

# ROAD MANAGEMENT PLAN

## FAQs

### 1. What is a Road Management Plan and why does RMB need one?

The Road Management Plan clarifies how the RMB, as a Coordinating Road Authority, is discharging its duty under the *Road Management Act 2004* (VIC) to inspect, maintain and repair public municipal roads and related infrastructure, car parks, pathways, tracks and trails.

The Road Management Plan (RMP) sets the minimum service standards and intervention levels for roads and road related infrastructure, car parks, pathways, tracks and trails. The RMBs RMP also sets minimum standards for snow clearing operations.

### 2. Is the RMB responsible for the Mt Buller Road?

No. Regional Roads Victoria is the Coordinating Road Authority for the following arterial roads in the Resort:

- Mt Buller Road from Gate Entry at Mirimbah to the Summit Road Junction (i.e. Clock Tower intersection)
- Mt Stirling Road to Telephone Box Junction (TBJ), Mt Stirling.

As the Coordinating Road Authority, Regional Roads Victoria is responsible for road and road related infrastructure including road cuttings, road embankments, guideposts, bridges, culverts, table drains, vegetation management and street lighting. Regional Roads Victoria has transferred responsibility for snow clearing and traffic management on these roads to the RMB.

### 3. Which roads are the RMB responsible for?

Under the *Road Management Act 2004* (VIC), the RMB is responsible for public municipal roads – that is those reasonably required for general public use.

The RMB is responsible for approximately:

- 3.6 km sealed roads
- 50 km unsealed roads
- 72,000 m<sup>2</sup> car parks (approx. 3,200 spaces)
- 110 km of mountain biking, horse riding, walking, running and skiing tracks and trails
- 10 km management/emergency services only vehicle tracks (closed to the public).

### 4. Which roads is the RMB not responsible for?

The RMB is not responsible for non-public/private infrastructure such as driveways (including heated driveways) or accessways connecting site/s to public roads or the clearing of snow on leased sites, non-public/private driveways/accessways and roadside parking areas. Responsibility for these areas lies with the users of these facilities or Tenants.

### 5. What is not covered under the Road Management Plan?

The RMP only covers roads, car parks, pathways/tracks/trails that are on the Road Register – that is, those that are deemed to be reasonably required for general public use.

This Plan does not include information relating to Resort entry, village access and parking permits.

**6. What powers allow the RMB to close roads?**

The *Alpine Resorts (Management) Act 1997* (VIC) allows the RMB to implement road closures (seasonal or otherwise) as appropriate. Anyone wanting a road closure for any reason including major events, building works, filming etc, must seek prior written permission from the RMB.

**7. How have service standards been determined?**

The RMB operates a rigorous program of annual inspections and asset maintenance upgrades. It is important to remember that the aim of the Plan is to set the *minimum* inspection frequencies and intervention levels to maintain a safe network of roads, car parks and pathways/tracks/trails.

The service standards in the Plan have been informed by the standards adopted by Local Councils and the Department of Energy, Environment and Climate Change and guidance from the Municipal Association of Victoria (MAV).

**8. What do we mean by service standards?**

Service standards mean both inspection frequencies and intervention levels. That is, the minimum level of service required to meet our obligations as a Coordinating Road Authority.

Service standards set out in the Road Management Plan attempt to balance:

- Community service expectations
- Public safety requirements
- RMB's available resources and competing priorities
- Industry best practice

**9. How were the classifications determined?**

Road assets have been classified or grouped based on functionality using the Austroads system rather than traffic volumes or current standard of construction. The most appropriate Austroads road classification for municipal roads within the Resorts has been identified as Rural Class 5, however, the Austroads service functional description and road type descriptions have been amended where appropriate to better describe Resort roads.

**10. Why do different standards apply to different asset classifications**

Road assets have been classified or grouped based on functionality using the Austroads system. Each class type requires a different level of service in order to meet requirements of the road, track, pathway etc. and to help RMB balance our available resources and competing priorities.

For example Class 5A roads require the highest level of service because these roads provide access for emergency services; Summit Road provides access to the Ambulance Station, Medical Centre, Fire Tower and CFA Station and therefore requires high priority snow clearing and low thresholds on defects.

If the RMB was to provide the same level of service across all asset classifications additional costs would need to be covered by new or increased charges.

**11. If I notice a defect in the road, what should I do?**

If you have any questions, suggestions or want to report a defect such as a pothole or tree across a road, please call RMB Reception on 5777 6077 (during business hours) or email [info@mtbuller.com.au](mailto:info@mtbuller.com.au).

If you come across a life-threatening emergency please call 000.

If you discover a defect such as a tree across a road after business hours that is not a life-threatening emergency, you may choose to contact the following emergency services:

- Regional Roads Victoria (RRV) 133 778  
For urgent road and traffic enquiries
- VicEmergency Hotline (CFA) 1800 226 226  
For fire or alarm emergency
- Victorian State Emergency Service (SES) 132 500  
For flood, storm, tsunami or earthquake emergency

**12. Snow clearing of roads takes too long, how can this process be improved?**

Snow clearing is difficult work often undertaken under difficult conditions. Snow clearing Operators work in order of priority as per the Service Standards for Snow Clearing Operations in section 8.5 of the Plan.

The RMB requests you do not try to flag down or talk to snow clearing operators when they are working, this only slows snow clearing operations and can increase risk by diverting an operator's attention. If you have any questions, suggestions or want to report an incident please call RMB Reception on 5777 6077 or email [info@mtbuller.com.au](mailto:info@mtbuller.com.au).

**13. What is the RMBs snow clearing responsibility**

The RMB is only responsible for clearing public roads and pathways, from gutter to gutter to provide safe transit around the Resorts.

The RMB's key priority is to provide safe access for emergency and transport services. For this reason, areas are cleared in order of priority as per the Service Standards for Snow Clearing Operations in the Plan.

**14. Why is snow on roadside parking areas not cleared by the RMB?**

The RMB has had a long standing policy not to clear roadside parking sites. The clearing of roadside parking spots is the responsibility of the permit holder.

As roadside carparking spots are rarely all empty at the same time, it would not be possible for the RMB to clear the sites using existing snow clearing machines. If the RMB was to take on this work it would most likely need to be done by hand or with small machines, and the considerable additional costs would need to be funded through new or increased charges.

**15. Why won't the RMB clear snow from my driveway or accessway?**

The RMB, like all Local Councils, is not responsible for non-public/private infrastructure such as driveways or accessways connecting site/s to public roads. In our context, maintenance

also includes snow clearing. The responsibility for clearing private driveways and accessways lies with tenants.

If the RMB was to take on responsibility for clearing tenant driveways and accessways, the additional costs would need to be covered by new or increased charges.

The RMB maintains a panel of pre-qualified Snow Clearers available for hire by Tenants. Contact Reception for more information.

**16. Why has the RMB historically cleared some driveways?**

It has been many years since the Mt Buller Mt Stirling Road Management Plan has been reviewed and over time, for various reasons, the RMB has taken on the responsibility of clearing a very small number of private driveways and accessways.

The RMB does not think this situation is equitable, and the Plan proposes that in the future the RMB will limit its snow clearing operations to public roads and pathways.

**17. Does the salt used to de-ice roads cause harm to the environment?**

Grit, sodium chloride (course salt) and/or calcium chloride (known as sauce) is used, as required, to prevent and remove ice on roads and pathways as per the RMB De-icing Program and Procedures.

These solutions are designed to speed up the melting process of ice. The effect on the environment is minimal and within the standard PH range of tap water. Pre-wetting methods controlled by an on-board computer system are used to reduce the amount of solution required and minimise potential run-off into the environment.

