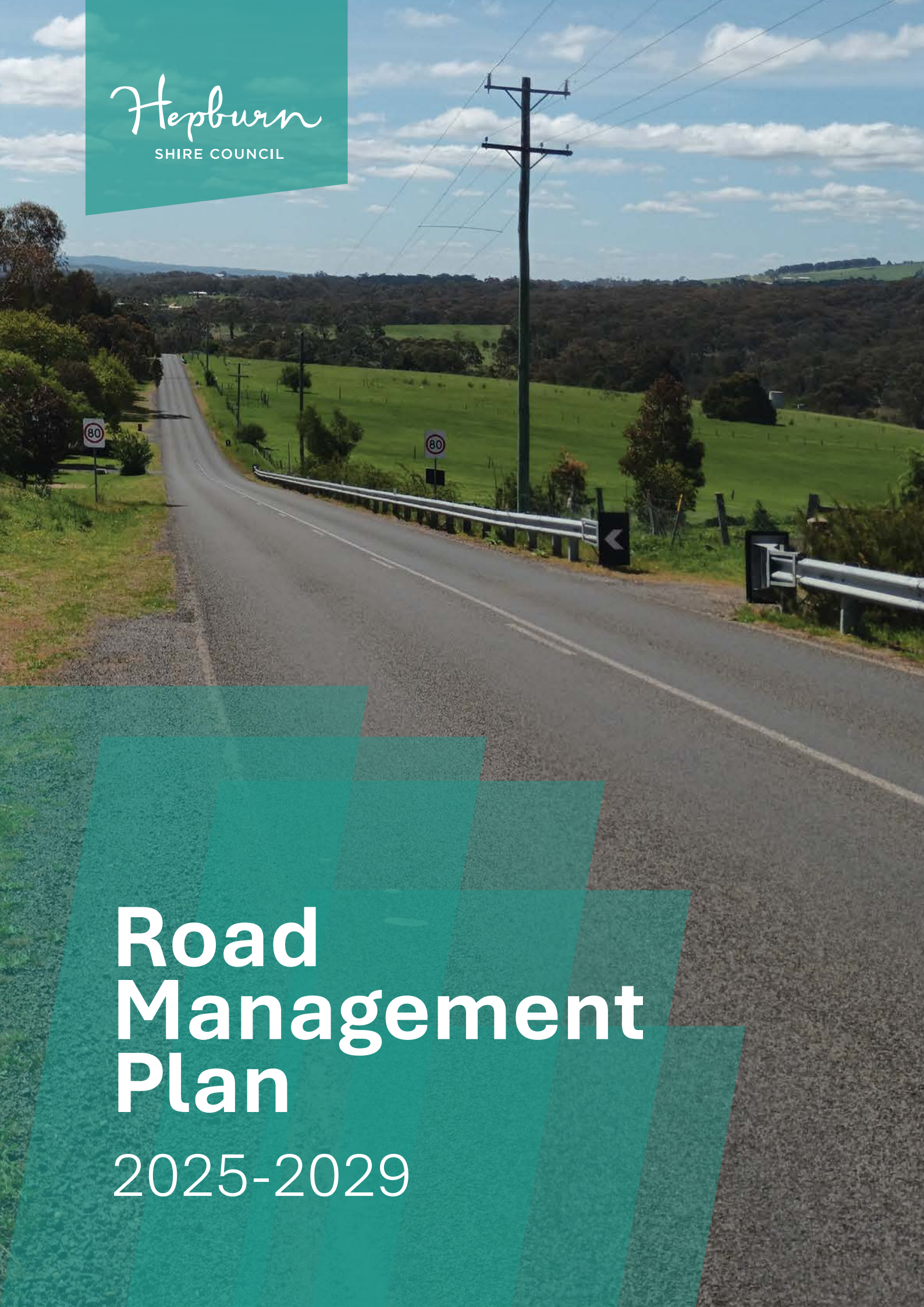




The background image shows a two-lane asphalt road curving through a rural landscape. On the left, there are green fields and trees. On the right, there's a grassy embankment with a metal guardrail. A tall utility pole with power lines stands on the right side of the road. In the distance, rolling hills are visible under a blue sky with scattered white clouds. Two speed limit signs (80) are visible on the left side of the road. A black directional sign with a white arrow pointing left is on the right side of the road.

Road Management Plan

2025-2029



ACKNOWLEDGEMENT OF COUNTRY

Hepburn Shire Council acknowledges the Dja Dja Wurrung as the Traditional Owners of the lands and waters on which we live and work. On these lands, Djaara have performed age-old ceremonies of celebration, initiation and renewal. We recognise their resilience through dispossession and it is a testament to their continuing culture and tradition, which is strong and thriving.

We also acknowledge the neighbouring Traditional Owners, the Wurundjeri to our South East and the Wadawurrung to our South West and pay our respect to all Aboriginal peoples, their culture, and lore. We acknowledge their living culture and the unique role they play in the life of this region.



Contents

SECTION 1 //	4	SECTION 4 //	16
Introduction		Levels of service	
Background	4	Asset hierarchy	16
Purpose of the Road Management Plan	4	Technical levels of service	16
Context	4	Customer levels of service	16
Scope	5	Works on materials of historic importance	17
Key stakeholders	5	SECTION 5 //	18
Relationship with legislation	6	Audit and review	
Relationship with other documents	6	Auditing	18
Availability of the Plan	6	Plan review	18
SECTION 2 //	7	Delegation to amend the public registers	18
Hepburn Shire roads		SECTION 6 //	20
Hepburn Shire's Roads	7	Appendices	20
Registers of public roads and paths	7	APPENDIX A	
Demarcation of Responsibility	9	Inspections Process Map	20
Obligations of road users	11	APPENDIX B	
SECTION 3 //	12	Hierarchy definitions	22
Management approach		APPENDIX C	
Managing risk	12	Asset inspections	25
Asset inspections	12	APPENDIX D	
Maintenance and repair	12	Intervention levels	26
Emergency response and temporary repair	13	APPENDIX E	
Exceptional circumstances	13	Register of Public Roads and Register of Public Paths	28
Programmed maintenance	13		
Vegetation management	15		

SECTION 1 //

Introduction

Background

The *Road Management Act 2004* (the Act) was introduced to establish a coordinated system for the management of road infrastructure at state and local levels and promote safe and efficient road networks and the responsible use of roads.

This document has been prepared to address the requirements of a Road Management Plan, as defined by the Act and in accordance with its relevant Regulations.

Purpose of the Road Management Plan

This Plan provides an overview of the policy and practices of Hepburn Shire Council (Council) in managing the roads for which it has responsibility, pursuant to the Act. Specifically, the Plan defines:

- The road assets which Council maintains on behalf of the community and the responsibilities in relation to the management of those assets.
- The standards and procedures associated with the management and maintenance of road assets, that seek to maintain the network in a safe condition and are achievable within available resources.

Context

Council maintains a significant road and path network including approximately 588 km of sealed roads and 566 km of unsealed roads, 73 km of paths, 95 km of kerb and channel, 52 km of constructed drainage and 210 bridges and major culverts.

This Plan is supported by the annual budget, set by Council each year. Funds are provided for operating and capital components of managing the networks, and funding levels are determined considering various inputs including:

- Levels of service
- Audit and condition reports
- Cost benefit analysis
- Council's strategic plans

Council's annual budget for maintenance of the road network and other critical assets including footpaths, bridges and drainage assets for the safety and convenience of our community is in the order of \$3.5 million.

Council acknowledges that its resources are finite and must be judiciously allocated to maintain the road network. In managing these assets, Council considers a range of factors such as risk, community expectations, statutory obligations and value for money. This strategy aims to deliver a safe and efficient road network that aligns with community needs while operating within available resources.

Scope

This Plan covers roads and road related areas for which Council is responsible, as listed on its Register of Public Roads and Register of Public Paths. Infrastructure covered includes:

- The constructed road including formation, pavement and wearing course (sealed or unsealed)
- Formalised on-street carparking
- Council-owned off-street carparking
- Traffic control devices (traffic islands, linemarking and signage)
- Surface drainage associated with a road or path
- Footpaths, shared paths and trails
- Roadside infrastructure such as safety barriers and pedestrian fencing

The Plan does not apply to the following:

- Any roads or paths, regardless of status, not listed in Council's Register of Public Roads or Register of Public Paths
- Roads or paths within reserves
- Streetlights
- Trees, whether planted or self-sewn
- Street furniture
- Infrastructure owned or managed by other parties (further detailed under Demarcation of Responsibility)

Key stakeholders

In preparing this Plan, Council has considered the interests of key stakeholders, being those who use or are affected by the road network, including but not limited to the following:

- Residents and businesses within the municipality
- Tourists and visitors
- Users of a wide range of modes of transport (including cars, trucks, buses, commercial vehicles, motorcycles, bicycles, mobility scooters and prams)
- Pedestrians
- Emergency services
- School bus and public transport operators
- Utility companies
- Other road authorities
- Other government agencies
- Government agencies that provide funding for management of the network
- Council as the responsible road authority

Relationship with legislation

The Plan aligns with the responsibilities outlined in:

- *Road Management Act 2004*
- *Road Management (General) Regulations 2016*
- *Road Management (Works and Infrastructure) Regulations 2015*
- Codes of Practice under the Road Management Act
- *Road Safety Act 1986*
- *Road Safety (Traffic Management) Regulations 2009*

Relationship with other documents

The Plan should be understood in the broader context outlined in:

- The Council Plan 2025–2029
- The 2025/26 Budget
- Council’s Asset Management Framework
- The Financial Plan 2025–2035
- Council’s Local Law No. 2
- Council’s Risk Management Policy
- Management plans
- Risk Management Standards ISO 31000
- International Infrastructure Management Manual (IIMM), Institute of Public Works Engineering Australia
- IPWEA Best Practice Guidelines

To the extent of any conflict or inconsistency with other Council policy or standard, the Plan will prevail.

Availability of the Plan

The Plan and associated registers are available on Council’s website

www.hepburn.vic.gov.au

SECTION 2 //

Hepburn Shire roads

Hepburn Shire roads

Council maintains a significant road and path network including approximately 588 km of sealed roads and 566 km of unsealed roads, 73 km of paths, 95 km of kerb and channel, 52 km of constructed drainage and 210 bridges and major culverts.

Register of Public Roads & Paths

As a responsible road authority, Council keeps a Register of Public Roads and a Register of Public Paths which document the roads and paths for which Council has management and maintenance responsibility. Council has determined that the roads and paths on the registers are those which are reasonably required for public use.

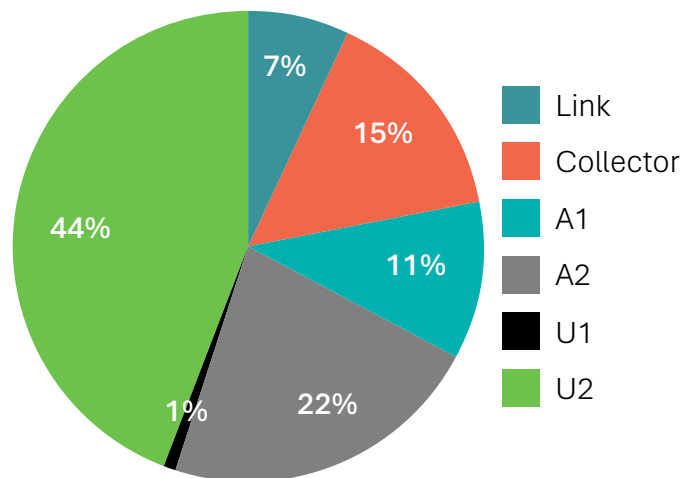
For each road or path segment, the registers identify:

- Road name
- Locality
- Starting point (datum) and length
- Hierarchy

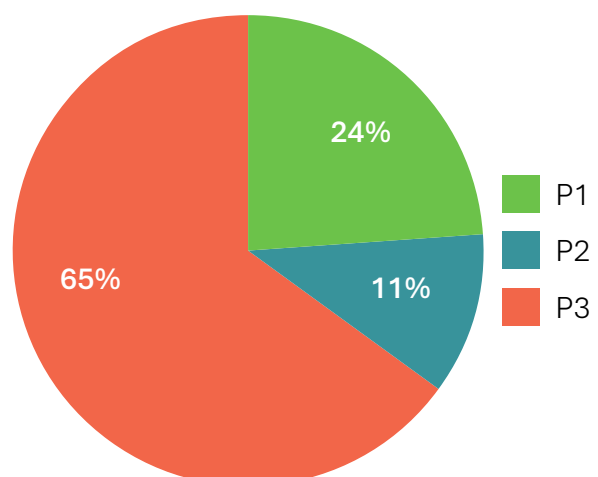
The registers are considered living documents and are updated on a regular basis as circumstances materially change.

There are many road assets within the Shire for which Council is not the responsible authority, or has not deemed reasonably required for public use, examples of which are outlined on page 9.

Maintained road network breakdown by type



Maintained path network breakdown by type





Demarcation of Responsibility

Arterial roads

The Department of Transport and Planning is the authority responsible for all declared arterial roads within the municipality.

Typically including highways and main connecting routes, a list of arterial roads can be found within the department's road register, available on the VicRoads website.

Whilst a separate maintenance agreement may be entered into, the demarcation of maintenance responsibilities for arterial roads is otherwise specified in the Code of Practice for Operational Responsibility for Public Roads 2017.

Boundary roads

Where a road forms a boundary between two shires, a Memorandum of Understanding has been agreed upon to allocate a single road authority the responsibility for inspection and maintenance of the road. Capital expenses for these roads (e.g. road reconstruction) are, unless otherwise defined, shared equally between the two shires.

Council has agreements with the following neighbouring local government authorities:

- City of Ballarat
- Moorabool Shire Council
- Macedon Ranges Shire Council
- Mount Alexander Shire Council
- Central Goldfields Shire Council
- Pyrenees Shire Council

A complete list of boundary roads for which each council is responsible, can be found in their respective road registers.

Unconstructed roads

Under the Act, a road authority's statutory duty to inspect, maintain and repair, applies only to the roads formally recognised on their register of public roads. By contrast, unconstructed roads such as undeveloped road reserves or 'paper' roads, are explicitly excluded from this duty. Council therefore is not obligated to construct or assume management responsibility of such roads, unless it elects to do so.

Private access roads

Private access roads, including private driveways, common areas or laneways which service one or multiple properties, are not classified as public roads and therefore fall outside of Council's statutory obligations under the Act. Council therefore is not obligated to construct or assume management responsibility of such roads, unless it elects to do so, and commonly these roads are managed and maintained by a central body such as an owners corporation.

New subdivision roads

Under the *Subdivision Act 1988*, Council is not obligated to maintain or repair roads constructed as part of a new development, until the end of the maintenance period specified as part of the development agreement. During this maintenance period, the developer is responsible for addressing any defects or issues that arise and whilst Council may monitor the road condition to ensure compliance with construction standards, it is not required to undertake maintenance activities.

On successful completion of the maintenance period and rectification of any identified defects, Council may agree to assume responsibility for the road, including it on its Register of Public Roads.

Other assets within the road reserve

Council is not responsible for the provision, installation, maintenance, or operation of non-road-related assets within the road reserve, such as gas pipelines, water mains, sewerage systems, electricity cables, or telecommunications infrastructure.

These assets are typically owned and managed by statutory service authorities, and whilst Council may oversee works within the road reserve as the coordinating road authority, it does not assume responsibility for the service infrastructure itself.

Service authorities are required to obtain Council's consent before commencing works in the road reserve, ensuring that such activities do not interfere with road operations or public safety. Additionally, agreements between Council and service authorities may outline specific conditions regarding the installation, maintenance, and potential relocation of these assets, particularly when road upgrades or renewals are planned.

The typical responsibility for non-road assets located within a road reserve is outlined below and is required to comply with the Code of Practice for Management of Infrastructure in Road Reserves.

Asset	Responsible Authority
Electricity poles, cables, streetlights and electrical service pits	Powercor or their designated authority
Communications poles, cables and service pits	Telstra, NBN Co or their designated authority
Reticulated water pipes, valves, pits and inspection points	Relevant water authority
Reticulated sewer pipes, service pits and pump stations	Relevant water authority
Gas pipes, pits and service points	Relevant gas authority
Advertising and signage	Property and/or business owner
Building veranda or balcony	Property and/or business owner

Council acknowledges that whilst service authorities and infrastructure managers are individually responsible for their own assets within the road reserve, it holds a duty of care to communicate with these parties under the Act.

Rail infrastructure

At any road/rail interface, the responsibility for maintenance is in accordance with the Rail Safety Interface Agreement (RSIA) between the rail operator and Council. RSIA's shall be entered into in accordance with the requirements of rail safety legislation.

Nature strips

Nature strips, the area of public land located between the property boundary and the road, are formally owned and managed by Council, however maintenance of this area is the responsibility of the abutting property owner or occupier.

Council typically limits its direct intervention to activities such as planting and maintaining street trees, maintenance of assets for which it is responsible (e.g. footpaths) and responding to risk or non-compliance.

Vehicle crossovers (driveways)

The vehicle crossover refers to the portion of a driveway extending from the property boundary across the road reserve (including the nature strip and kerb) to the roadway. The responsibility for construction and maintenance of vehicle crossings lies with the property owner, who must obtain Council's written consent prior to commencing any works in a road reserve.

Council does not maintain crossovers unless they form part of formally adopted public roads, such as access to a Council facility or Council-owned carpark. Landowners remain liable for ensuring that crossovers remain safe and are in accordance with Council construction standards.

Obligations of road users

Whilst Council has responsibility for the management and maintenance of roads under the Act, road users also have obligations when driving on public roads. Section 17A of the *Road Safety Act 1986* requires the following:

1. A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all the relevant factors, including (without limiting the generality) the:
 - a. Physical characteristics of the road
 - b. Prevailing weather conditions
 - c. Level of visibility
 - d. Condition of the motor vehicle
 - e. Prevailing traffic conditions
 - f. Relevant road laws and advisory signs
 - g. Physical and mental condition of the driver.
2. A road user other than a person driving a motor vehicle must use a highway in a safe manner having regard to all the relevant factors.
3. A road user must:
 - a. Have regard of 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 of the rights of the community and infrastructure managers in relation to road infrastructure and non-road infrastructure (1) on the road reserve and take reasonable care to avoid conduct that may harm the environment of the road reserve.

(1) 'infrastructure manager', 'non-road infrastructure', 'road infrastructure' and 'road reserve' have the same meaning as in Section 3 (1) of the Road Management Act 2004.

SECTION 3 //

Management approach

Managing risk

Risk management is a foundational element of Council's framework, designed to protect the community and mitigate liability under the Act. Drawing on best practice, Council's approach is structured around a clear, three-step methodology – inspect, assess and respond.

- 1. Inspection.** Council regularly conducts inspections of road assets based on the defined hierarchy and inspection frequencies. Proactive inspections identify deteriorating conditions before they pose immediate risk and reactive inspections are initiated in response to customer requests or other external triggers (e.g. heavy rainfall).
- 2. Assessment against intervention levels.** Observed defects are evaluated against intervention levels, which vary by hierarchy. When thresholds are exceeded, a risk rating framework determines the associated risk, guiding scheduling and resource allocation.
- 3. Response and mitigation.** Council prioritises remedial action based on the assessed risk level and established response timeframes. High-risk defects trigger immediate intervention, while lower-risk matters may be scheduled in line with regular maintenance cycles.

This structured approach ensures Council objectively identifies and addresses hazards, aligns with community customer service expectations, and demonstrates compliance with statutory obligations.

Asset inspections

Council undertakes three core types of inspections on its roads and road-related infrastructure being programmed inspections, reactive inspections and detailed asset condition inspections. An overview of each is provided in Appendix C.

The frequency and/or timeframe of programmed and reactive inspections varies depending on the road or path classification and a workflow for both inspection types is provided in Appendix A of this plan.

Maintenance and repair

Council carries out routine maintenance and repair works on its road network. Intervention levels have been identified for various classes of road and path defects, as outlined in Appendix D. These levels are the upper limit whereby intervention will occur to rectify the defect present. Depending on Council resources and other operational factors, Council may choose to apply more stringent intervention level or timeframes than those listed.

Emergency response and temporary repair

When intervention works are identified that need to be carried out and it is not practical or feasible to undertake the works within the required timeframe, it may be necessary for temporary measures to be undertaken to reduce the risk to users. Such temporary works can be used until permanent works occur.

Temporary measures may include:

- Minor physical works to temporarily make the site safe
- Appropriate warning such as signage
- The installation of traffic control measures such as temporary speed limits, diversions or closures.

Exceptional circumstances

Council will make every effort to meet its commitments under the Plan. However, there may be circumstances that affect Council's business activities to the extent that it cannot deliver on the service levels of this document.

This may include, but is not limited to, natural disasters or emergency events such as fires, floods, storms, or prolonged labour or resource shortages.

In the event that the Chief Executive Officer (CEO) has considered the impact of such an event on the limited financial resources of Council and its other priorities and determined that the Plan cannot reasonably be met, then pursuant to Section 83 of the *Wrongs Act 1958*, the CEO may write to the Director Infrastructure and Delivery and determine that the Plan be suspended entirely or in part.

Once the events have abated, the CEO will provide direction to the Director Infrastructure and Delivery as to which aspects of the Plan are to be reactivated and when.

Council statements to residents about the suspension or reduction of the services under the Plan will include reference to how the work that will be done has been prioritised, and the period for which it is likely to be affected.

Programmed maintenance

Annually, resources are allocated to programmed maintenance across the road network. This preventative maintenance is essential to reduce the amount of reactive maintenance required over each asset lifecycle. This type of work may include reseals, maintenance grading and edge maintenance. The frequency by which this can be achieved annually is based on resources available, is not indicative of the continued level of service able to be provided by Council.



Vegetation management

Considering available resources and current priorities, Council seeks to achieve the following targets in relation to the management of vegetation within the road reserve where it is deemed to be a hazard. Management of this is determined based on location, risk and available resources.

Area	Clearance Target
Rural road reserves	4.5 m high clear zone, to the back of roadside drainage - Focus on key areas and heavy vehicle/bus routes 2m from the edge of road pavement
Urban road reserves	- Roadway: 4.5 m high clear zone to the back of the roadside drainage, whilst aiming to maintain a 40-60% shade canopy - Footpath: 2.4 m high clear zone to the edge of the path, whilst maintaining a 40-60% shade canopy
Significant trees and other special circumstances	Management in consultation with Council's Parks and Open Spaces team and/or consulting arborist

Note: it is the property owner or occupier's responsibility to ensure that vegetation does not extend beyond the fence line horizontally, or 2.4 m vertically over the path or roadway.

SECTION 4 //

Levels of service

Asset hierarchy

All Council maintained roads and paths have been classified into groups to determine the frequency of inspection and priority given to repair response. These classifications consider traffic volumes or level of use, vehicle type, location and strategic value or connection.

A description of the classifications of roads and paths included on Council's registers is provided in Appendix B.

Technical levels of service

A level of service is the agreed service quality for a particular activity, against which performance can be measured. Levels of service typically relate to quality, reliability, responsiveness, safety, cost etc.

Technical levels of service refer to the measurable, operational standards that underpin performance, expressed through indicators which articulate how Council delivers maintenance and repair tasks, focusing on asset condition, risk and efficiency to ensure that infrastructure reliably supports the broader service objectives.

These levels of service include defect intervention levels and response times for the different road and path classifications, as outlined in Appendix D of this Plan.

Customer levels of service

Customer levels of service are qualitative, non-technical statements of community expectation around safety, accessibility, user experience and overall satisfaction. Typically derived from community engagement, these service levels communicate what residents expect from roads and road-related infrastructure.

Both technical and customer levels of service have been considered in the development of this Plan, based primarily on the following and will be reviewed in line with updates to the Plan.

- Council's goals and strategies
- Community feedback via surveys and requests
- Resource constraints
- Level of risk
- Legislative requirements
- Benchmarking and industry standards
- Design standards

Works on materials of historic importance

Many areas of the Shire's asset network include, partly or wholly, materials not conducive to the same levels of service as the remaining network. Whether formally recognised or not, these historic building materials, such as bluestone and timber, contribute to neighbourhood character and hold community importance. Non-exclusive examples are:

- Bluestone kerb and channels
- Timber kerbing
- Cobblestone pavements.

In many cases these historic materials cannot meet the levels of service outlined in this Plan. This includes; like-for-like replacement of materials either as part of maintenance or capital works and installation of historic materials as part of new works.

SECTION 5 //

Audit and review

Auditing

Periodic internal assessment of performance to standards will be conducted to ensure compliance with the Plan. Results of such audits will assist in assessing new or changed risks, ensure that best value maintenance and renewal techniques are used where possible and influence future iterations of the Plan.

Plan review

The Plan will be reviewed in accordance with Regulation 8 of the *Road Management (General) Regulations 2016*, every four years in line with Council elections.

Any revision of the Plan during its life would be subject to the consultation and approval processes as specified in Section 54 of the Act.

Delegation to amend the public registers

As new assets are created through capital works or developments, or the status of existing assets is adjusted, amendments to the Register of Public Roads or Register of Public Paths may be appropriate. Council's Director Infrastructure and Delivery is empowered under delegation to amend the registers associated with this plan and a record of any adjustments will be maintained by Council.

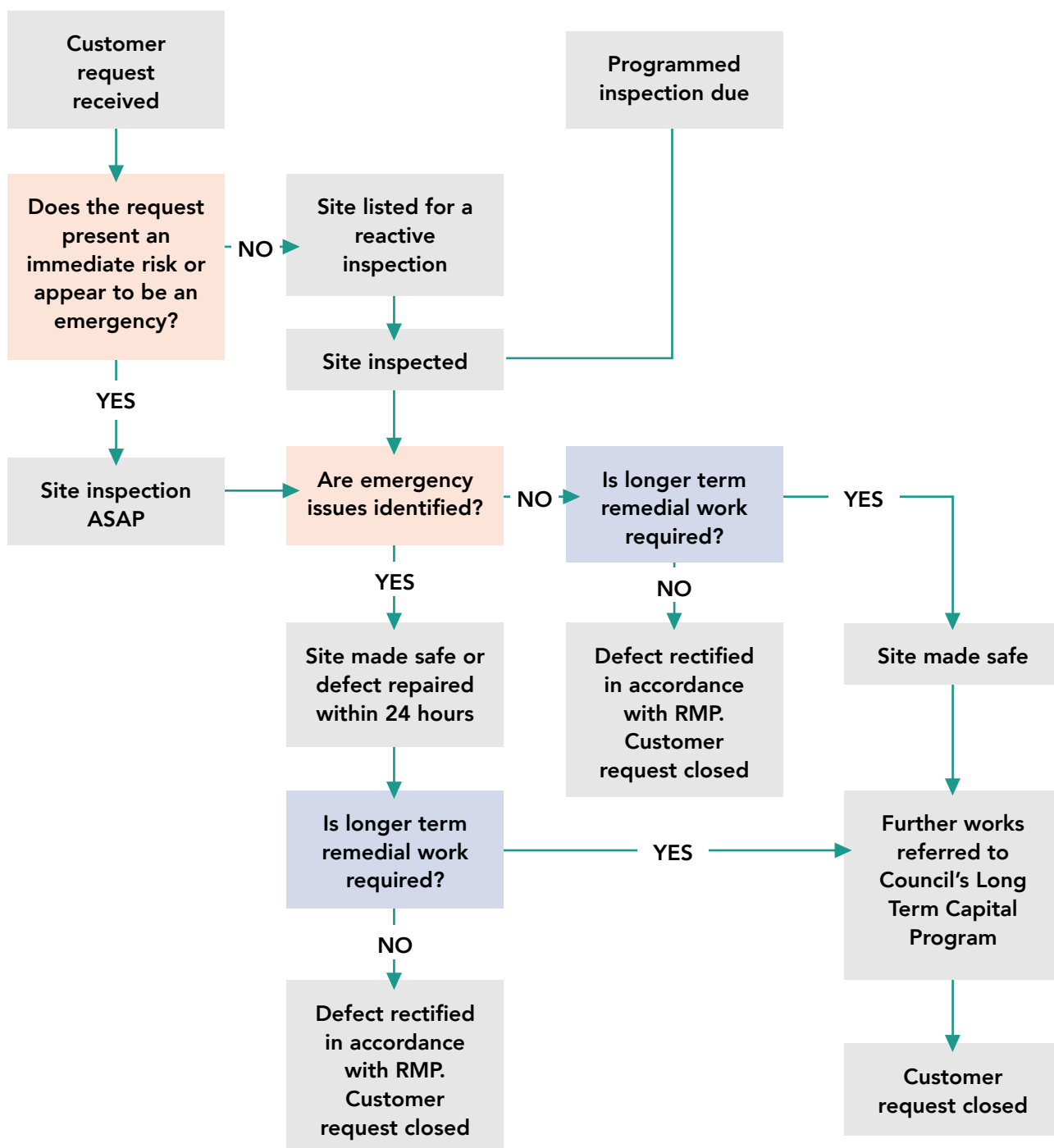


SECTION 6 //

Appendices

APPENDIX A

Inspections Process Map



APPENDIX B

Hierarchy definitions

Road hierarchy

Code	Category	Surface	Typical Use
L	Link	Sealed	Provides a strategic link between localities or points of interest, traditionally carrying higher traffic volumes and may carry a high percentage of heavy vehicles. Users primarily travel the entire length of the road, which connects significant nodes and/or to the arterial network, link between localities or points of interest, traditionally carrying higher traffic volumes and may carry a high percentage of heavy vehicles.
C	Collector	Sealed	Provides a connection between areas of higher residential density, localities or link roads, traditionally carry medium traffic volumes, higher than local residential roads. Collector roads generally connect directly to other Collector roads, Link or arterial roads.
A1	Access Level 1	Sealed	Provides local residential access in mostly urban areas, typically with a medium to low traffic volumes (>200 vehicles per day).
A2	Access Level 2	Sealed	Provides local residential or land access, in mostly rural areas, typically with low traffic volumes (<200 vehicles per day).
U1	Unsealed Level 1	Gravel	Provides access between localities or connections to areas of higher residential density, traditionally carrying higher traffic volumes including heavy vehicles.
U2	Unsealed Level 2	Gravel	All other unsealed roads, including rural or urban areas.

Whilst the above classifications are those which Council include on the Register of Public Roads and assume ongoing management and maintenance responsibility for, it recognises that there are other road reserves across the Shire which are not recognised in the same way.

Maintained tracks

Maintained tracks are formed-only access ways for which Council has accepted responsibility, however these roads are generally not built to any recognised construction standard. They are not routinely maintained and there are no associated programmed inspections however minimum reactive maintenance is undertaken to ensure access is sustained.

Non-maintained tracks

Non-maintained roads are reservations that are not maintained by Council. They receive no routine maintenance or inspections and generally only emergency works are undertaken on a case-by-case basis.

Reserve roads

Reserve roads are wholly contained within a Council-managed park or reserve and mostly connect carpark areas or points of interest. Typically, reserve roads are not built to a recognised standard and receive maintenance in accordance with the relevant reserve management plan which is generally limited to major events or to remove hazards.

Forest roads

Forest roads are roads through bushland and plantations. They sometimes fall within road reserves. These roads are not maintained by Council and are generally maintained by users or beneficiaries. There are no associated programmed inspections. In some cases the responsibility with other land managers has not been formalised.

Code	Description	Typical Use
P1	High-use footpaths in central urban areas or around areas with vulnerable users such as school and aged care centers.	High use
P2	Most urban footpaths, typically sealed or concrete.	Medium use
P3	Lower use footpaths or trails or located in recreational settings. Typically, lower construction standards including gravel or spray seal.	Low use



APPENDIX C

Asset inspections

Road inspections

Inspection Timeframes*							
Inspection Type	Description	L	C	A1	A2	U1	U2
Proactive	Programmed inspections scheduled based on road hierarchy	3M	6M	12M	12M	6M	6M
Reactive	Interim inspection undertaken following receipt of a customer request	5D	10D	10D	15D	10D	15D
Condition	Detailed survey of the asset to establish an overall condition rating	Once every 4-5 years in accordance with Council's Asset Management Framework					

Night inspections

Night inspections will be completed on an at-needs basis only, generally in response to a reported hazard.

Path inspections

Inspection Timeframes*					
Inspection Type	Description	P1	P2	P3	
Proactive	Programmed inspections scheduled based on path hierarchy	6M	12M	24M	
Reactive	Interim inspection undertaken following receipt of a customer request	5D	10D	10D	
Condition	Detailed survey of the asset to establish an overall condition rating to inform future capital investment	Once every 4-5 years in accordance with Council's Asset Management Framework			

APPENDIX D

Intervention levels

Road intervention levels and response times

Response Timeframes*							
Defect	Intervention Level	L	C	A1	A2	U1	U2
Sealed Roads							
Pothole in the traffic lane	>300 mm diameter and >75 mm depth	2W	3W	4W	6W	-	-
Pothole in the constructed gravel shoulder, where the seal is <5.5 m	>450 mm diameter and >100 mm depth	4W	8W	ARP	ARP	-	-
Edge break	>250 mm laterally for >20 m in length	4W	6W	10W	12W	-	-
Edge drop in the constructed gravel shoulder, where the seal is <5.5 m	>75 mm over 20 m or >100 mm over 5 m	4W	8W	ARP	ARP	-	-
Pavement deformation	>100 mm variance from a 2 m straight edge	8W	16W	ARP	ARP	-	-
Unsealed Roads							
Pothole in the traffic lane	>500 mm diameter and >100 mm depth	-	-	-	-	4W	8W
Multiple (5 or more) potholes in the traffic lane within a 25 m length	>300 mm diameter and >75 mm depth each	-	-	-	-	ARP	ARP
Corrugations	>40 mm depth for >250 m of road length	-	-	-	-	3M	6M
General							
Emergency response/hazard/ make safe/sign etc.	Immediate risk	1D	1D	3D	3D	3D	3D
Obstructions or hazards on the traffic lane (excluding water over road)	Items obstructing the safe free flow of traffic, or hazards creating a significant risk to road users	1D	1D	3D	3D	3D	3D
Water on the traffic lane (excluding flood ways)	Water encroaching traffic lane >50 mm depth and >1 m width and >5 m length	2W	4W	12W	12W	12W	12W
Regulatory signs and associated linemarking	Missing, illegible, or damaged making them substantially ineffective	6W	8W	10W	12W	10W	12W
Warning, directional and information signs	Missing, illegible, or damaged making them substantially ineffective	ARP	ARP	ARP	ARP	ARP	ARP
Kerb and channel	Displacement >100 mm where the defect abuts a pedestrian path, traffic lane or formalised parking area	3M	3M	6M	6M	6M	6M

Response time

This is the time allowed to respond to a hazard, which is based on the hazard type and severity. Response time is measured from the time that the hazard is identified or reported to Council.

Appropriate warning

Where, due to the nature of work, resources required or current workload, it is not feasible to rectify a hazard within the timeframes outline in the above table, appropriate warning of the hazard is to be provided until a suitable repair can be completed. Appropriate warning may include, but not be limited to, warning signage, traffic control, the implementation of temporary speed limits, road or lane closures or restrictions (e.g. load limit).

Path intervention levels and response times

		Response Timeframes		
Defect	Intervention Level	P1	P2	P3
Sealed Paths				
Vertical displacement	>30 mm for P1 & P2, >50 mm for P3	30D	60D	90D
Unsealed Paths				
Potholes	>300 mm diameter with a lip depth as above	30D	60D	90D
General				
Emergency response/hazard/make safe/sign etc.	Immediate risk	1D	3D	3D

Response time

This is the time allowed to respond to a hazard, which is based on the hazard type and severity. Response time is measured from the time that the hazard is identified or reported to Council.

Appropriate warning

Where, due to the nature of work, resources required or current workload, it is not feasible to rectify a hazard within the timeframes outline in the above table, appropriate warning of the hazard is to be provided until a suitable repair can be completed. Appropriate warning may include, but not be limited to, warning signage, traffic control, the implementation of temporary speed limits, road or lane closures or restrictions (e.g. load limit).

APPENDIX E

Register of Public Roads and Register of Public Paths

Hepburn

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