

Andre Kompler

From: Neil Ogilvie <~~neil.ogilvie@yorkshire.gov.uk~~>
Sent: Saturday, 30 May 2020 8:58 PM
To: Council
Subject: RMP Review 2020 - Public Submission

Councillors,

Thank you for the opportunity to make a submission to the Road Management Plan 2020 review. The input from a strong Asset Management System is clear and the document is certainly an improvement on the previous plan.

The only suggestion I might make would be reference to standards, whether it be in the process for Council to adopt roads to the Road Register, in the restoration of road defects or any other instance where it may be appropriate. In lieu of Councils own public Quality Assurance System, Work Method Statements and other documented systems, I would suggest that Austroads be adopted for incorporation to the document (albeit perhaps identified as an 'aspirational goal' and lesser standards being defined for 'acceptable'). From a legal standpoint, it would also reduce risk to Council should a challenge be made against Council referencing any work undertaken within the road reserve.

By providing measurable standards to completed work, KPI's and other evaluation methods can also be internally applied to Councils performance, allowing for a more definitive picture to be painted of how the road is maintained. Flowing from this can come operational targets and improvements, dovetailing perhaps into section 7.1.

Thank you again for this opportunity and for taking time to review my submission.

Sincerely,

Neil Ogilvie

~~0430554575~~



Friends of the Great Victorian Rail Trail
24 Highett Street
Mansfield VIC 3722
Tel: 03/5775 1332

June 30, 2020

Mansfield Shire Council
33 Highett Street,
MANSFIELD VIC 3724

Attention: Andre Kompler

Subject: Response to Amended Road Management Plan (RMP)

Surprised and disappointed to see the Great Victorian Rail Trail being placed in the same category as a shared pathway with a 'low' level of service category.

The rail trail contains a variety of assets requiring regular inspections and maintenance to provide a safe and enjoyable user experience along its 40kms within the Mansfield Shire. Because of its uniqueness and service levels required, we believe it deserves its own category within the path hierarchy.

Attached is the Assets Maintenance section (Section 8) from the original Management Plan formulated during the construction phase of the Goulburn River High Country Rail Trail (now known as the Great Victorian Rail Trail). We draw your attention to Table 8-1 (Assets Maintenance Plan and Service Schedule).

When the 'GVRT Advisory Committee' was dissolved at the end of 2014, to our knowledge the original Management Plan for the rail trail was not revisited!! This update to the RMP is an ideal opportunity to bring the maintenance regime for the rail trail in-line with current expectations.

We would welcome an opportunity to discuss management of this important tourist asset in more detail with you.

Kind regards,

Ross Vaughan
Chair, Friends of the GVRT
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Email: ross_vaughan@bigpond.com

Andre Kompler

From: Louise Jacob <[REDACTED]@mansfield.net.au>
Sent: Monday, 1 June 2020 10:28 PM
To: Council
Subject: Amendment to Road Management Plan

- Dear council staff,

We read in the Courier of the draft amendments to the council's Road Management Plan and hereby submit our comments.

In submitting this we would firstly like to express our gratitude to the council's road patrols for their prompt and efficient attention to work needing to be done along Buttercup Rd. Once an issue is reported they very quickly see to it. This is much appreciated.

We refer to the following comment: 2.2 Purpose of RMP page 3

Document a system for the prioritised maintenance of roads and road related infrastructure consistent with the requirements of the Act, while recognising resource limitations;

We feel there needs to be some open planning as to what capital works are proposed and seeking input from residents about this. Over many years (I'm talking 40 years) the planned sealing of Buttercup Rd has been on again off again in the council's budget. It has had government money given to it specifically for this purpose and council, in its wisdom, has re-directed the funds elsewhere. The most recent occurrence was several years ago when government money was allocated and following a discussion with a council officer about the possibility of a scheme involving co-payment from residents, the council suddenly was not in a financial position to carry out the work or even raise the scheme for consideration. It was to be done in 1500 metre sections, the first work taking the pavement to School Lane.

We respectfully request that council in its deliberations make some mention of planned upgrading of highly trafficked roads in the shire. We am writing in particular about Buttercup Rd, Merrijig.

In the definitions there seems to be a gap in road descriptions ~ that is Buttercup Rd doesn't come into either point 3 or 4!

3- Access	Provides direct access for abutting residential, industrial, commercial properties and connects into the link, collector or declared road network. There is minimal to no through traffic. Parking areas, including on-street and off-street parking are included as part of this road class.
4- Limited Access	A rural or urban access track, providing access for agricultural purposes, fire and/or maintenance vehicles. This category of road is typically unformed with nominal pavement, unsealed and considered a dry weather road where seasonal closures may apply.

Under point 3 apart from the fact there is no on or off street parking there is certainly far more than 'minimal to no through traffic'. The vehicles travelling along Buttercup Rd - both farm vehicles, local residents, tradesmen travelling to their jobs, there are many, many visitors using four wheel drive vehicles to access the mountains at all times of the year. It is quicker to use Buttercup Rd than Carters Rd to get to where they want to go in the bush.

Buttercup Rd is also a vital road for emergency service vehicles to access the bush - for fire fighting, searches, bush maintenance works etc.

Point 4 Limited access - it is not a rural track and is passable year round.

We consider many roads in the shire fall between these two categories and respectfully suggest that these definitions be re-visited and changed or added to, to more accurately reflect the reality on the ground.

Our other concern is the following extract: 5.1.2 Page 10 referring to trimming of trees. We are puzzled by the fact that RRV is responsible for the trees on the road reserves outside the 60 km/h zone.

1. Council is responsible for trimming of trees which are located in the area of the road reserve managed by Council. In rural areas (outside the 60km zone) RRV is responsible for all assets contained within the road reserve, unless otherwise agreed with Council.

As previously stated Buttercup Rd is a vital access road for emergency service vehicles and DWELP vehicles gaining access to the mountains. It is essential that the trees along the road further in - probably from about five kilometres onwards in a northerly direction be kept

clear of the road and maintained to keep the road open at all times. This responsibility should be clarified.

We hope you will accept this letter even though it is after close of business today.

Kind regards,

Lars Jacob

Laurie Jacob

~~1001-1002 Mansfield Road~~
~~271 Buttercup Rd,~~
~~MANSFIELD VICTORIA~~

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8 ASSETS MAINTENANCE

The Rail Trail contains a variety of assets requiring regular inspections and maintenance to provide a safe and enjoyable user experience.

The Plan provides a general overview of the assets within the reserve and a routine program to provide a basic framework from which maintenance can be scheduled (See Table 8-1).

This program may be further developed or changed according to the needs and/or further assessment as determined by the Technical Committee.

Each Council will determine the most appropriate way to integrate the Assets Maintenance Plan into current and/or revised council wide asset maintenance operations e.g. Municipal Road Management Plans.

Users of the Rail Trail are encouraged to give feedback on maintenance and suggested improvements to the trail.

Actions

The Technical Committee:

- Undertake a Risk Assessment to monitor the maintenance program and where identified undertake the necessary amendments to the program.

Each Council will:

- Determine the most appropriate mechanisms for implementation of the Maintenance Plan within council operations. E.g. Road Management Plans and Strategies.

The Advisory Committee, working with the three councils, will:

- Establish and coordinate feedback methods for the trail. These could include a variety of methods including SMS and online technologies.

Table 8-1 Assets Maintenance Plan

Asset		Indicative inspection schedule	Level of service to be maintained	Classification of repair &/or replacement	Timeframe for completion of works
Asset	Components				
Bike/Walking Track	Surface (Black. Chert)	To be determined	Trafficable by all bicycles excluding those designed for sealed surfaces	Urgent Moderate Low	Within 1 week Within 2 months Within 6 months
	Clearance	To be determined	Maintain corridor 3m wide and 2.5m high clear of obstructions		
Bike/Walking Track/ Horse Trail	Surface (Granitic Sand)	To be determined	Safe access available along signposted horse Rail Trail		
	Clearance	To be determined	Maintain corridor 3m wide and 4.0m high clear of obstructions		
Signage	Warning/ Emergency	To be determined	Signs visible and legible to Rail Trail users		
	Trail Location	To be determined			
	Information	To be determined			
Toilets	Asset	To be determined	Toilet operating in accordance with supplier specifications and EPA requirements		
	Cleaning		Clean and hygienic condition		
Car Parks	Surface	To be determined	Trafficable to vehicles		
	Fencing/ Bollards	To be determined	Safe and functional		
Litter	N/A	To be determined	Reserve aesthetically acceptable as determined by Council		
Bridges	Safety rails	To be determined	Safe and functional		
	Waterway Capacity	To be determined	Unrestricted by debris		
	Structure (Visual)	To be determined	Safe and functional		
Internal Fencing	Gates	To be determined	Safe and functional		
	Fencing	To be determined	Safe and functional		
Reserve	General Condition	To be determined	Control weeds in accordance with relevant legislation		
	Fuel Loads	To be determined	In accordance with Interim Fire Management Plan		
Neighbouring Land Use (inc. fencing)		To be determined	Protection of Rail reserve of impacts from adjoining land use		