Operational Responsibility for Public Roads
Road Management Plan - content
Clearways on Declared Arterial Roads
Management of Road and Utility Infrastructure in Road Reserves
The Naming Rules
Australian Standards
AAS27 Approved Accounting Methods
Risk management - Principles and guidelines AS/NZS ISO 31000
External Sourced Documents
VicRoads Township Demarcation Plans
International Infrastructure Management Manual
Accounting for Infrastructure Assets – A Guide Dept. Victorian Communities
MAV Asset Management Improvement STEP Program – Road Asset Management Plan Framework
Guidelines for Assessing the Suitability of Heavy Vehicles for Local Roads – National Road Transport Commission
Traffic Engineering Manual - VicRoads
Infrastructure Design Manual
Council Documents
Walking and Cycling Strategy
Local Laws
Corporate Asset Management Plan
Corporate Asset Management Strategy
Central Goldfields Council Plan
Municipal Public Road Register
Risk Management Framework

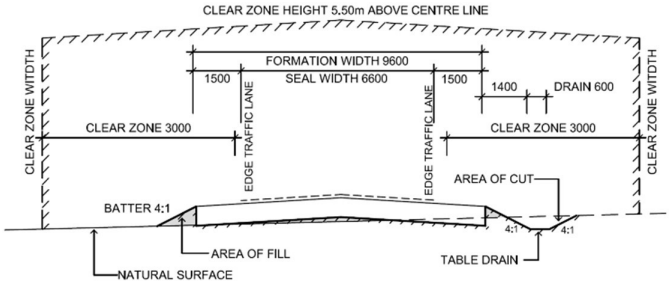
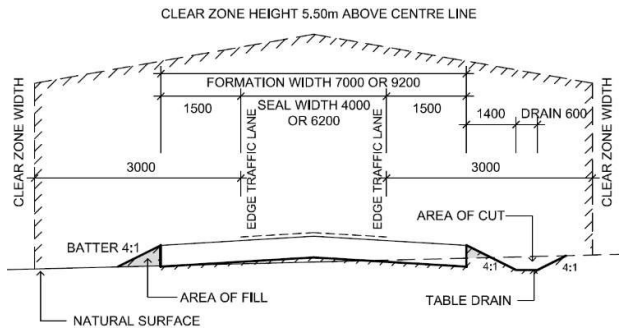
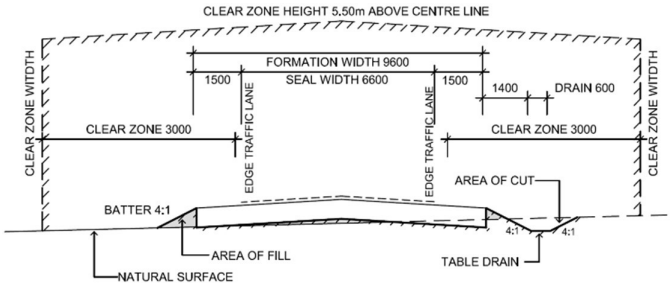
Municipal Emergency Management Plan
Fire Management Plan
Linked Council Documents
Operational Road Asset Management Plan(ORAMP)

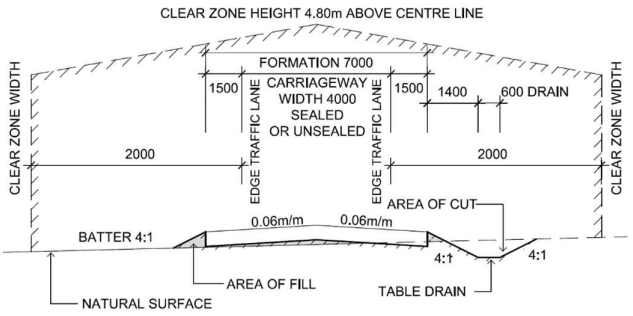
Appendix

Appendix A – Road Hierarchy & Levels of Service

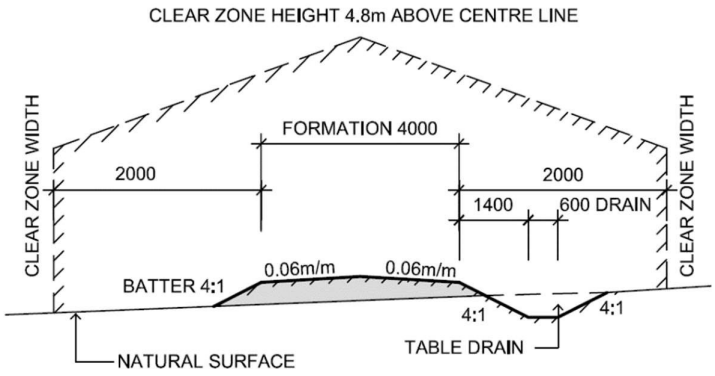
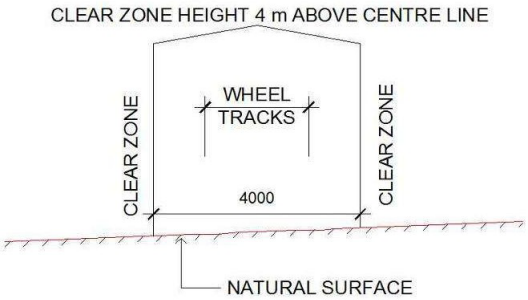
RURAL ROAD NETWORK			DESIGN SERVICE LEVEL STANDARDS				
Hierarchy Type	**Hierarchy Category**	**Primary Function**	**Base Profile Standard**	**Typical Daily Traffic Volumes**	**Design Speed**	**Austroads Vehicle Class (Refer Appendix D)**	**Bridging Standards**
LINK ROADS	Rural Link (RL)	High usage strategic Freight linkage routes. ❖ Heavy vehicle linkage from the State Arterial Road network to local commercial or industrial focal points. ❖ Also includes heavy vehicle bypass routes of major urban centres.	Two lane sealed road.	> 100 vpd With 6% CV content	100 kph	❖ 1 to 11 ❖ Higher mass limit permit exempt.	❖ Two lane structure. ❖ SM1600 loading.
COLLECTOR ROADS	Rural Collector (RC)	High usage strategic Collector routes. ❖ Rural collector routes from local access roads to community centres or popular focal points. ❖ High usage connector routes to the Arterial Road network.	Single lane sealed road with seal widening on crests and curves. Widened where traffic counts indicate >150vpd	>100 vpd With 6% CV content	100 kph	❖ 1 to 9 ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Two lane structure. ❖ T44 loading.
INDUSTRIAL ACCESS ROADS	Rural Industrial Access (RIA)	Direct access to Industrial/Agribusiness development in Rural Areas. ❖ Heavy vehicle access from Link Road network or pre-approved heavy vehicle network to industrial focal points.	Two lane sealed road.	>With 20% CV content	100Kph	❖ 1 to 11 ❖ Higher mass limit permit exempt.	❖ Two lane structure. SM1600 loading.

RURAL ROAD NETWORK			DESIGN SERVICE LEVEL STANDARDS				
Hierarchy Type	**Hierarchy Category**	**Primary Function**	**Base Profile Standard**	**Typical Daily Traffic Volumes**	**Design Speed**	**Austroads Vehicle Class (Refer Appendix D)**	**Bridging Standards**
	Rural Access 1 (RA1)	Medium usage property access routes. ❖ Provide property access to rural developed areas incorporating at least 5 permanent tenements. ❖ Medium usage access to rural properties generating regular and consistent vehicle usage. ❖ Bus Route minimum standard.	Single lane gravel sheeted road or single lane sealed road where traffic close 100 vpd.	30 to 100 vpd	80 kph	❖ 1 to 9 ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Single lane structure. ❖ 20 tonne load limit or side-track provision.

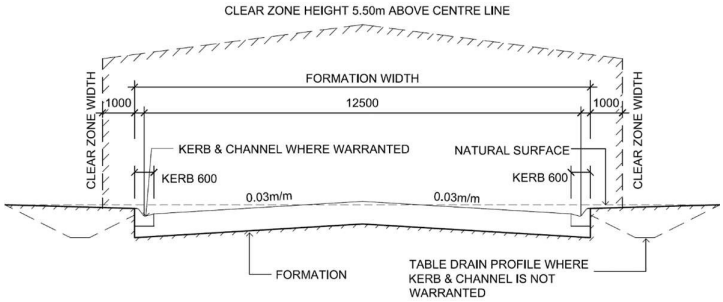
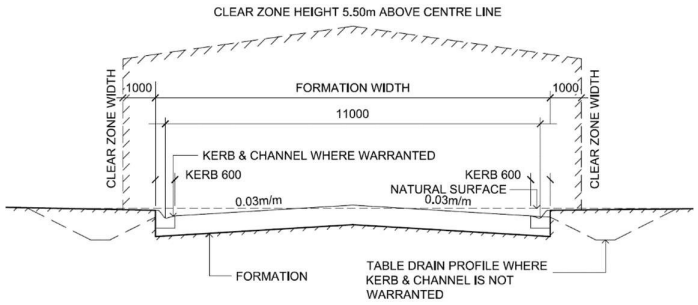
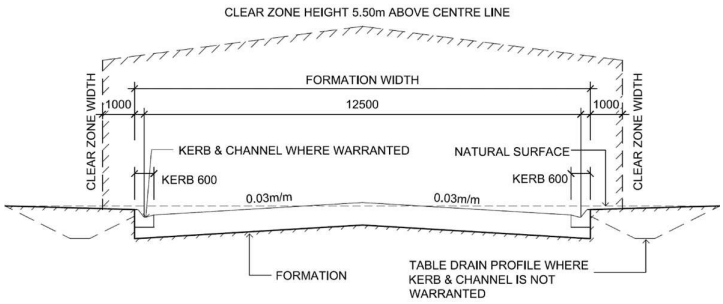
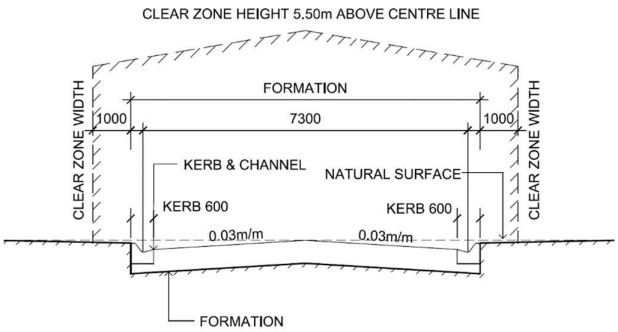
MAINTENANCE SERVICE LEVEL STANDARDS		TYPICAL DESIGN (*Although this is the desired Level of Service it is not always possible)	
Base Access and Response Standards	**Hierarchy Category**	**Typical Standard**	**Diagrams**
❖ All weather access, else alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	Rural Link (RL)	❖ Seal width - 6.6m ❖ 1.5m wide Shoulders ❖ Pavement Depth - 300mm Minimum ❖ Pavement design required.	
❖ All weather access, else alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	Rural Collector (RC)	❖ Seal width - 4.0m or 6.2m on bends and crests; or ❖ Seal width - 6.2m on High AADT Roads >150vpd ❖ 1.5m wide Shoulders ❖ Pavement Depth - 300mm Minimum ❖ Pavement design required	
❖ All weather access, else alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	Rural Industrial Access (RIA)	❖ Seal width - 6.6m ❖ 1.5m wide Shoulders ❖ Pavement Depth - 300mm Minimum ❖ Pavement design required.	

MAINTENANCE SERVICE LEVEL STANDARDS		TYPICAL DESIGN (*Although this is the desired Level of Service it is not always possible)	
Base Access and Response Standards	**Hierarchy Category**	**Typical Standard**	**Diagrams**
❖ All weather access - delays during/ following extreme weather events may be experienced. ❖ Vehicle speed adjustment required to accord with road surface conditions. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated when driver awareness notification required.	Rural Access 1 (RA1)	❖ Unsealed 4.0m wide road with 1.0m Shoulders with gravel surface ❖ Seal width - 4.0m 1.5m wide shoulders on roads close to 100vpd ❖ Pavement Depth - 250mm Minimum ❖ Pavement design required	

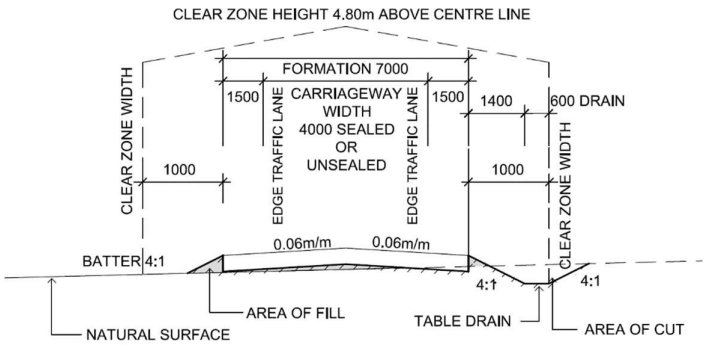
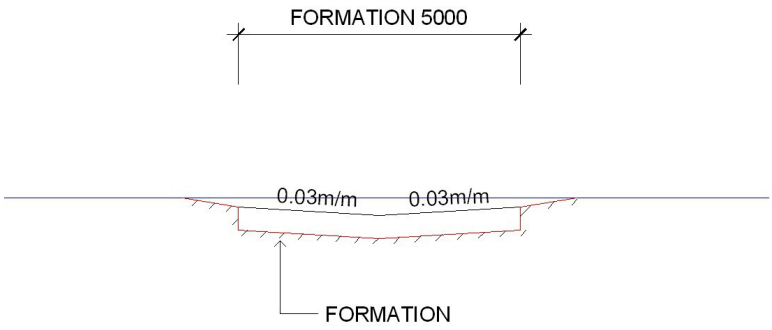
RURAL ROAD NETWORK			DESIGN SERVICE LEVEL STANDARDS				
Hierarchy Type	**Hierarchy Category**	**Primary Function**	**Base Profile Standard**	**Typical Daily Traffic Volumes**	**Design Speed**	**Austroads Vehicle Class (Refer Appendix D)**	**Bridging Standards**
ACCESS ROADS Cont.	Rural Access 2 (RA2)	Low usage property access routes. ❖ Provide property access to rural developed areas incorporating up to 5 permanent tenements. ❖ Low usage access to rural properties generating spasmodic vehicle usage.	Single lane formed road providing all weather access.	10 to 30 vpd	50 kph	❖ 1 to 5 ❖ 6 to 9 ❖ Subject to available height and width clearances. ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Single lane structure or low level crossing. ❖ 20 tonne load limit or side track provision.
	Rural Access Track (RAT)	Occasional usage property access routes. ❖ Occasional usage access to rural properties generating spasmodic vehicle usage. ❖ Strategic fire access routes or emergency access points. ❖ Strategic access to state forest or crown land areas.	Single lane unformed road providing dry weather access	<10 vpd	N/A	❖ 1 to 5 ❖ 6 to 9 ❖ Subject to available height and width clearances. ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Low level crossing.
	Limited Access Tracks (LAT)	Specific purpose access tracks not intended for General access. ❖ Strategic fire access.	Single lane flat bladed tracks	N/A	N/A	❖ Standards defined by others	❖ Standard defined by others
OBSELETE	Not Maintained (NM)	Road Reserve not intended for General access	N/A	N/A	N/A	❖ Standards defined by others	❖ Standard defined by others

MAINTENANCE SERVICE LEVEL STANDARDS	TYPICAL DESIGN (*Although this is the desired Level of Service it is not always possible)	
Base Access and Response Standards	**Typical Standard**	**Diagrams**
❖ All weather access - delays during / following extreme or wet / dry weather events may be experienced. ❖ Vehicle speed adjustment required to accord with road surface conditions. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated when driver awareness notification required.	❖ Formed only – 4m ❖ No Shoulders	
❖ Dry weather access – road closure during / following extreme or wet weather periods may be experienced. ❖ Vehicle speed adjustment required to accord with road surface conditions. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified when conditions permit access.	❖ Unformed road	
❖ Respond as directed following external authority requisition (CFA). ❖ Dry weather access only. ❖ Passable by Fire Truck or 4 wheel drive vehicle. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications.	❖ N/A	N/A
❖ Not Maintained by Council	❖ N/A	N/A

URBAN STREET NETWORK			DESIGN SERVICE LEVEL STANDARDS				
Hierarchy Type	**Hierarchy Category**	**Primary Function**	**Base Profile Standard**	**Typical Daily Traffic Volumes**	**Design Speed**	**Austroads Vehicle Class (Refer Appendix D)**	**Bridging Standards**
LINK STREETS	Urban Link (UL)	High usage strategic Freight linkage routes. ❖ Heavy vehicle linkage from the State Arterial Road network to local commercial or industrial focal points. ❖ Also includes heavy vehicle bypass routes of major urban centres.	Two lane sealed road.	> 1000 vpd	To accord with guidelines	❖ 1 to 11 ❖ Higher mass limit exempt.	❖ Two lane structure. ❖ SM1600 loading.
COLLECTOR STREETS	Urban Collector (UC)	High usage strategic Collector routes. ❖ Urban collector routes from urban access streets to community, school or commerce centres or popular focal points. ❖ High usage connector routes to the Arterial Road network.	Two lane sealed street with access to a designated on or off street car parking area.	>1000 vpd	To accord with guidelines	❖ 1 to 9 ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Two lane structure. ❖ T44 loading.
INDUSTRIAL ACCESS ROADS	Urban Industrial Access (UIA)	Direct access to Industrial development in Urban areas. ❖ Heavy vehicle access from Link Road network or pre-approved heavy vehicle network to industrial focal points.	Two lane sealed road.	>With 20% CV content	To accord with guidelines	❖ 1 to 11 ❖ Higher mass limit exempt.	❖ Two lane structure. ❖ SM1600 loading.
ACCESS STREETS	Urban Access 1 (UA1)	Property access streets. ❖ Provide property frontage access to residential developed allotments. ❖ Bus Route minimum standard.	Two lane sealed street with sealed on street parking provision (K&C and underground drainage site dependant)	>100 vpd	50 kph	❖ 1 to 5 ❖ 6 to 9 subject to local access controls ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Two lane structure. ❖ 20 tonne load limit

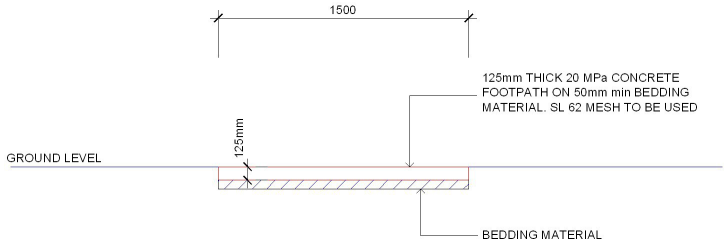
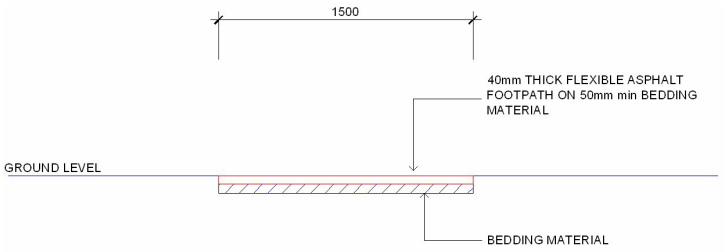
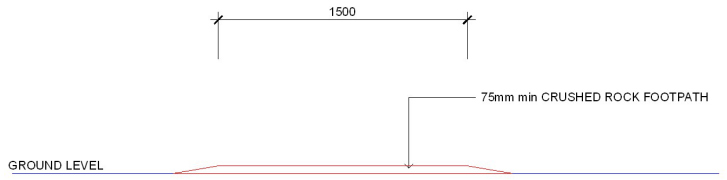
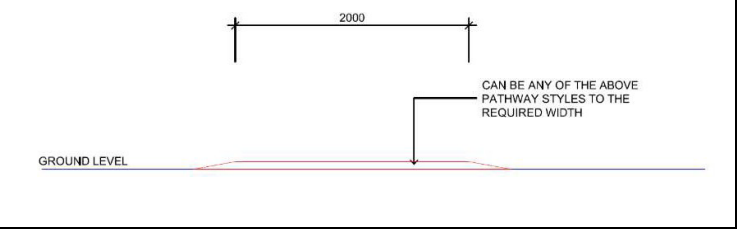
MAINTENANCE SERVICE LEVEL STANDARDS	TYPICAL DESIGN (*Although this is the desired Level of Service it is not always possible)	
Base Access and Response Standards	**Typical Standard**	**Diagrams**
❖ All weather access unless alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	❖ Seal width - 11.9m kerb, 12.5m no kerb ❖ Pavement Depth - 350mm Minimum ❖ Pavement design required	
❖ All weather access unless alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	❖ Seal width – 10.4m with kerb, 11m no kerb ❖ Pavement Depth - 300mm Minimum ❖ Pavement design required	
❖ All weather access unless alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	❖ Seal width - 11.9m kerb, 12.5m no kerb ❖ Pavement Depth - 450mm Minimum ❖ Pavement design required	
❖ All weather access unless alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	❖ Courtbowls 6m seal width with kerb ❖ Seal width – 6.7m with kerb ❖ Pavement Depth - 250mm Minimum ❖ Pavement design required	

URBAN STREET NETWORK			DESIGN SERVICE LEVEL STANDARDS				
Hierarchy Type	Hierarchy Category	Primary Function	Base Profile Standard	Typical Daily Traffic Volumes	Design Speed	Austroads Vehicle Class (Refer Appendix D)	Bridging Standards
	Urban Access 2 (UA2)	Property access streets. ❖ Provide property frontage access to residential developed allotments.	Single lane gravel road to Rural Access or Single lane sealed street on roads close to 100vpd	<100 vpd	50 kph	❖ 1 to 5 ❖ 6 to 9 subject to local access controls ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Single lane structure. ❖ 20 tonne load limit
	Urban Access Lane (UAL)	Low usage property access streets/lanes. ❖ Provide alternate side or rear property access to urban residential or commercial allotments.	Unsealed street	< 30 vpd	N/A	❖ 1 to 5 ❖ Higher mass limit permit required. ❖ Class 10 to 11 prohibited.	❖ Single lane structure or low level crossing. ❖ 20 tonne load limit

MAINTENANCE SERVICE LEVEL STANDARDS	TYPICAL DESIGN (*Although this is the desired Level of Service it is not always possible)	
Base Access and Response Standards	**Typical Standard**	**Diagrams**
❖ All weather access unless alternate routes identified. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to enable safe driver response times at sign posted speed limit.	❖ Unsealed 4.0m wide road with 1.5m Shoulders with gravel surface Seal width - 4.0m 1.5m wide shoulders on roads close to 100vpd ❖ Pavement Depth - 250mm Minimum ❖ Pavement design required	
❖ All weather access - delays during/ following extreme or wet/dry weather events may be experienced. ❖ Vehicle speed adjustment required to accord with road surface conditions. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated when driver awareness notification required.	❖ Formation width - can vary but typically 4-5m	

Appendix B – Pathway Hierarchy & Levels of Service

HIERARCHY CLASS	PRIMARY FUNCTION	DESIGN SERVICE STANDARD	MAINTENANCE SERVICE STANDARD
Commerce (CO)	Main shopping areas / Transport hubs	Paved to achieve gently graded nonslip surface from building line or shop frontage to back of kerb. Caters for high density parallel and transverse pedestrian movements. May consist of a variety of surface types to achieve aesthetic appeal in relation to colour and texture to harmonise with other streetscape features.	❖ All weather usage, generally assisted by covered walkways. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to warn or barricade against pedestrian access.
Business (BU)	Busy urban areas. Township main streets or zones immediately adjacent to or feeding schools, halls, churches etc.	Paved to achieve gently graded nonslip surface. Caters for medium density parallel and transverse pedestrian movements. May vary in width to cater for local pedestrian movement requirements but would generally extend from building line to back of kerb and consist of a uniform pavement material and surface texture.	❖ All weather usage, possibly assisted by covered walkways. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to warn or barricade against pedestrian access.
Residential (RE)	Formed paths through urban residential areas or parks.	Paved to achieve gently graded nonslip surface. Generally, 1.5m in width and located adjacent to and parallel with the building line. Caters for low density parallel pedestrian movements.	❖ All weather usage, rarely assisted by covered walkways. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to warn or barricade against pedestrian access.
Rural (RU)	Formed paths through rural residential areas or parks.	Paved or unpaved surface with undulating grade lines commensurate with the surrounding topography. Generally, about 1.8m min. wide to cater for shared usage by both pedestrians and cyclists. Caters for very low-density parallel pathway movements.	❖ Normal weather usage. Wet or extreme weather conditions not catered for. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to warn or barricade against pedestrian or cyclist access.
Shared Path (SP)	Shared use bicycle & Footpaths along defined Pathways delineated by pavement markings and roadside signs and furniture.	Paved surfaces – generally chip seal or asphaltic concrete. Generally, 2.0m min.	❖ Normal weather usage. Wet or extreme weather conditions not catered for. ❖ Inspection frequencies and response times in line with Operational Road Management Plan specifications. ❖ Hazards rectified or delineated to warn or barricade against pedestrian or cyclist access.

TYPICAL DESIGN (*Although this is the desired Level of Service it is not always possible)	
Typical Standard	**Diagram**
Ridged Path - Concrete	
❖ Concrete width - 1.5m ❖ Concrete Depth - 125mm ❖ Bedding Depth - 50mm ❖ Reinforcement SL 72 Mesh	
Flexi Path - Asphalt	
❖ Asphalt width - 1.5m ❖ Flexible Asphalt Depth - 40mm ❖ Bedding Depth - 50mm	
Unsealed	
❖ Footpath width - 1.5m ❖ Crushed rock/Gravel Depth - 75mm	
Shared Path	
❖ Footpath width - 2.0m in	

Appendix C – AUSTROADS Vehicle Classification

Level 1	Level 2		Level 3		AUSTROADS Classification	
Length (indicative)	Axles and Axle Groups		Vehicle Type			
Type	Axles	Groups	Typical Description	Class	Parameters	Typical Configuration
			LIGHT VEHICLES			
Short up to 5.5m		1 or 2	**Short** Sedan, Wagon, 4WD, Utility, Light Van, Bicycle, Motorcycle, etc	1	d(1) ≤ 3.2m and axles = 2	
	3, 4 or 5	3	**Short - Towing** Trailer, Caravan, Boat, etc	2	groups = 3 d(1) ≥ 2.1m, d(1) ≤ 3.2m, d(2) ≥ 2.1m and axles = 3, 4 or 5	
			HEAVY VEHICLES			
Medium 5.5m to 14.5m	2	2	**Two Axle Truck or Bus**	3	d(1) > 3.2m and axles = 2	
	3	2	**Three Axle Truck or Bus**	4	axles = 3 and groups = 2	
	> 3	2	**Four Axle Truck**	5	axles > 3 and groups = 2	
Long 11.5m to 19.0m	3	3	**Three Axle Articulated** Three axle articulated vehicle, or Rigid vehicle and trailer	6	d(1) > 3.2m, axles = 3 and groups = 3	
	4	> 2	**Four Axle Articulated** Four axle articulated vehicle, or Rigid vehicle and trailer	7	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 4 and groups > 2	
	5	> 2	**Five Axle Articulated** Five axle articulated vehicle, or Rigid vehicle and trailer	8	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 5 and groups > 2	
	≥ 6	> 2	**Six Axle Articulated** Six axle articulated vehicle, or Rigid vehicle and trailer	9	axles = 6 and groups > 2 or axles > 6 and groups = 3	
Medium Combination 17.5m to 36.5m	> 6	4	**B Double** B Double, or Heavy truck and trailer	10	groups = 4 and axles > 6	
	> 6	5 or 6	**Double Road Train** Double road train, or Medium articulated vehicle and one dog trailer (M.A.D.)	11	groups = 5 or 6 and axles > 6	
Large Combination Over 33.0m	> 6	> 6	**Triple Road Train** Triple road train, or Heavy truck and three trailers	12	groups > 6 and axles > 6	

Definitions:
Group: Axle group, where adjacent axles are less than 2.1m apart
Groups: Number of axle groups
Axles: Number of axles (maximum axle spacing of 10.0m)

d(1): Distance between first and second axle
d(2): Distance between second and third axle

Appendix D – Response Times

Response Code	Control Mechanisms	Response Time
A	Inspect and rectify if possible, or provide appropriate warning #	Within 1 working day of inspection
B	Inspect and rectify if possible, or provide appropriate warning #	Within 3 working days of inspection
C	Inspect and rectify if possible, or provide appropriate warning #	Within 1 week of inspection
D	Inspect and rectify if possible, or provide appropriate warning #	Within 1 month of inspection
E	Inspect and rectify if possible, or provide appropriate warning #	Within 3 months of inspection
F	Inspect and rectify if possible, or provide appropriate warning #	Within 6 months of inspection
G	Inspect and rectify if possible, or provide appropriate warning #	Within 1 year of inspection

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 in Appendix D table, an adequate warning regarding the hazard should be provided until the repair is finalised.
Appropriate warning could include, for example:

- Provision of warning signs
- Traffic control action
- Divert traffic around the site
- Install temporary speed limit
- Lane closure
- Closure of the road to certain vehicles (e.g., load limit)
- Road closure

Appendix E – Request Inspections/Receipt of Complaint Timeframes

Hierarchy	Description	Inspection Time
UL, RL & CO	Link Roads & Commercial Pathways	Within 2 working days of request
UC, RC, BU, UIA, RIA & SP	Collector Roads and Business & Shared Paths	Within 3 working days of request
UA1, RA1 & RE	Access 1 Roads and Residential Paths	Within 5 working days of request
UA2, RA2 & RU	Access 2 Roads and Rural Paths	Within 10 working days of request
UAL, RAT & LAT	Lanes & Tracks	Within 10 working days of request

Appendix F – Routine Inspection Frequencies

Asset Category		Inspection Intervals	
Hierarchy Type	Hierarchy Category	Hazard Inspections	Condition Inspections
Roads			
Link	UL, RL	6 Monthly	4 years
Collector	UC, RC, UIA, RIA		
Access	UA1, UA2, RA1	Annually	
	UAL, RA2		4 years
	RAT, LAT	Only inspect prior to fire season, annually	Not condition inspected
Pathways			
Commerce	CO	6 Monthly	4 years
Business	BU		
Residential	RE	Annually	
Rural	RU		
Shared Path	SP	Annually	
Bridges & Major Culverts			
All	All	In line with Road or Path Inspection	(4 years
Minor Culverts			
All	All	In line with Road or Path Inspection	Not condition inspected
Kerb & Channel			
All	All	In line with Road or Path Inspection	4 years
Signs			
All	All	In line with Road or Path Inspection	Not condition inspected
Traffic Control Facilities			
All	All	In line with Road or Path Inspection	4 years

*Note a tolerance of 1 month is acceptable between Hazard inspections.

Appendix G – Response Levels and Timeframes

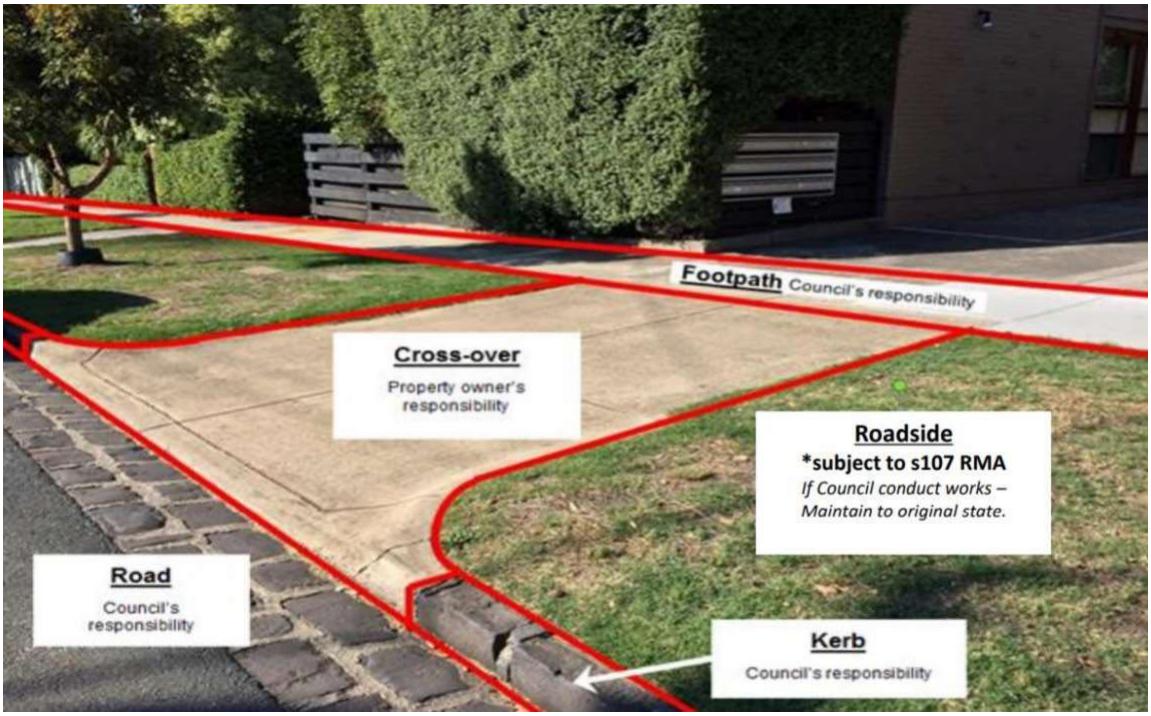
Description and Response Level	Hierarchy				
	UL / RL / CO	UC / RC / UIA / RIA / UP / BU / SP	UA1 / UA2 / RA1 / RE	UAL / RA2 / RU	RAT / LAT
Sealed Roads (Appendix D)				Response Timeframes	
Potholes in the traffic lane of a sealed pavement >300mm in diameter & >100mm deep Edge drop offs onto an unsealed shoulder greater than 100mm Isolated edge breaks > 300mm	C	C	D	D	N/A
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 Ponding of water >300mm deep, fallen trees, oil spills, stray livestock	A	A	A	B	N/A
Unsealed Roads (Appendix D)				Response Timeframes	
Potholes in the traffic lane >450mm in diameter & >100mm deep Rutting in the traffic lane >100mm Corrugations > 90mm and over 20% of road length	N/A	N/A	D	E	N/A
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 the roads Ponding of water >300mm deep, fallen trees, stray livestock	N/A	N/A	A	B	N/A
Tracks (Appendix D)				Response Timeframes	

Description and Response Level	Hierarchy				
	UL / RL / CO	UC / RC / UIA / RIA / UP / BU / SP	UA1 / UA2 / RA1 / RE	UAL / RA2 / RU	RAT / LAT
Wash Outs & Impassable section of track in dry weather by a 4x4 vehicle	N/A	N/A	N/A	N/A	D
Ponding of water >300mm deep, fallen trees, stray livestock	N/A	N/A	N/A	N/A	D
Vegetation **(Appendix D)**					**Response Timeframes**
Tree limbs or trees that are in danger of falling and causing a danger to the public	D	D	E	E	F
Trees, shrubs, or grasses that have grown to restrict design sight distance to intersections or restrict viewing of safety signs	E	E	E	F	G
Vegetation intruding within traffic lane and a minimum of 4.8m height clearance over pavement.	D	E	E	F	G
Road Furniture **(Appendix D)**					**Response Timeframes**
Safety signs missing, illegible or damaged making them substantially ineffective	D	D	E	E	F
Structures **(Appendix D)**					**Response Timeframes**
Damage affecting structural performance e.g., Bridges and Major Culverts	A	A	A	B	C
Kerb & Channel **(Appendix D)**					**Response Timeframes**
Kerb & Channel displaced by 50mm	D	E	E	F	N/A
Pathways **(Appendix D)**					**Response Timeframes**

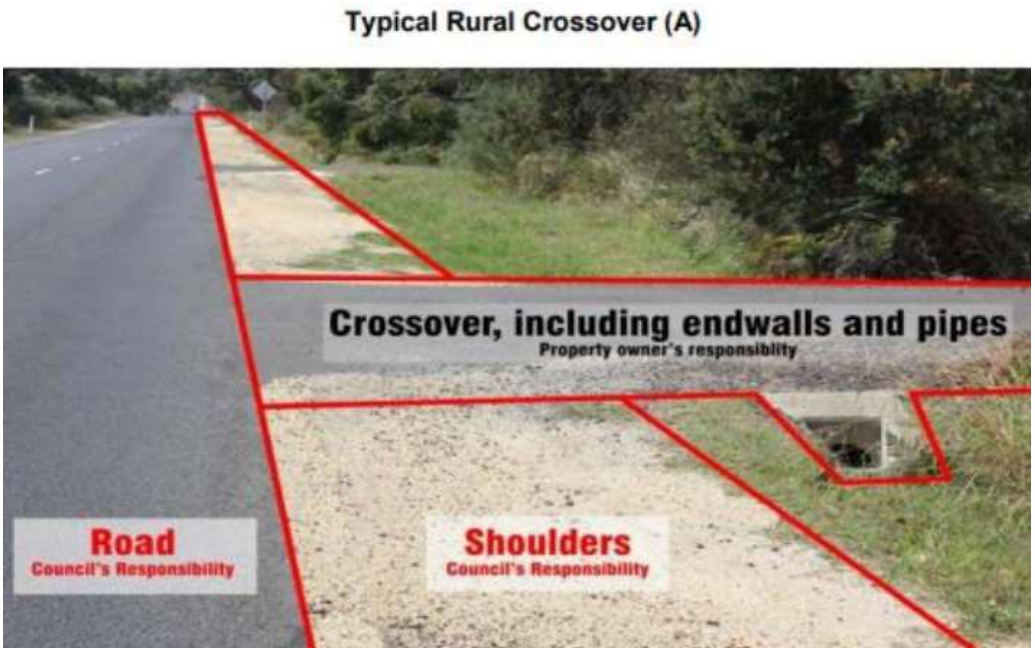
Description and Response Level	Hierarchy				
	UL / RL / CO	UC / RC / UIA / RIA / UP / BU / SP	UA1 / UA2 / RA1 / RE	UAL / RA2 / RU	RAT / LAT
Pathways and shared paths with a displacement > 50mm	C	C	D	D	N/A
Vegetation which presents a physical hazard to the public over pedestrian/bicycle paths, intruding into a clearance envelope between the edges of path and a minimum of 2.0m height clearance over path.	C	D	D	E	N/A

Appendix H – Vehicle Crossings and Infills Responsibilities

Urban Vehicle Infills & Responsibilities (source Bendigo City Council, reproduced with permission)

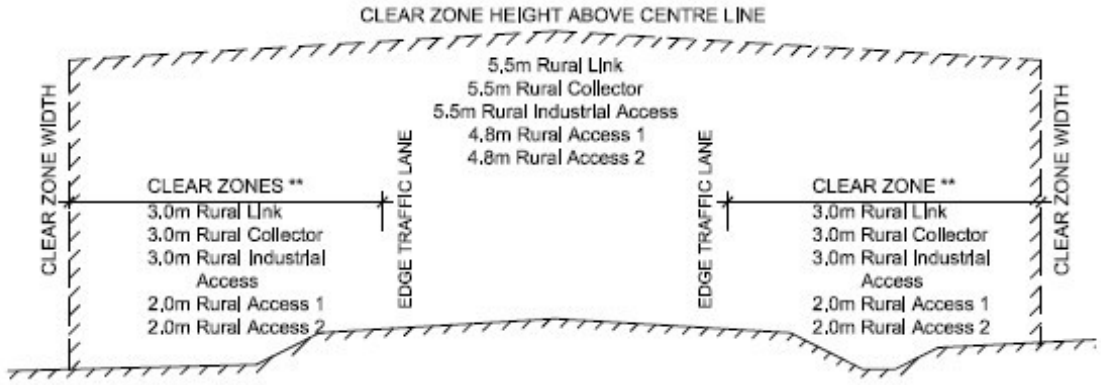


Rural Vehicle Infills & Responsibilities (source Bendigo City Council, reproduced with permission)



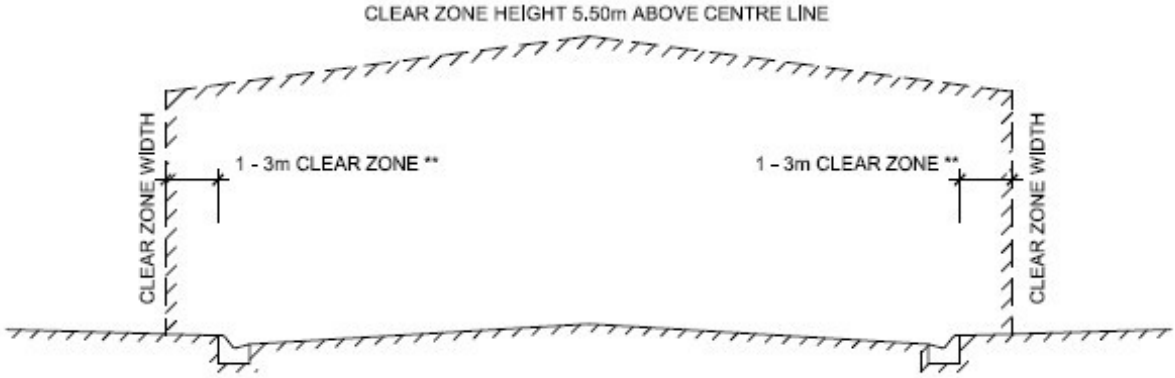
Appendix I – Vegetation Roadway Clear Zones

APPENDIX 6
RURAL / URBAN VEGETATION
ROADWAY CLEAR ZONES



RURAL ROADS

RURAL CLEARANCES :
Clear zones are based on speed zone of 100 km/h - < 1000 vpd.
Vertical clearances based on PowerCor line heights on road crossings
5.50m vertical clearance at centreline, 4.8m at edge of traffic lane.
Rural Track (RT) - Clearance zones will vary based on engineering judgment of each road.



URBAN ROADS

URBAN CLEARANCES :
Clear zones are based on speed zone up to 60 km/h – < 1000 vpd.
Vertical clearances based on PowerCor line heights on road crossings.5.5m vertical clearance at centreline, 4.8 at kerb.
Urban Lane (FUL) - Clearance zones will vary based on engineering judgment of each road.

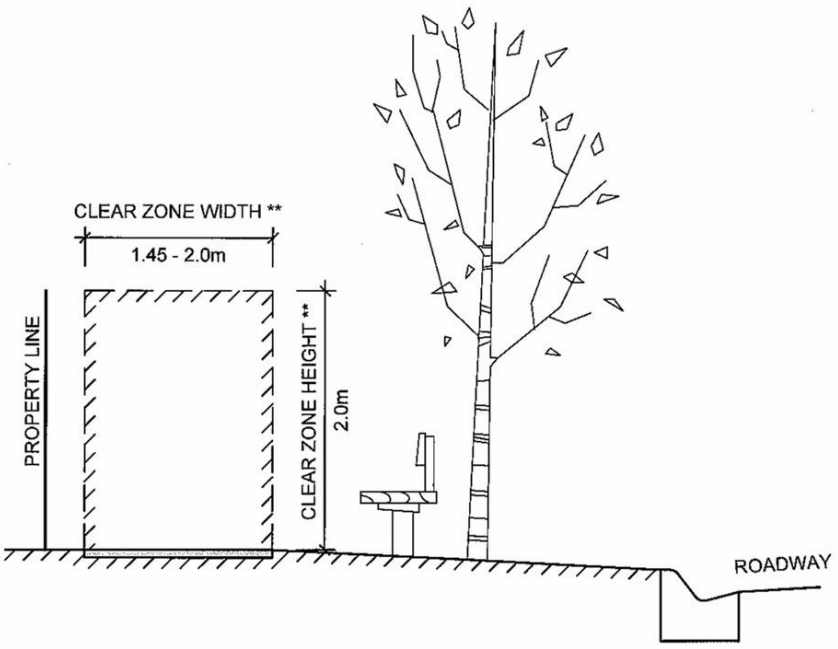
CLEAR ZONE AREAS
100 km zone - 3.0m edge traffic lane
80km zone – 3.0m edge traffic lane
60km zone - 1-2.0m from back of kerb
** Clearance zones may be varied due to engineering judgment

2 March 2017

Derived from Road Design Guidelines Fig 3.9.2 (Modified to achievable standard)

Appendix J – Vegetation Pathway Clear Zones

VEGETATION PATHWAY CLEAR ZONES



PATHWAYS

PATHWAY CLEARANCES :
All clear zones for pathways are based the above diagram.
** Clearance zones may be varied due to engineering judgment.

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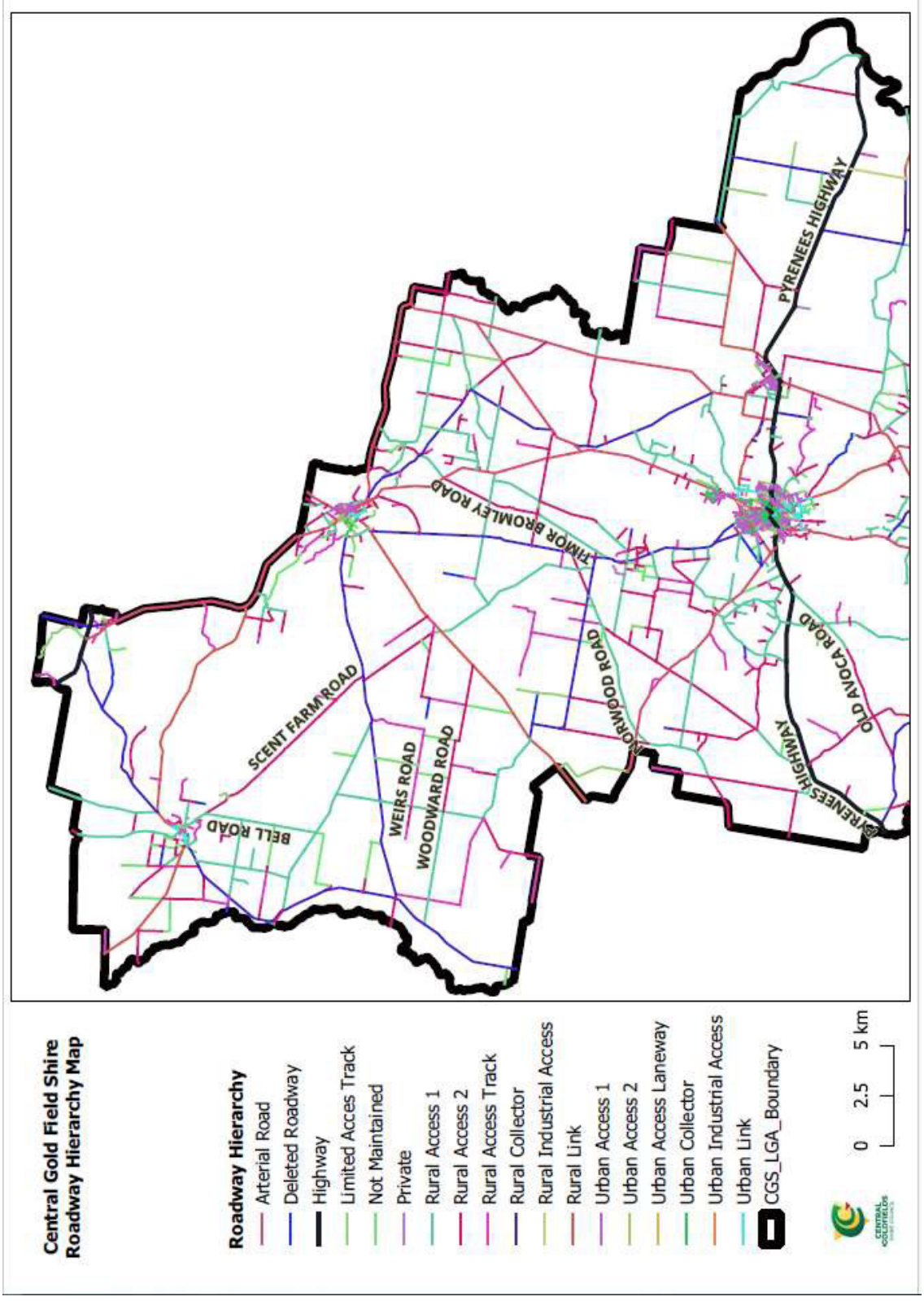
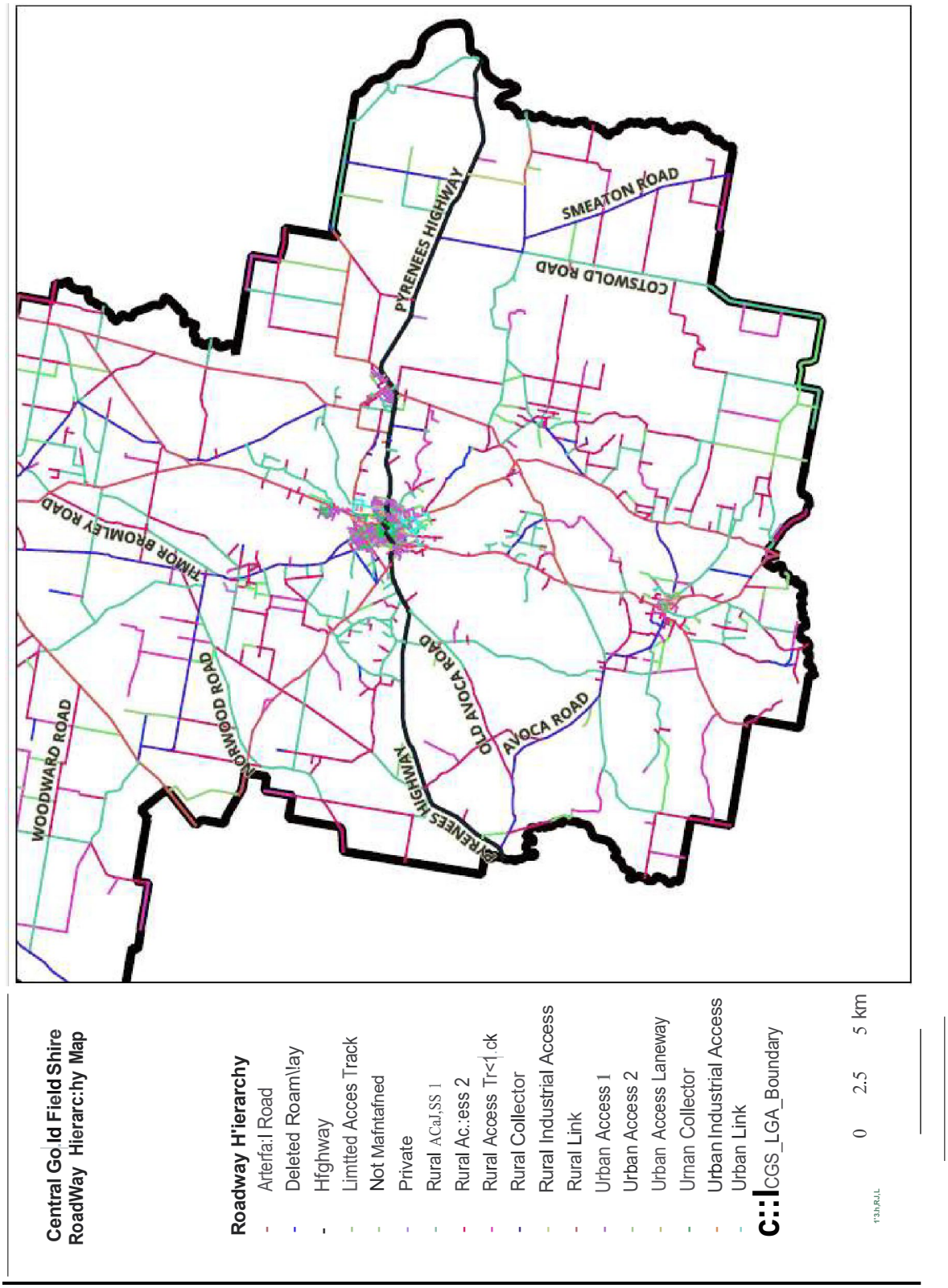
Appendix K – Shire Road Hierarchy Map




Central Go.ld Field Shire
RoadWay Hierarc:hy Map
Roadway H'ierarchy
Artefa:l Road
Deleted Roam\lay
Hfghway
Limtted Acces Track
Not Mafntafned
Private
Rural ACaJ,SS 1
Rural Ac.:ess 2
Rural Access Tr<1.ck
Rural Collector
Rural Industrial Access
Rural Link
Urban Access 1
Urban Access 2
Urban Access Laneway
Urnan Collector
Urban Industrial Access
Urban Link
CGS_LGA_Boundary
0 2.5 5 km
PYRENEES HIGHWAY
SMEATON ROAD
COTSWOLD ROAD
TIMOR BROMLEY ROAD
WOODWARD ROAD
NORTHWOOD ROAD
OLD AVOCA ROAD
AVOCA ROAD
PYRENEES HIGHWAY