



# Hindmarsh Shire Council



## Road Management Plan 2017

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**Hindmarsh Shire Council**

**ROAD MANAGEMENT ACT 2004 - REVIEW OF ROAD MANAGEMENT PLAN**

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

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

The following 2009 Plan sections have been amended:

- Section 1 – Introduction
- Section 2 – Adoption of this Plan
- Section 3 – Amendment Register
- Section 4 – Review of this Plan
- Section 6 – Roads Hierarchy
- Section 10 – Demarcation of Responsibility
- Section 13 – Referenced Documents
- Section 14 – Associated Documents
- Section 15 - Appendices

Notable changes to the Plan include:

- Changes to definitions of road classifications under the hierarchy, most notably the change to Class 3 from Link Road to Transport Route and the addition of classes 6S, 7 & 8.

A copy of the reviewed Plan may be inspected at, or obtained from the Council's Municipal Offices at 92 Nelson St, Nhill, 3418, or accessed online by viewing the Council's website [www.hindmarsh.vic.gov.au](http://www.hindmarsh.vic.gov.au) and following the links.

Any person who is aggrieved by the proposed amendments may make a submission on the proposed amendments to Council during the public submission period which will be advertised.

Any enquiries about the proposed review can be directed to Mike Coppins, Asset Manager by telephone, (03) 5391 4435, or by email at [mcoppins@hindmarsh.vic.gov.au](mailto:mcoppins@hindmarsh.vic.gov.au)

GREG WOOD

CHIEF EXECUTIVE OFFICER

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## 1 **INTRODUCTION**

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

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

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

This plan sets down specific requirements including,

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

## 2 **ADOPTION OF THIS PLAN**

*Hindmarsh Shire Council plans to endorse for public consultation the Draft Road Management Plan 2017 at its February meeting as required by the Road Management Act 2004.*

*Notice of the Draft Road Management Plan will be advertised in the Herald Sun, plus additional notices in the Victorian Government Gazette and local newspapers.*

*If no objections or comments are received the Council will formally adopt the Road Management Plan 2017 at its April 2017 meeting.*

*Notice of adoption of the Road Management Plan will then be formally gazetted in the Victorian Government Gazette and advertised in the Wimmera Mail Times.*

## 3 **AMENDMENT REGISTER**

Issue	Date	Details	By
Draft			
No.1	30/3/16	Draft Road Management Plan issued for public comment	AM
No.2	25/01/17	Draft Road Management Plan issued for Council endorsement prior to public consultation	AM
Final	17/05/2017	Road Management Plan approved by Council	AM

## 4 **REVIEW OF THIS PLAN**

In accordance with Part 3 Division 1 Section 8 (1) of the Road Management (General) Regulations 2016, Council must review its RMP on a regular basis.

## 5 **ASSETS REGISTERS**

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

### **5.1 Road Register**

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

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

### **5.2 Footpath Register**

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

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

### **5.3 Bridge Register**

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

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

## 6 **ROADS HIERARCHY**

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

The objective of the Roads Hierarchy is to establish:

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

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

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

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

Both Urban and Rural Roads are comprised of the following classifications –

- 3 – Transport Routes  
Roads which usually connect two towns, villages or districts and carry traffic both private and commercial from within and outside the municipality.
- 4 – Collector or Through Roads  
Rural roads which provide the major link between a number of residential and property access roads, and Link Roads or the arterial road network. Urban roads which provide the major link between a number of primary access roads and the arterial network, or are identified freight routes.
- 5 - Residential (Primary) Access Roads  
Rural roads which provide all-weather access to occupied residential property. Urban roads which provide access to residential, commercial or industrial properties.
- 6 - Property (Secondary) Access Roads.  
Rural roads which provide access to non-residential property. They are not necessarily all-weather roads. Urban roads or laneways which provide secondary access to residential, commercial or industrial property.
- 7 - Secondary Paddock Access Roads
- 8 - Paper Roads

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

## **6.1 Bus Routes**

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

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

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

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

## **6.2 Tourist Routes**

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

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

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

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

# **7 SERVICE STANDARDS**

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

# **8 STANDARDS FOR INSPECTIONS**

## **8.1 Roads**

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

Inspection frequencies are based on road classification

## **8.2 Footpaths**

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

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

### **8.3 Bridges**

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

## **9 STANDARDS FOR MAINTENANCE AND REPAIR**

### **9.1 Intervention Levels and Response Times for Roads**

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

Risk Assessment and Response – Sealed

Risk Assessment and Response – Unsealed

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

This includes but is not restricted to:

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

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

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

### **9.2 Intervention Levels and Response Times for Footpaths**

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

### **9.3 Intervention Levels and Response Times for Bridges**

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

### **9.4 Routine Maintenance Service Levels for Roads**

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

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

## 10 DEMARCATON OF RESPONSIBILITY

### 10.1 VicRoads

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

### 10.2 Bordering Municipalities

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

The Boundary road agreement sets the responsibilities as follows:

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

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

### 10.3 Rail Road Interfaces

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

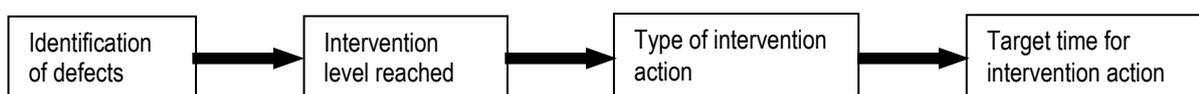
Hindmarsh Shire Council entered into an SIA with ARTC in 2011. This SIA is available as a referenced document to this plan.

## 11 MANAGEMENT SYSTEM

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

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

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



Identification may be by;  
 - Inspection,  
 or  
 - Notification by a member of the public

Determine the matters which are to be treated as defects requiring repair or warning, and the circumstances in which intervention is to be taken.

Determine the type of intervention action that is to be taken.

Determine the period of time within which the type of intervention action is to be taken.

## 12 **“FORCE MAJEURE”**

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

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

In the event that the CEO of Council, has to, pursuant to Section 83 of the Wrongs Act, consider the limited financial resources of Council and its conflicting priorities, meaning Council’s Plan cannot be met, the CEO will inform Council’s Officer in Charge of its Road Management Plan in writing that some, or all, of the timeframes and response times are to be suspended.

Once the events beyond the control of Council have abated or partly abated, the CEO shall write to Council’s Officer in charge of its Road Management Plan informing which parts of Council’s Plan are to be reactivated and timeframes for each part of the plan to be reactivated.

## 13 **REFERENCED DOCUMENTS**

TITLE
Road Management Act 2004
Road Management (General) Regulations 2005
Road Management Act 2004 Codes of Practice Code of Practice for Road Management Plans Code of Practice: Operational Responsibility for Public Roads Code of Practice: Management of Infrastructure in Road Reserves
Council Plan
Road Asset Management Plan
Road Register
Footpath Register
Bridge Register
Bus Route Register
Tourist Route Register

Agreements for responsibility for boundary roads
Safety Interface Agreement for railway crossings
Asset Management Policy

## 14 **ASSOCIATED DOCUMENTS**

TITLE
Council Plan
Road Asset Management Plan
Road Hierarchy Review
Moloney Asset Management System
Rural and Residential Tree Trimming and Removal Policy
Roadside Management Strategy
Risk Management Standards AS/NZS 4360:1999

## 15 **APPENDICES**

- APPENDIX 1 - Defect Inspection Frequency
- APPENDIX 2 - Risk and Assessment Response – Sealed  
- Risk and Assessment Response – Unsealed
- APPENDIX 3 - Roads Hierarchy – Urban Roads, Routine Maintenance Service Levels and Standards  
- Roads Hierarchy – Rural Roads, Routine Maintenance Service Levels and Standards
- APPENDIX 4 - Footpath and Tree Inspections
- APPENDIX 5 - Bridge Inspection Frequency

## APPENDIX 1

### DEFECT INSPECTION FREQUENCY

NATURE OF INSPECTION	INSPECTION FREQUENCY BY ROAD CLASSIFICATION								
	RURAL						URBAN		
	3R (Transport Routes)	Bus Routes / Tourist Routes	4R (Collector or Through)	5R (Resident Primary Access)	6R (Property Secondary Access)	6S (Strategic)	4U (Collector or Through)	5U (Residential Primary Access)	6U (Property Secondary Access)
<b>DAY TIME Level 1 (Pavement / shoulder / road furniture)</b>	1 time per year		1 time per 2 years	1 time per 2 years	Nil	1 time per 2 years	1 time per year	1 time per 2 years	Nil
<b>DAY TIME Level 2 (Pavement / kerb &amp; channel / shoulder / road furniture / table drains / culverts / vegetation)</b>	1 time per year	1 time per year	1 time per 2 years	1 time per 2 years	1 time per 3 years	1 time per 2 years	1 time per year	1 time per 2 years	1 time per 2 years
<b>NIGHT TIME Level 1 (Pavement / shoulder / road furniture)</b>	1 time per year	1 time per year	1 time per 2 years	1 time per 2 years	Nil	Nil	1 time per year	1 time per 2 years	Nil

**Note1:** Level 1 inspection frequencies have been split into Day and Night as some defects are more readily identified at night.

**Note2:** Inspections to be scheduled such that each inspection type is carried out at the frequencies shown. Each inspection type is to be carried out independently of other inspections for each road.

## APPENDIX 2

### RISK ASSESSMENT AND RESPONSE - SEALED

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	TARGET TIME FOR INTERVENTION ACTION			
			3 (Transport Route)	4 (Collector or Through)	5 (Residential Primary Access)	6 (Property Secondary Access)
<b>Pothole Patching</b>	Hole is to be repaired to a smooth surface consistent to line and level of surrounding pavement.	Hole is more than 450mm diameter or more than 75mm deep.	1 week	3 weeks	2 months	6 months
<b>Regulation of Wheel Ruts and Depressions</b>	Return to line, level, and trafficable surface, with no ponding of water evident.	Wheel rut or depression is more than 75mm deep and more than 20m <sup>2</sup> in area.	2 weeks	1 month	3 months	12 months
<b>Edge Repairs</b>	To provide a trafficable lane.	Edge breakaway is more than 125mm over 5m in length.	2 weeks	1 month	3 months	6 months
<b>Pavement Failures</b>	Failure is to be repaired to a smooth pavement surface consistent with line and level of surrounding pavement.	Surface disruption is more than 75mm over area more than 20m <sup>2</sup> .	1 week	3 weeks	2 months	6 months
<b>Kerb and Channel</b>	Minimal ponding	When ponded water extends outside the lip of the channel.	Subject to finding	Subject to finding	Subject to finding	Subject to finding
<b>Table Drains</b>	Minimal ponding	Any obstruction that significantly free flow of water	6 months	12 months	12 months	In conjunction with works program

**APPENDIX 2 Cont.**

**RISK ASSESSMENT AND RESPONSE – SEALED (Cont...)**

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	TARGET TIME FOR INTERVENTION ACTION			
			3 (Transport Route)	4 (Collector or Through)	5 (Residential Primary access)	6 (Property Secondary Access)
<b>Culverts</b>	Water flow is unrestricted	Silting or 50% obstruction of cross section	3 months	6 months	12 months	2 years
<b>Shoulder Grading</b>	Provision of a trafficable surface which is free draining and which prolongs the pavement life.	Edge drop off is more than 100mm over more than 50m in length.	3 weeks	6 weeks	3 months	6 months
<b>Roadside Signage/Guide Posts</b>	A fully visual signposted and delineated road network.	Illegible or missing warning signs or missing guide posts at culverts	2 weeks (see note 3)	1 month (see note 3)	3 months	6 months
<b>Roadside Grass Cutting</b>	To maintain sight distance and reduce fire risk.	Inadequate visibility at intersections or on curves.	1 month	3 months	6 months	12 months

**Note 1: Where the defect warrants emergency action, this is taken within 24 hours of receipt of notification.**

**Note 2: The times shown in the above tabulation are subject to variation in times of extreme weather conditions when extra demands may be placed on Council resources.**

**Note 3: Depends on availability of signs/guideposts.**

## RISK ASSESSMENT AND RESPONSE – UNSEALED

## APPENDIX 2 Cont.

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	TARGET TIME FOR INTERVENTION ACTION				
			3 (Transport Route)	4 (Collector or Through)	5 (Residential Primary access)	6 (Property Secondary Access)	6S (Strategic)
<b>Potholes and Corrugations</b>	Trafficable pavement free of potholes, corrugations and other surface defects.	Potholes and corrugations are more than 600mm diameter and 150mm deep	1 month	2 months	6 months	12 months	6 months
<b>Pavement Failure</b>	Failure is to be repaired to a smooth pavement surface consistent with line and level of surrounding pavement.	Area of failed pavement is more than 20m <sup>2</sup> in area.	1 month	2 months	6 months	12 months	6 months
<b>Roadside Signage/Guide Posts</b>	A fully visual signposted and delineated road network.	Illegible or missing warning signs or missing guide posts at culverts.	1 month (see note 3)	3 months	6 months	12 months	12 months
<b>Roadside Grass Cutting</b>	To maintain sight distance and reduce fire risk.	Inadequate visibility at intersections or on curves.	1 month	3 months	6 months	12 months	12 months
<b>Table Drains</b>	Minimal ponding	Any obstruction that significantly obstructs free flow of water	6 months	12 months	12 months	In conjunction with works program	12 months
<b>Culverts</b>	Water flow is unrestricted	Silting or 50% obstruction of cross section	3 months	6 months	12 months	2 years	12 months

**Note 1: Where the defect warrants emergency action, this is taken within 24 hours of receipt of notification.**

**Note 2: The times shown in the above tabulation are subject to variation in times of extreme weather conditions when extra demands may be placed on Council resources.**

**Note 3: Depends on availability of signs/guideposts.**

## APPENDIX 3

### ROADS HIERARCHY – URBAN ROADS ROUTINE MAINTENANCE SERVICE LEVELS & STANDARDS

CLASSIFICATION	DEFINITION	SEALED ROADS				UNSEALED ROADS	
		PAVEMENT WORKS	EDGE REPAIRS	SHOULDER GRADING & DRAINS	KERBING	GRADING	SHOULDERS & DRAINS
<b>4U COLLECTOR OR THROUGH</b>	<b>Unclassified roads linking parts of the townships or leading to the town centre. Would be sealed or surfaced all weather roads.</b>	Annually or when I.L. exceeded.	Annually or when I.L. exceeded	Annually	When I.L. exceeded	Annually	As necessary
<b>5U RESIDENTIAL PRIMARY ACCESS</b>	<b>Unclassified road providing access to occupied residential, industrial or commercial properties. Would be sealed or surfaced all weather roads.</b>	Annually or when I.L. exceeded.	Annually	Annually	When I.L. exceeded	Annually	Annually
<b>6U PROPERTY SECONDARY ACCESS</b>	<b>Roads or laneways providing alternate access to occupied properties or access to vacant land. Would not necessarily be all weather construction.</b>	Annually	Annually	As necessary	When I.L. exceeded	As necessary	As necessary

I.L. – Intervention level

**APPENDIX 3 Cont.**

## ROADS HIERARCHY – RURAL ROADS ROUTINE MAINTENANCE SERVICE LEVELS & STANDARDS

CLASSIFICATION	DEFINITION	SEALED ROADS			UNSEALED ROADS	
		PAVEMENT WORKS	EDGE REPAIRS	SHOULDER GRADING & DRAINS	GRADING	SHOULDERS & DRAINS
<b>3R LINK</b>	<b>Unclassified roads connecting two towns, villages or districts. May be sealed or formed and surfaced.</b>	Annually or when I.L. exceeded.	2 times per year or when I.L. exceeded	Annually or when I.L. exceeded	2 times per year or when I.L. exceeded	Annually
<b>4R COLLECTOR</b>	<b>Unclassified road linking residence and property access roads into higher class roads. May be sealed or formed and surfaced.</b>	Annually or when I.L. exceeded.	Annually or when I.L. exceeded	Annually	Annually or when I.L. exceeded	Annually
<b>5R RESIDENTIAL ACCESS</b>	<b>Unclassified road providing all weather access to occupied houses in rural or rural residential areas.</b>	Annually	Annually or when I.L. exceeded	As necessary	Annually	As necessary
<b>6R PROPERTY ACCESS</b>	<b>Roads providing access to rural properties for farming purposes. Would not necessarily be an all weather road.</b>	N/A	N/A	N/A	As necessary	As necessary
<b>6S STRATEGIC</b>	<b>Class 6 road considered strategic and maintained more regularly</b>	N/A	N/A	N/A	Annually or when I.L. exceeded	As necessary

I.L. – Intervention level



**BRIDGE INSPECTION FREQUENCY**

The following tabulation, in accordance with the VicRoads Bridge Inspections Manual guidelines, indicates the frequency and detail required for the inspections of all bridges within the Shire.

	<b>DESCRIPTION</b>	<b>FREQUENCY (MINIMUM)</b>
<b>LEVEL 1</b>	<b>To check the general serviceability of the structure , particularly for the safety of road users, and identify any emerging problems</b>	Every 6 months
<b>LEVEL 2</b>	<b>To assess and rate the conditions of the structure (as a basis for assessing the effectiveness of past maintenance treatments, identifying current maintenance needs, modeling and forecasting future changes in condition and estimating future budget requirements)</b>	All new structures within 12 months of opening, thereafter on a 5 year cycle.
<b>LEVEL 3</b>	<b>To assess the structural condition and behavior of a structure, to identify and quantify the current and projected deterioration of the structure, and to assess appropriate management options.</b>	Bridges; <ul style="list-style-type: none"> <li>• reporting poor condition in the Bridge Inspection System</li> <li>• showing evidence of accelerated deterioration</li> <li>• for which significant works such as rehab, strengthening or widening is proposed</li> </ul>