

Tablelands Regional Council



Roads Maintenance Management Plan

Tablelands Regional Council acknowledges the Traditional Custodians of the Tablelands region and recognises their continuing connection to country. We pay respect to Elders past, present and future.



Contents

1.	Overview.....	1
2.	Outcomes & Objectives	1
3.	Stakeholders	1
3.1	Other Road Authorities	1
4.	Legislation	2
4.1	Register of Public Roads	2
4.1.1	Roads Reasonably Required for General Public Use	2
5.	Responsibilities.....	2
5.1	Tablelands Regional Council.....	2
5.2	Department of Transport and Main Roads	2
5.3	Road Users	2
6.	Infrastructure	3
6.1	Exclusions.....	3
7.	Asset Hierarchies.....	3
8.	Maintenance Management.....	4
8.1	Defect Intervention Levels	4
8.1.1	Sealed Roads.....	4
8.1.2	Unsealed Roads	5
8.1.3	Drainage and Culverts.....	5
8.1.4	Roadside Vegetation	6
8.1.5	Roadside Furniture.....	6
8.1.6	Kerb and Channel	6
8.2	Inspections.....	7
8.2.1	Road Inspections.....	7
8.2.2	Footpath Inspections	8
8.3	Standards	8
8.3.1	Planned Maintenance.....	8
8.3.2	Reactive Repairs	8
9.	Customer Requests & Notification	9
9.1	Priority Response Defects	9
10.	Footpath/Verge Maintenance	9

Version Control

Version	Outline of Revisions	Date	Updated By
1.0	Initial development	20.11.19	Coordinator Roads Maintenance
1.1	Alignment with Transport Strategy and Road Asset Management Plan	25.6.21	Coordinator Roads Maintenance
2.0	Adopted	14.2.22	General Manager Infrastructure & Planning

1. Overview

Tablelands Regional Council (TRC) has a public road network of approximately 1870kms, which consists of 770kms of sealed roads and 1100kms of unsealed roads. These roads are inspected, maintained and repaired in conjunction with the *Local Government Act 2009* and TRC [Transport Strategy](#) (the Strategy).

The Roads Maintenance Management Plan (RMMP) is based on the safe and efficient management of our road network.

TRC will make all reasonable endeavours to meet the requirements set out in this RMMP. In events beyond TRC's control such as natural disasters or other factors including limited financial, human or other resources, TRC reserves the right to suspend compliance with this RMMP.

2. Outcomes & Objectives

We are moving from a reactive state to a planned approach with annual maintenance program delivery to achieve optimal daily productivity with resources allocated.

The objectives of this RMMP is to:

- Ensure TRC's roads and transport infrastructure assets are maintained in a sustainable manner, with appropriate levels of service that balance the needs of customers and the environment within available funding
- Meet legislative requirements for asset maintenance management
- Maximise value-for-money, taking into account the full costs of maintaining the assets throughout their whole lifecycle
- Demonstrate transparent and responsible maintenance management processes that align with established best practice
- Allow clear communication to stakeholders around annual maintenance delivery.

3. Stakeholders

Key stakeholder groups who use the road network include:

- Residents, business owners and visitors
- Drivers of trucks, buses, commercial vehicles, cars and motor cycles
- Pedestrians, including those with disabilities and the elderly with restricted mobility
- Users of lightweight carriers such as bikes, mobility scooters, wheel chairs, prams etc
- Emergency service authorities
- Utility agencies that use the road reserve for infrastructure e.g. gas, electricity and telecommunications.

3.1 Other Road Authorities

TRC is not the sole road authority within the local government area. Other road authorities include Department Transport and Main Roads (DTMR), RoadTek, Department of Resources, Queensland Parks and Wildlife Services, Queensland Rail and private or corporate bodies.

DTMR is the coordinating road authority for all declared gazetted arterial roads within the local government area.

The *Transport Operations (Road Use Management) Act 1995* Code of Practice – Operational Responsibility for Public Roads, details the operational responsibilities between road authorities.

4. Legislation

4.1 Register of Public Roads

The *Local Government Act 2009* states a road authority must keep a Register of Roads specifying the public roads for which it is the coordinating road authority. The TRC Register of Roads includes the roads that are managed in accordance with this RMMP. Roads for which TRC is the coordinating road authority are determined in conjunction with the *Local Government Act 2009* and the Strategy. The TRC Register of Roads sits within our Asset Management System.

4.1.1 Roads Reasonably Required for General Public Use

The *Local Government Act 2009 (Part 3 Roads and other infrastructure Section 74 – Roads map and register)* requires that TRC include on its Register of Roads a road which the road authority has made a decision that is reasonably required for general public use.

Not all properties with legal access via a dedicated road reserve have practical access via a constructed road.

TRC bears no responsibility for maintenance of roads beyond its constructed road network or any obligation to extend its constructed road network to provide access to properties that are not serviced by the constructed road network.

5. Responsibilities

5.1 Tablelands Regional Council

TRC is responsible for conforming to applicable Commonwealth and State legislation, local government requirements and the conditions of all licences, permits and approvals.

5.2 Department of Transport and Main Roads

Highways are controlled and managed by DTMR. TRC's responsibility lays within the current Roads Maintenance Performance Contract and DTMR/Local Government Cost Sharing Arrangement.

5.3 Road Users

Road users have obligations and duties when travelling on public roads, in accordance with:

- [Queensland Road Rules](#)
- [Transport Operations \(Road Use Management – Road Rules\) Regulation 2009](#)
- [Local Law No. 8 \(Local Government Controlled Areas & Roads\)](#)
- [Subordinate Local Law No. 8 \(Local Government Controlled Areas & Roads\)](#)

6. Infrastructure

The type of infrastructure covered in this RMMP includes road infrastructure (e.g. physical roadways, footpaths, road shoulders) and road related infrastructure (e.g. road drainage assets and formations, traffic control devices, warning and regulatory signage).

TRC may undertake works on public roads and private roads for other purposes including fire mitigation and management, and noxious weed control.

6.1 Exclusions

Infrastructure which this RMMP does not apply includes:

- Any road not included in the TRC Register of Roads
- Any road, driveway or pedestrian pathway on private property and/or providing access from private property to a public road
- Any named unconstructed road which TRC does not maintain but which provides access from private property to a public road
- Roads or tracks, regardless of whether the road or track is located within a road reserve, that are not constructed to TRC's minimum standards and are not listed on TRC's Register of Roads
- Any access track or driveway location within a road reserve that was not constructed by or on behalf of TRC that only provides access to adjoining private property and are not already listed on TRC's Register of Roads
- Any Arterial Road, National Highway
- Roads or tracks maintained by the Department of Resources
- Roads or tracks maintained by Queensland Parks and Wildlife Service
- Railway structures, Interface Agreement between Ravenshoe Railway and TRC, Interface Agreement for Rail or Road Crossings and associated assets
- Any utility infrastructure or assets located within the road reserve
- Any non-road infrastructure as defined by the *Local Government Act 2009* and the Strategy
- Any road that falls within the internal precincts of the following TRC assets: aerodromes, leased facilities for community or commercial buildings, libraries, major sporting venues, nurseries, reserves, parks, showgrounds, tourist parks and campgrounds, multi-use buildings and waste management.

Dust suppression on our unsealed road network and tree maintenance in road reserves affecting fence lines are not undertaken by TRC.

7. Asset Hierarchies

Road, bridge and footpath assets are classified into hierarchies. These hierarchies are defined by star ratings. The role which each asset plays within the transport network determines its hierarchy.

The criteria taken into account for the star rating are speed limit, terrain, traffic count, road use and access limitations. The star rating informs the desired level of service to be provided by a road, including pavement widths, flood immunity, wearing course, design life, reserve width, desirable speed, design speed, bridges, drainage, footpaths, cycle paths and lighting. This varies from rural to urban and is outlined in the Strategy.

Asset hierarchies allow a risk based approach to resource allocation and prioritisation that see those assets receiving a higher star rating receiving a higher priority for inspection, maintenance and renewals. This is driven by the presumption that defects on assets with greater star rating have a higher likelihood and significance of consequence.

8. Maintenance Management

Road asset maintenance includes proactive and reactive inspections. Repairs of defects found to exceed stated intervention levels will be included in the program of capital renewal and upgrade works. Defects found to not meet intervention levels will be monitored and escalated for repair when intervention levels are reached.

8.1 Defect Intervention Levels

8.1.1 Sealed Roads

Defect	Monitor	Programmed Intervention
Isolated depression or bump in sealed pavement	20mm+	100mm
Ruts in sealed pavement	20mm+	100mm
Shoving of sealed pavement	20mm+	100mm
Potholes or delamination in sealed pavement	30mm+	80mm
Crocodile cracking in sealed pavement	200mm+	50mm
Surface cracks in sealed pavements	3mm+	10mm
Edge break where the shoulder is unsealed	75mm+	150mm
Edge break on sealed shoulder	100mm+	150mm
Edge drop off in unsealed shoulder	40mm+	100mm
Edge drop off in sealed shoulder	40mm+	100mm
Flushing or bleeding of the seal		Yes
Ravelling or stripping of the seal	10m ² +	50 m ²
Other sealed pavement surface defect		Yes
Loose stones or debris on sealed traffic lane		Yes
Loose stones or debris on sealed shoulders		Yes
Loose stones or debris on unsealed shoulders	40mm+	125mm
Grass on sealed roadway		Yes
Dead animals on roadway		Yes

8.1.2 Unsealed Roads

Defect	Monitor	Programmed Intervention
Lateral scour channels in unsealed shoulders – Seal width < 6m	25mm+	75mm
Lateral scour channels in unsealed shoulders – Seal width 6 - 8m	40mm+	100mm
Lateral scour channels in unsealed shoulders – Seal width > 8m	60mm+	125mm
Dry loose material in unsealed shoulders	40mm+	75mm
Ruts in unsealed shoulder – Seal width < 6m	50mm+	100mm
Ruts in unsealed shoulder – Seal width 6 - 8m	75mm+	125mm
Ruts in unsealed shoulder – Seal width > 8m	75mm+	150mm
Potholes in unsealed shoulder	80mm+	125mm
Ruts in unsealed pavement	80mm+	150mm
Shoving of unsealed pavement	80mm+	150mm
Potholes in unsealed pavement		Yes
Corrugations	80mm+	150mm
Loss of unsealed pavement running course		Yes
Other unsealed pavement surface defect		Yes

8.1.3 Drainage and Culverts

Defect	Monitor	Programmed Intervention
Blocked surface drain		Yes
Scouring of drains	200mm+	600mm
Cracking in culvert components	5mm+	10mm
Cracking in end structures	5mm+	10mm
Misalignment or separation of culvert components	20mm+	40mm
Corrosion or loss of section of steel components	10%+	15%
Culvert or end structure silted up	20%+	50%
Scouring around culvert components	300mm+	600mm
Spalling of joints in concrete pavement	100mm+	500mm
Potholes in concrete pavement	30mm+	80mm
Stepping in concrete pavement	3mm+	10mm
Subsoil drain defects		Yes

8.1.4 Roadside Vegetation

Defect	Monitor	Programmed Intervention
Vegetation obscuring stopping sight distance		Yes
Vegetation obscuring intersections, accesses or signs		Yes
Vegetation within 3.6m of roadway	700mm+	1500mm

8.1.5 Roadside Furniture

Defect	Monitor	Programmed Intervention
Unauthorised signs		Yes
Litter on environmentally sensitive locations		Yes
Graffiti compromising safety		Yes
Graffiti		Yes
Illegal accesses		Yes
Missing, damaged or illegible sign		Yes
Missing guide post or delineator		Yes
Guardrail or barrier facility damage		Yes
Guardrail panel is bent	200mm+	500mm
Damaged or misaligned kerbing or median nosing	20mm+	100mm
Missing or faded lines		Yes
Loss of markers (or loss of reflectivity)	25%+	50%

8.1.6 Kerb and Channel

Defect	Monitor	Programmed Intervention
Kerb Chipping	30mm+	80mm
Kerb Cracking	5mm+	10mm
Kerb Misalignment	20mm+	50mm
Kerb Ponding	15mm+	30mm

8.2 Inspections

TRC has a statutory duty to inspect public roads for which it is the responsible authority.

There are two primary types of inspections:

- Defect inspections based on a planned inspection program or notification of an incident or accident on the road or footpath network
- Ad hoc inspections based on customer requests and completion of contracted works.

We conduct defect inspections against the whole road feature. These features are linked to the site and are made up of the carriageway, associated minor culverts and pipes, drainage and local road network signs.

8.2.1 Road Inspections

Our Local Road Stewards drive and walk an assigned inspection route identifying, measuring and recording defects in accordance with our intervention levels.

Frequency	Activities
Daily	<ul style="list-style-type: none"> • Emergency activities e.g. flooding
Three Cycles/Year (1 Cycle = 4 Weeks)	<p>Safety inspections on sealed roads</p> <ul style="list-style-type: none"> • All bitumen surfaces (cracks, surface texture, ruts, depressions, bumps, roughness and other bituminous surface defects) • Regulatory signs, warning signs, guide signs and hazard markers • Structural damage to guardrails and fencing • Roadside vegetation (grass, trees, shrubs and limbs likely to fall on roadway) • Traffic delineation (safety issues with line marking) • Drainage (cut, silted, overgrown and blocked) • Extensive litter on road side • Pavement and shoulder (debris, pavement repairs and loose materials).
Two Inspections/Year	<p>Safety inspections on unsealed roads</p> <ul style="list-style-type: none"> • All gravel surfaces (cracks, scours, ruts, depressions, bumps, corrugation and other unsealed surface defects) • Regulatory signs, warning signs, guide signs and hazard markers • Structural damage to guardrails and fencing • Roadside vegetation (grass, trees, shrubs and limbs likely to fall on roadway) • Traffic delineation (safety issues with line marking) • Drainage (cut, silted, overgrown and blocked) • Extensive litter on road side • Pavement and shoulder (debris, pavement repairs and loose materials).
Customer Requests	Defects are inspected within the response timeframe unless superseded to defect or no action required.

Frequency	Activities
Pre-Wet Season/Yearly	Video recording of all local road networks.
Annual/Biannual (Rotation)	<ul style="list-style-type: none"> • Bridges – Level 1 inspections and reactive works • Drainage – all minor culverts, pipes, pits and flood ways • Signage – all signs inspected for reflectivity, replacement and cleaning.
During/After Prolonged Rainfall or Natural Disaster	<ul style="list-style-type: none"> • Inspection of condition and structural assets • Locate blockages, scours and structural distress • Record and monitor all potential safety hazard defects.

8.2.2 Footpath Inspections

Our Parks & Gardens team walk an assigned inspection route identifying, measuring and recording defects in accordance with our intervention levels.

Frequently used footpaths (including near schools and hospitals) are inspected every 6–12 months, and low usage footpaths every 18–24 months.

8.3 Standards

The *Local Government Act 2009* does not require roads or paths to be upgraded to a higher standard to which they were originally constructed and it is not the intention of this plan to upgrade any road. The upgrade of assets is limited to TRC's capital works program, special charge schemes or private development outlined in the Strategy.

8.3.1 Planned Maintenance

Proactive maintenance activities are cyclic and performed in conjunction with predetermined annual maintenance programs. Planned maintenance activities may include but are not limited to:

- Gravel road grading
- Shoulder and drainage intervention level based maintenance
- Roadside vegetation slashing
- Street sweeping
- Line marking
- Road Steward routine inspections
- Defects that have met the intervention level.

The allocation of resources directed to individual assets as part of proactive maintenance programs may consider:

- Star rating (asset hierarchy)
- Defect priority score (risk measurement).

Roads with a low hierarchy classification in accordance with their star rating will receive limited proactive maintenance.

8.3.2 Reactive Repairs

Intervention levels are used in defect inspections. All defects identified exceeding the nominated intervention levels will be repaired or treated with temporary measures. Temporary measures may include but are not limited to:

- Erecting warning signage
- Performing a temporary repair
- Closing the road to traffic.

9. Customer Requests & Notification

Customer requests are responded to in line with our [Customer Experience Standards](#). Reactive defect inspections will be undertaken within 15 business days. Priority defects will be escalated for investigation.

9.1 Priority Response Defects

Not all customer requests will warrant a priority (urgent) response. The definition of an urgent maintenance request is an imminent risk to life/limb or a significant risk to TRC infrastructure.

Roads

- Spill creating slippery or other hazardous situation
- Road work site unsafe e.g. missing signage, hazardous plant or materials
- Severe subsidence or surface damage
- Obstacles on roadway or shoulder
- Flooding.

Bridges

- Guard rail missing or broken
- Deck plank missing or broken
- Deck spike protruding hazard
- Structural damage reducing capacity.

Drainage

- Pit lid missing or unserviceable.

Footpaths

- Surface collapse or significant obstacle.

Traffic Control

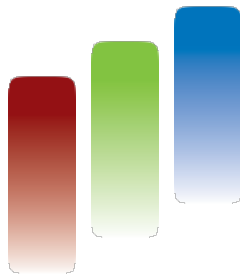
- Missing or illegible regulatory signage
- Malfunctioning temporary traffic signals.

When possible, these defects will be rectified with an immediate response. If the works required cannot be undertaken with resources available, the site will be made safe and repair works programmed and prioritised for either maintenance or capital works as appropriate.

10. Footpath/Verge Maintenance

Throughout the region, TRC relies on residents to maintain their footpath/verge. Adjoining landowners and residents have the right to maintain the section of road reserve fronting their property or residence at their own risk.

TRC accepts requests of no maintenance activity to TRC owned assets and reviews the conditions with impacted customers biannually.



Live, discover and invest in a Tablelands community



Tablelands Regional Council

45 Mabel Street, Atherton Qld 4883
PO Box 573, Atherton Qld 4883

1300 362 242

info@trc.qld.gov.au

trc.qld.gov.au



#athertontablelands