Road Management Plan 2022



Bass Coast Shire Council, 76 McBride Avenue, Wonthaggi, VIC 3995 | DX 34903 Wonthaggi
PO Box 118, Wonthaggi, VIC 3995 | 1300 BCOAST (226 278) for standard call cost
basscoast@basscoast.vic.gov.au | www.basscoast.vic.gov.au
ABN: 81 071 510 240

Schedule of changes and amendments

Version	Date	Changes/Amendment
V1.00	15 Dec 2004	Endorsed by Council at its meeting 15 December 2004, with a Notice as required by the Road Management Act 2004 placed in the Gazette 23 December 2004.
Draft V2.00	Mar 2009	Reformatted to become Part 'B' of Council's Services Asset Management Plan.
Draft V3.00	Feb 2013	Updated information and include reference to Service Plans and Infrastructure Design Manual.
V3.00	May 2014	Endorsed by Council at its meeting 21 May 2014, with a Notice as required by the *Road Management Act 2004* placed in the Government Gazette 29 May 2014.
V4.00	1 October 2017	Adopted by Council at its meeting 16 August 2017 to take effect 1 October 2017. The entire Road Management Plan has been extracted from the Road Services Asset Management Plan 2014 and amended.
V5.00	~~24 May~~15 June 2022	Minor administrative review including ~~U~~update ~~d with clarification~~ to Levels Of Service for Footpath Undulations.

NB:

1. Primary number changes to Versions (eg V1.00 to V2.00) will be made when the document undergoes its regular review and when significant changes are made to standards and guidelines for inspections, intervention levels or work.
2. Secondary number changes (V1.00 to V1.01) will apply to minor amendments that do not materially impact the document and are intended only to clarify or update issues.

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1. Introduction:

Bass Coast Shire Council manages the public roads for which it is the Coordinating Road Authority under the Road Management Act 2004 in accordance with this Road Management Plan (RMP).

Bass Coast Shire Council manages a public road network of 925km and a pathways network of 276km. The RMP is based on establishing objectives that allow the safe and efficient management of this road and pathway network.

To be effective, the RMP requires systemised records management so that details of inspections and remedial works can be readily recorded and retrieved. This is of special importance in the event of litigation as Council's defence is to be able to demonstrate that it has adhered to the requirements of the plan.

2. Purpose of this Road Management Plan

This RMP has been prepared in accordance with the Road Management Act 2004 to:

(a) Establish a management system for the road management functions of Bass Coast Shire Council which is based on policy and operational objectives and available resources; and
(b) Set the relevant standard in relation to the discharge of duties in the performance of those road management functions.

For consistency of practice, the standards set out in this RMP in relation to pathways are equally applied to any recognised pathway that Council is responsible for and is located on publicly accessible land other than a road reserve. Pathways that Council is responsible for are listed in the Bass Coast Shire Council Pathways Register which is able to be viewed at www.basscoast.vic.gov.au

3. Definitions

Appropriate Warning: a risk mitigation mechanism that may be used prior to repair works being completed as and when required to warn road and/or pathway users of known defects that exceed stated intervention levels and may include but is not limited to the following:

- Provision of warning signs;
- Traffic control action;
- Diverting traffic around the hazard location;
- Installation of temporary speed limits;
- Lane closures;
- Closure of the road to use by certain vehicles (e.g. a load limit);
- Road closure.

Critical Location: is a location of higher risk where the road alignment and/or pavement width and/or geometry are identified by additional markings or furniture to guide the travelling public (cars, trucks, motorcycles, bicycles and pedestrians)

Actionable defect: for the purposes of these maintenance standards, is a defect described in Table 10.7 that exceeds the stated intervention level.

Defect Inspection Frequency: is the maximum time interval between inspections of a particular road or pathway to identify defects that may exceed stated intervention levels. Where the required frequency would require an inspection to be undertaken on a day other than a Weekday, the inspection may be undertaken on the first following Weekday.

Inspection: an inspection fulfilling Council's statutory obligation under Section 40 of the Road Management Act (2004) that is undertaken during daylight hours on a Weekday for the purpose of identifying any defects that exceed stated intervention levels on Council's roads and pathways.

Pathway: (a) when in a road reserve has the meaning as defined in Section 3(1) of the Road Management Act (2004); and
(b) when on publicly accessible land other than a road reserve has the meaning of a footpath, bicycle path or other area constructed, developed or signed and/or identified by Bass Coast Shire Council for use by members of the public other than with a motor vehicle (unless specifically authorised). It does not include any foot trodden track or path which has not been constructed by Council and/or has not been included on Council's Pathway Register.

Pathway Register: is a register of pathways located on road reserves and other publicly accessible land that have been constructed, developed or signed and/or identified by Bass Coast Shire Council and are maintained by Council. The Pathway Register is available for public viewing together with Council's Road Register.

Repair: means the taking of any action to remove or reduce to below stated intervention levels, a defect in a roadway, pathway or road-related infrastructure as defined in Section 3(1) of the Road Management Act (2004) and could include the provision of an appropriate warning to road users of a defect in a roadway, pathway or road-related infrastructure.

Response Code: is a code designated by a letter from 'A' to 'E' that indicates the action to be taken and the response time for addressing a particular defect that exceeds the stated intervention level on a particular road or pathway. The responses are set out in 10.7.

Response Time: is the time allowed to respond to a defect that exceeds the stated intervention level and is based on consideration of the type and severity. Response Time is measured from the time the defect is physically identified by Bass Coast Shire Council as exceeding the stated intervention level. Response Times specified in Hours are measured in actual hours and are applicable to every day of the year including Saturdays, Sundays and Public

Holidays. Response Times specified in Weeks and Months are measured in whole days until Close of Business (COB) on the final day. Where the final day falls on a day other than a Weekday, the Response Time is measured to COB on the first following Weekday.

Road: has the meaning as defined in Section 3(1) of the Road Management Act (2004)

Road Register: is a register of roads within road reserves for which Bass Coast Shire Council is the Coordinating Road Authority and is prepared and made available for public viewing in accordance with Section 19 of the Road Management Act (2004).

Advisory Sign: is a road sign that provides a driver, cyclist or pedestrian with advice on the safe use of the road or pathway.

Road and Pathway Furniture: are road and pathway related structures which have been assigned a separate and distinct Asset Number in Bass Coast Shire Council's infrastructure asset register.

Weekday: any day other than a Saturday or Sunday or any Public Holiday recognised within the Shire of Bass Coast.

4. Key stakeholders

The key stakeholder groups of the community who are both users of the roads network and/or are affected by it include:

- The community in general (for recreation, sport, education, health employment and business);
- Residents and businesses adjoining the road network;
- Pedestrians (including the very young, those with disabilities, and the elderly with somewhat limited mobility);
- Users of a range of miscellaneous smaller and lightweight vehicles such as pedal cyclists, motorised buggies, wheel chairs, prams, etc;
- Vehicle users using motorised vehicles such as trucks, buses, commercial vehicles, cars and motor cyclists;
- Public transport operators;
- Primary producers;
- Tourists and visitors to the area;
- Emergency agencies (Police, Fire, Ambulance, VICSES);
- Traffic and Transportation managers;
- Council as custodian of the asset, with Councillors representing the residents and setting strategic direction as per the Council Plan;
- Managers of the road and road reserve assets (the Infrastructure Division);
- Other Council departments that assist with the management, planning and enforcement of

regulations;

- Construction and maintenance personnel who build and maintain asset components;
- Utility agencies that utilise the road reserve for their infrastructure (water, sewerage, gas, electricity, telecommunications);
- Businesses that are suppliers of goods and services that form part of the asset department functions;
- State and Federal Government that periodically provide support funding to assist with management of the network;

5. Register of public roads and pathways

In accordance with the *Road Management Act 2004* Council keeps a Register of Public Roads specifying the public roads for which it is the Coordinating Road Authority. The Bass Coast Shire Council Register of Public Roads includes the roads that are managed in accordance with this RMP. Public roads in which Bass Coast Shire Council is the Coordinating Road Authority are determined in conjunction with section 17 of the *Road Management Act 2004.*

The Bass Coast Shire Council Register of Public Roads is available to access via download from: www.basscoast.vic.gov.au

A hard copy of Bass Coast Shire Council Register of Public Roads is available to access from: 76 McBride Ave, Wonthaggi, Victoria.

5.1 Register of pathways

The Bass Coast Shire Council keeps a Register of Pathways that is managed under the RMP. The register of pathways is available to access via download from: www.basscoast.vic.gov.au

An electronic copy of Bass Coast Shire Council Register of Pathways is available for viewing from: 76 McBride Ave, Wonthaggi, Victoria.

5.2 Boundary roads

Boundary Roads as listed in the Roads Register have been managed by previous agreement with South Gippsland Shire and Cardinia Shire Council, based on sharing the lengths of road between the Councils that equates to a reasonable asset cost and management arrangement depending on the status of the roads.

5.3 Other road authorities operating within Bass Coast Shire Council

Bass Coast Shire Council is not the sole Coordinating Road Authority within the municipality. Other roads authorities include VicRoads, Department of Environment Land Water and Planning (DELWP), Phillip Island Nature Parks (PINP) managed by Council via MoU's for PINP and private and corporate bodies.

5.4 Non-council assets on the road reserve

Non-council assets on the road reserve (eg stock crossings, telecommunications structures, street lighting, etc.) will be identified in the road asset register along with the name of the responsible body as information becomes available. Other infrastructure for which this RMP does not apply:

- Any utility infrastructure or assets located within the road reserve
- Vehicle Crossings
- Single property stormwater drains
- All other non-road and non-road related infrastructure

6. Policy Decisions

In accordance with Section 39 of the Road Management Act (2004), this RMP is a statement of Council policies relating to the performance of its road management functions under that Act. Section 103 of the Road Management Act (2004) states:

> *"For the purposes of any proceeding to which this Division applies, an act or omission which is in accordance with a policy—*
>
> …
>
> *(b) determined by the relevant road authority under section 39 does not constitute a wrongful exercise or failure unless the policy is so unreasonable that no road authority in that road authority's position acting reasonably could have made that policy.*
>
> ***Notes***
>
> *1. One of the ways in which a road authority may determine a policy with respect to its road management functions is by a road management plan…"*

7. Duties of road users

This RMP assumes that users of the road and pathway network will, at all times, exhibit a duty of care. In accordance with the Road Management Act 2004 and the Road Safety Act 1986, the duties of road users include, but are not limited to, the following:

(1) A person who uses a road must do so in a safe manner having regard to all relevant factors including but not limited to:

(a) standard of construction of the road;
(b) prevailing weather conditions;
(c) level of visibility;
(d) condition of the users mode of transport eg vehicle, bicycle or footwear;

(e) relevant laws and advisory signs;
(f) physical and mental condition of the user.

(2) A person who uses a road must have regard to the rights of other road users and avoid any conduct that may endanger any person(s) safety or welfare.

8. Duty of service authorities and utilities

Any service authority or utility that conducts works on or near a public road must, in accordance with the Road Management Act 2004, comply with the following:

(a) Recognise that the primary purpose of a road is for use by members of the public;
(b) Manage works to minimise any adverse impacts on the primary purpose of a road;
(c) Maintain access to property including temporary measures;
(d) Minimise any damage to infrastructure;
(e) Minimise any disruption to road users;
(f) Minimise any risk to the safety and property of road users and the public generally; and
(g) Ensure that any infrastructure is reinstated to the condition existing before the works were conducted.

9. Duties of Council

In accordance with the Road Management Act 2004, Council in its role as the Co-ordinating Road Authority is required to perform road management functions including, but not limited to, the following:

(a) Take action with respect to road defects that it is aware of or would have been aware of but for the failure to conduct an inspection that it had a duty to perform. Council is deemed to be aware of a defect if –
- The defect was found on an inspection; or
- A defect as measured against any relevant standard was reported and recorded in Council's Customer Request system;

(b) Provide and maintain a network of roads for use by all road users whether they be motorists, pedestrians or cyclists;
(c) Manage the use of roads having regard to the principle that the primary purpose of a road is for use by the public;
(d) Ensure that the roads are as safe for users as is reasonably practicable;
(e) Establish a reasonable system for managing risk having regard to Council's policies, priorities and resources.
(f) Comply with Council's RMP.

10. Prioritisation of Inspections and Repairs

Bass Coast Shire Council has established a separate Road Hierarchy and Pathway Hierarchy for the roads and pathways for which it is responsible. These hierarchies set the criticality of each road and pathway segment taking into account factors such as road or pathway function, type of construction, and the volume and type of use. The hierarchy level for each particular road or pathway segment is recorded in the relevant Road Register or Pathway Register.

The hierarchy level of any particular road or pathway is used to prioritise actions relating to the management of the road and pathway network. For the purposes of this RMP, the various hierarchies have been grouped into one of four Hierarchy Groups as set out in Table 10.1 below. The four Hierarchy Groups are used to determine the applicable Defect Inspection Frequency and the Response Times for each road and pathway.

Table 10.1 Grouping of Road and Pathway Hierarchies

	Hierarchy Group			
	1	**2**	**3**	**4**
Road Hierarchy Levels	Link – Rural Link – Urban	Collector – Rural Collector – Urban	Rural Access 1 Urban Access 1	Rural Access 2 Rural Access 3 Urban Access 2 Urban Access 3
Pathway Hierarchy Levels	CBD Pathways	High Use Urban Footpaths and Off-road Shared Paths	Low Use Urban Footpaths	Other Pathways

10.2 Proactive Defect Inspection Types and Frequency

Table 10.3 below sets out the types and frequency of Inspections undertaken on Council's roads and pathways for each of the Hierarchy Groups set out in Table 10.1 above.

The inspections of each half of a dual carriageway are separate inspections and these may be conducted on separate weekdays.

Inspections of footpaths and the shared pathway network may be conducted on foot or from a quad bike or any other suitable vehicle. The inspections of each pathway on either side of a roadway are separate inspections and these may be conducted on separate weekdays.

Table 10.3 Proactive Defect Inspection Types and Frequency by Hierarchy Group

Inspection Type	Hierarchy Group			
	1	2	3	4
Road Inspection	Not exceeding 1 month	Not exceeding 3 months	Not exceeding 12 months	Not exceeding 3 years
Pathway Inspection	Not exceeding 3 months	Not exceeding 6 months	Not exceeding 12 months	Not exceeding 2 years

10.4 Reactive inspection response times

Where Council receives a report from a member of the public about a potential defect on a road or pathway for which Council is the Co-ordinating Road Authority, Council will arrange an inspection to determine if the defect exceeds the stated intervention level in accordance with Table 10.5

At the point of report of the defect, a response time Priority Score will be allocated. Based on the Priority Score, action must be taken in accordance with the response time as indicated in the following Response Matrix.

Table 10.5 Response times for reported defects

Priority Score		Response time
1	**Urgent**	Initial inspection to assess situation as against stated intervention levels within 4 hours; If action required action to make safe within 24 hours.
2	**High**	Initial inspection to assess situation as against stated intervention levels within 4 hours; If action required action to make safe within 48 hours.
3	**Routine**	Initial inspection to assess situation as against stated intervention levels within 3 days If action required in accordance with table 10.9.

Note: - In the event of significant natural events (e.g. storms) Bass Coast Shire Council will prioritise its response based on the potential of the defect to impact on life or cause serious injury in the first instance.

"FORCE MAJEURE"

Council will make every endeavour to meet all aspects of its RMP.

However, in the event of natural disasters and other events including, but not limited to, fires, floods, droughts and the like, together with human factors, such as lack of Council staff or suitably qualified contractors, because of section 83 of the Victorian Wrongs Act 1958, as

amended, Council reserves the right to suspend compliance with its RMP.

On considering the impact of such an event on the limited financial and other resources of the Council, the CEO of the Council may determine that any standards or requirements in the RMP cannot be adequately met. In this case pursuant to and reliant on the principles set out in Section 83 and otherwise the CEO will write to Council's officer in charge of its RMP and inform them that some, or all, of the timeframes and response times are to be suspended.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's CEO will write to Council's Officer responsible for Council's RMP and inform them which parts of Council's Plan are to be reactivated and the timeframes for each part of the Plan to be reactivated.

10.6 Defect definitions and intervention levels - Roads and Pathways

Table 10.7 sets out the range of the defects in the road and pathway network and the corresponding intervention levels at which Council considers remediation or mitigation of the defect is required.

Table 10.7 Responses by Defect Type and Hierarchy Group

Description of Defect	Hierarchy Group			
	1	2	3	4
Obstructions and Substances in Road Traffic Lanes				
Ponding of water > 300mm deep, fallen trees on road or pathway with a height of obstacle >100m	**A**	**A**	**B**	**B**
Materials fallen from vehicles, dead animals with height of obstacle >100mm	**C**	**C**	**D**	**D**
Wet clay and other materials or substances causing slippery or dangerous conditions with area >5m2	**C**	**C**	**D**	**D**
Road Pavement or Surface Defects				
Potholes in traffic lane of a sealed road >300mm in diameter and >100mm deep	**C**	**C**	**D**	**E**
Potholes in unsealed shoulder of a sealed road >300mm in diameter and >100mm deep	**C**	**C**	**D**	**E**
Potholes in traffic lane of a unsealed road >500mm in diameter and >150mm deep	**C**	**C**	**D**	**E**
Regulation of wheel ruts and depressions in a sealed road deemed to be >100mm if measured under a 3m straight edge	**C**	**C**	**D**	**E**
Regulation of shoving in a sealed road >100mm above the adjacent road surface	**C**	**C**	**D**	**E**
Edge drops onto unsealed shoulder >75mm over a 1 metre length	**C**	**C**	**D**	**E**

Description of Defect	Hierarchy Group			
	1	2	3	4
Longitudinal cracks in a sealed pavement >10mm in width and 500mm in length	D	D	E	E
Pathway Pavement or Surface Defects				
Defective pedestrian pathways with a transverse step >20mm	C	D	E	E
Longitudinal cracks in a sealed shared pathway >10mm in width and 500mm in length	D	D	E	E
Undulations greater than 40mm in height in asphalt or constructed gravel pathways measured using a 1.2m straight edge~~Undulations greater than 40mm in height in asphalt or constructed gravel pathways that affect greater than 50% of the pathway width over a longitudinal distance in excess of 1.2m~~	C	D	E	E
Drainage				
Damaged or missing drainage pit lids with crevice greater than 50mm in width or vertical lip >20mm in the surrounds or grates of pit lids in pedestrian areas	A	A	B	B
Vegetation				
Trees, shrubs and grasses that have grown higher than 800mm to restrict design sight distance to intersections or restrict viewing of safety signs	C	D	E	E
Vegetation clearance <4.5m in height, unless signed otherwise, over traffic lanes and the trafficable portion of shoulders or protruding over the edge of seal	C	D	E	E
Vegetation clearance <2.5m in height, unless signed otherwise, over pathways or protruding over the pathway edge	C	D	E	E
Roadside and Pathway Furniture				
Safety signs that are missing or illegible, making then substantially ineffective	C	D	E	E
Guideposts that are missing at a Critical Location making them substantially ineffective	C	D	E	E
Safety barriers and safety fencing that are missing at a Critical Location making them substantially ineffective	C	D	E	E
Pavement Markings that are missing, illegible at a Critical Location	D	D	E	E

10.8 Response timelines

Council will respond to defects that are found to exceed the stated intervention levels in accordance with the applicable Response Code for the particular road or pathway as

determined by its Hierarchy Group. The response times for each Response Code are detailed in 10.9.

Table 10.9 Response Times by Response Code

Response Code	Response	Response Time
A	Where defect exceeds the stated intervention level repair if feasible; **OR** Where because of the nature of the work required, the level of resources required or workload it is not feasible to rectify within the relevant time shown in the adjacent column, Appropriate Warning of the defect is to be provided until a suitable repair or treatment can be completed	Within 8 hours of Council having recorded a defect exceeds intervention level
B		Within 24 hours of Council having recorded a defect exceeds intervention level
C		Within 1 week of Council having recorded a defect exceeds intervention level
D		Within 1 month of Council having recorded a defect exceeds intervention level
E		Within 3 months of Council having recorded a defect exceeds intervention level

Where Council responds by providing an Appropriate Warning of temporary nature, Council will inspect that repair at an interval not exceeding 1 month until a permanent repair is effected to ensure the ongoing adequacy of the temporary measure.

Where resources permit, and totally at its own discretion Council may from time to time repair a defect before it has deteriorated to the extent of the stated intervention level as defined in this plan. In most cases this will be because other works are already being undertaken in the area and is not to be construed as any alteration to this plan.

Bass Coast Shire Council

Review of the 2017 Road Management Plan

Report of Findings and Conclusions of Review

Statutory requirement for review

The Bass Coast Shire Council Road Management Plan (**RMP**) has been reviewed in accordance with section 54(5) of the *Road Management Act 2004* (**RMA**) and regulations 8 and 9 of the *Road Management (General) Regulations 2016* (**Regulations**).

Under section 54(5) of the RMA, Council (as a road authority) must, in accordance with the Regulations, conduct a review of the RMP at prescribed intervals.

This report confirms that the review has been conducted and completed (**Review** and **Review Report** respectively).

Council is invited to adopt the Review Report in accordance with officer recommendation to this effect as set out in the accompanying Council report (**Council Report**).

In conducting the Review of the RMP, Council is required 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 RMP applies are appropriate. The term 'roads' extends to and includes footpaths (pathways).

Furthermore, after Council has completed the Review, it must produce a written report summarising the findings and conclusions of the Review and make the report available for public copying or inspection.

This requirement extends to and includes the place where the RMP may ordinarily be inspected or obtained by any member of the public in accordance with section 55(1)(b) of the RMA and on the Internet website maintained by Council.

What has been done in relation to the Review

Internally, through Council's relevant departments, teams and officers were invited to analyse the existing 2017 RMP and provide input towards any areas which were considered to require

update or improvement. All observations, comments and recommendations were compiled, and discussed, where appropriate.

The framework for the Review, within the overall policy and budgetary context of Council, was to focus on –

- the minimisation of road safety hazards;
- the avoidance or minimisation of damage or disruption to roads under the administration of Council and infrastructure on roads;
- the avoidance or minimisation of disruption to plans for the development of road infrastructure and non-road infrastructure;
- the avoidance or minimisation of disruption to traffic; and
- the efficient use of resources of Council and the minimisation of cost to the community of infrastructure and services.

The Review team has considered –

- the character of the roads covered by the RMP;
- the type of traffic that could reasonably be expected to use the roads covered by the RMP;
- the standard of maintenance and repair appropriate for roads of the character used by traffic of that type;
- the state of repair in which a reasonable person would have expected to find roads or infrastructure of that character; and
- other relevant matters.

What feedback Council has had

As a result of (and otherwise) informing the Review process, Council has engaged and consulted with its community and the wider public.

The results of this engagement and consultation are set out in the document attached to the Council report, being the document titled ‘Road Management Review Submissions and Community Feedback’.

The Review has identified minor improvements which can be made to existing RMP (**minor improvements**).

The minor improvements primarily relate to administrative matters such as minor editorial corrections, clarifications made to ensure accuracy and improve readability and understanding.

It is also proposed that there be a minor administrative update to (and a corresponding clarification in relation to) the levels of service to be applied in connection with footpath (pathway) undulations.

This minor clarification is considered by the Review team to be one which –

- enhances service delivery and results in footpath (pathway) hazards being more easily identified in the future;
- does not result in the determination under section 41 of the RMA of a standard that is lower than a relevant standard previously determined by Council under section 41 of the RMA in relation to footpaths (pathways);
- otherwise deals with changes to the administrative procedures or responsibilities of Council as the road authority which are of a fundamentally declaratory or machinery nature; and
- having regard to (and taking into account) the budget, the resources and the benchmarking of comparable Councils, and other economic, budgetary, social, environmental or policy factors, objectives or constraints which apply to Council, are improvements to the RMP which essentially relate to minor housekeeping and administrative changes only with no lowering of the standards in respect of the response times to or the intervention levels for the safe and proper inspection, maintenance or repair of footpaths (pathways).

Findings and Conclusions

In conclusion and in conducting the Review, the Review team is satisfied that the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and classes of road, including footpaths (pathways) to which the RMP applies are appropriate.

Dated 2022

Road Management Plan Review 2021-2022 Summary of Submissions

There were three submissions received through @engagebasscoast and email.

1. **Submission [redacted] Engage Bass Coast 25/3/2022**

   Fix [redacted] Street in Cape Paterson. [redacted]

   Submission response

   A submission response was sent by email on 12 April 2022.

   - The review does not cover standards for road construction.

2. **Submission [redacted] Engage Bass Coast 7/3/2022**

   I request a reduction in time for the street sweeping residential cycle. The cycle must be reduced to 3 monthly.
   I request street drainage pits have the street entry lids lifted 6 monthly and cleaned out fully. In some locations blocked street drains are a road safety hazard.
   I request all road and street signage be inspected every 12 months for their visible condition and clearing of any vegetation obstruction.
   I request the unmade roads priority listing be published every 12 months and a community consultation review assessment be undertaken to establish Special Charge Scheme priorities during a 4 year cycle.
   I request council to provide a report to the elected councillors for Spray Sealing of Unmade dirt roads. The report to investigate all 19 Large Rural Shires with costs and life duration periods. It is to include any council/ratepayer subsidy activity results.
   I request unmade Carpark be upgraded via a priority yearly listing and inspections of the car parks for pot holes or vegetation overhang be undertaken 6 monthly.
   I request residential streets/roads etc are to have overhanging or vegetation obstruction to vehicles be trimmed every 6 months to ensure vehicle safety at all times.
   I request a reply to my requests.

   Response to submission

   An acknowledgement letter was sent to the submitter on 5 May 2022

- The RMP sets out our minimum service levels to ensure public safety. There is an established routine maintenance inspection and works program that cycles around the shire regularly looking for issues before they become hazards.
- The routine maintenance program includes:
    - Night-time signage inspections.
    - Proactive and reactive inspections on stormwater pits and they are cleaned and maintained as required.
    - Residential street sweeping.
    - Overhanging vegetation.
- The purpose of the review is to ensure our service levels are appropriate and in line with community expectations. The review doesn't cover standards for road construction.
- Customer requests and defects outside of intervention levels are responded to and rectified within the RMP timeframes.
- Those carparks that are Council's responsibility are currently inspected and maintained routinely under the RMP.
- Councils Urban Roads and Drainage Improvement Policy is the mechanism for prioritising upgrade of unsealed roads in urban areas.
- Council is undertaking a study of current dust suppressant and unsealed road treatments.

3. Submission [redacted] Email 8 March 2022

Dear Ms Wastie,
The FAQs at www.engage.basscoast.vic.gov.au/roads state "The purpose of the [Road Management Plan] review is to ensure our service levels are appropriate and in line with community expectations". I can see no mention of Council's climate emergency declaration or changes expected to the RMP to embed climate emergency considerations per Council's Climate Change Action Plan, one purpose of which is to "Drive a transformation within Council to embed climate emergency considerations across ALL operations and decisions" (emphasis added). I could not find any indication in Bass-Coast-Community-Emissions-Model-Final-v1.0.xlsx of the carbon we invest in roadworks (it may be there, but I couldn't find it), however:
• observation tells me road maintenance involves a lot of carbon-intensive heavy vehicles, and
• even a cursory web search tells me "there's tremendous energy that goes into the mining, crushing, and hauling of rock in the materials production phase of a roadway". It also tells me: "As long as society is relying on roads to move goods and people, … scientists argue that government officials should have the data to make design and construction decisions that minimize the impact on land and air."If Council is to "Guide Council investment [in a way] that will protect and enhance our natural environment and public infrastructure to ensure it is resilient" (another purpose of the Climate Change Action Plan), then it needs that data. And if it is to "Improve transparency …" (a further purpose of the Climate Change Action Plan), then the information put out for public consultation needs to disclose, at least:
(a) salient elements of that data, and
(b) a discussion of the costs and benefits of various options from a climate angle, such as:

• introducing/increasing use of recycled materials (e.g., concrete and/or asphalt) and new materials and technologies (e.g., graphene-enhanced asphalt and warm mix asphalt[3]), and
• how Council intends balancing, in a way that optimises carbon reduction, the standard of road surfaces v's the amount of energy burned by vehicles that use those roads.

I would appreciate your response about whether and when Council will make these disclosures.

Response to submission

An acknowledgement letter was sent to the submitter on 10 March 2022

- Council has committed to dealing with Climate Change by declaring a Climate Emergency and adopting a Climate Change Action Plan and funding stream.
- Our organisational commitment is to drive a transformation within Council to embed climate emergency considerations across all operations and decisions. The action plan identifies numerous activities that help us work towards this goal.
- Specifically we are committed to seek new technologies, nature based solutions and other innovations to increase the climate resilience of our assets.