

# Road Management Plan 2017

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## EXECUTIVE SUMMARY

Council has a role to effectively manage the municipal road network and it is necessary to have a clear policy outlining its operational objectives to inspect, maintain and repair its public roads. The Road Management Plan (RMP) has been developed by the Stonnington City Council in accordance with the Road Management Act 2004 (the Act), for this purpose.

The principal object of road management, according to the Act, is to ensure that a network of roads is provided for the movement of persons and goods as part of an integrated transport system and that road reserves are available for other appropriate uses.

The purposes of a road management plan are:

- a) to establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and
- b) to set the relevant standard in relation to the discharge of duties in the performance of those road management functions.

In order to meet economic, social, safety and environmental expectations of the community, careful consideration must be taken in setting achievable maintenance operation targets and asset management programs.

The Act gives power to a road authority to determine the standards to which the relevant road authority will construct, inspect, maintain and repair roadways, pathways, road infrastructure and road related infrastructure.

This RMP determines levels of service by taking into consideration the affordability, available resources and risks related to maintenance and ongoing asset performance.

Intervention levels have been set in line with current 'industry practices' and reflect Council's ongoing commitment to providing the community with quality road infrastructure that meets reasonable community expectations.

To align with Council's 'Best Value' approach, this RMP is a dynamic document subject to continuous improvement and review. Any queries or comments in relation to this RMP should be directed to:

The Asset Management Coordinator  
City of Stonnington  
Stonnington Depot  
293 Tooronga Road, Malvern, Victoria, 3144

Further information is also available on the Council's web site: [www.stonnington.vic.gov.au](http://www.stonnington.vic.gov.au)

## DEFINITIONS

Terms used in this RMP have the same meaning as the specific definitions included in the Act unless stated to the contrary. The definition of “road” and “public road” are as per the Act.

For the purposes of this RMP the following additional terms shall be defined as

“business days” —	means Monday to Friday excluding public holidays in Victoria
“business hours” —	means 8.30am to 5pm on business days
“defect” —	means localised damage to a public road or road infrastructure, i.e. pothole, joint displacement; damaged street furniture
“defect intervention level” —	means the extent at which point a defect nominated in the RMP will invoke a response to the standard set out in the Appendix;
“kerb and channel” —	means road infrastructure located at the edge of a roadway designed to provide roadway drainage, act as a barrier to prevent vehicles from leaving the roadway and which forms part of the roadway for the purposes of this RMP;
“level of service” —	means the performance measurement of road infrastructure, relating to the quality, reliability, responsiveness, quantity, accessibility and cost achievable based on Council's resourcing and addresses community expectations;
“make safe” —	means temporary works to ensure public safety, including actions such as cordoning off an area or installing temporary works such as asphalt patches or temporary covers,
“private road” —	means a road on private property that is not a public road, has not been constructed by Council and Council is not the responsible road authority;
“response times” —	means the time from when the request was received by Council's maintenance department to when the make safe works of defects that are above intervention level, and only apply during business hours

## 1. INTRODUCTION

The City of Stonnington is the third smallest council in Victoria covering only an area of 25.62km<sup>2</sup>. As a small inner metropolitan council, the road network is condensed within a small footprint. Roads are Council's largest asset class and it is a challenge to maintain and accommodate roads for future demands.

The road network within the City of Stonnington consists of:

- Sections of the Monash Freeway and CityLink;
- 123 km of State Arterial roads where VicRoads is the coordinating road authority;
- 260 km of municipal roads and associated footpaths, kerb and channels;
- 81 km of laneways, pathways and numerous car parks;

The RMP applies to the public roads listed in the Register of Public Roads (see Part 4 of this RMP) and potentially for those parts of the arterial roads that Council looks after. The RMP does not apply to private roads, or public highways not on the public road register.

This RMP has been developed to establish a management system for Council's road management functions as defined in the Act and to determine the response times, levels of service and the standards the Stonnington City Council proposes to implement in the discharge of its duty to inspect, maintain and repair those public roads for which it is the responsible road authority.

### 1.1. Availability of RMP and Associated Documents

This RMP is available in PDF format on the Council's website: [www.stonnington.vic.gov.au](http://www.stonnington.vic.gov.au).

The hard copies of this RMP and all associated documents are also available for viewing free of charge during business hours at:

- Stonnington Civic Centre, 311 Glenferrie Road, Malvern, Victoria;
- Stonnington Depot, 293 Tooronga Road, Malvern, Victoria

### 1.2. Codes of Practice and Agreements

Section 52(1)(d) of the Act states that a road management plan must include matters that a relevant Code of Practice specifies should be included in a road management plan.

As of the date of the adoption of this RMP, the RMP complies with the Code of Practice for Road Management Plans Victoria Government Gazette No. S201, 16 September 2004.

Arrangement number RMA000020 is an arrangement to transfer responsibility from Stonnington Council to VicRoads for the operational and coordinating functions of the roadside area along Dandenong Road from Station Street to Tooronga Road.

## 2. STAKEHOLDERS

The key stakeholder groups of the community who are both users of the road network and/or are affected by it include:

- The community in general;

- Residents and businesses adjoining the road network;
- Pedestrians;
- Users of a range of miscellaneous smaller, lightweight vehicles;
- Users of motorised vehicles;
- Tourists and visitors to the area;
- Utilities providers;
- State and Federal Governments through their road agencies; and
- Council as the responsible road authority.

### 3. HIERARCHY

#### 3.1. Road Hierarchy

To assist with road management functions the Stonnington City Council has applied a 'Municipal Road classification' for public roads for which it is the responsible road authority.

These classifications are based on the primary function of the road or ancillary area and are used to differentiate levels of service and maintenance standards in this RMP.

These classifications are:

Road Classification	General Function Description
Major	Provides access to and from the local road network and the Arterial/State road networks. High vehicle usage.
Collector	Provides access to and from the State road network and sub-arterial road network. Moderate vehicle usage.
Local	Provides access to properties and used by the general public. Low vehicle usage.
Laneway	A narrow road, easement of way or right of way with no dedicated footpath pathway and less than 5 metres carriageway width listed on the Register of Public Roads.

#### 3.2. Footpath Hierarchy

Council is responsible for footpaths along local, collector and major roads in the municipality as well as footpaths along state arterial roads which are in urban areas as per s.37 of the Act. As with the Road Classification, Council has applied a Municipal Pathway Classification for footpaths along roads and the footpaths listed in the Road Register. These classifications are based on the primary function and associated maintenance zone of the pathway.

Besides the footpath classified in this RMP, there are other pathways that are managed separately to this RMP such as footpaths in parks as well as signed shared paths and bike paths.

The classifications for road related footpath are:

Municipal Footpath Classification	Function Description
High Activity Areas	Footpaths associated with significant pedestrian traffic, including shopping centre areas and state arterial roads.
Low Activity Areas	Footpaths associated with low pedestrian traffic.

The Appendices shows the location of the High Activity Areas and Low Activity Areas categorised into the different maintenance zones referred to in the above.

### 3.3. Car Parks and Shared Paths

Car parks, such as at grade car parks and indented parking bays, are ancillary areas managed by the City of Stonnington. The RMP defect intervention levels of the adjacent Road Classification and Municipal Pathway Classification apply to the car parks. The City of Stonnington is responsible for the management and enforcement provisions for car parks separately from the RMP.

A separate policy for shared paths such as bicycle paths and other off-road pathways is being developed and is separate to this Plan.

## 4. ROAD REGISTER

Pursuant to s.19 of the Act, the City of Stonnington maintains a Register of Public Roads specifying the public roads for which it is the coordinating road authority. The Register is maintained according to the Register of Public Roads Policy 2013 and is a snapshot of Council's current records, categorised accordingly to the Municipal Road Classifications.

The *Register of Public Roads* specifies the hierarchy category and asset type based on the function it performs, which are used to differentiate service levels and maintenance standards in this RMP. Any road omitted from the Register of Public Roads is, to Council's best knowledge, not under Council's control or responsibility or is not generally required for public use. Road owners other than Council in the City of Stonnington may possibly include private abutting owners, VicRoads, Transurban or Eastlink.

Only those public roads listed in the Register of Public Roads and certain parts of arterial roads located within the municipality are covered by this RMP. This RMP is not intended to apply to private roads, or public highways not on the Register of Public Roads. Nor is it intended to apply to paths which have not been constructed by Council such as foot trodden tracks, paths connecting to private land and vehicle entrances from the roadway to private property.

## 5. LEVEL OF SERVICE

### 5.1. Policies, Strategies and Procedures

In developing the Levels of Service set out in this RMP, Council has given due regard to the Strategic Objectives set out in the Council Plan and other relevant Council Policies and Procedures applicable at the time of publication of this RMP. These policies do not form part of the RMP but are used as a guide to set the Level of Service.

It is not intended to keep the asset network in a 'defect free' condition as this would require continual maintenance at an unsustainable cost to the community.

### 5.2. Level of Service Review

The level of service is reviewed in conjunction with the City of Stonnington Asset Management Strategy and Policy and may include community consultation.

The reasonableness of the level of service is evaluated by:

- Outcomes of the Community Satisfaction Surveys;
- Resources available, both physical and financial;
- Competing demands on Council.

### 5.3. Risk Assessment

The standards of construction and maintenance have been determined According to Council's Risk Assessment evaluation and recorded in Council's Risk Register, to ensure the road assets are being maintained in a safe manner and adopted intervention levels are being met.

The standard of intervention for a road or defect is determined by officers who analyse the risks according to Council's Risk Register and works are scheduled as per this analysis. The officers will determine if a make safe is required and the level of works required to reinstate the infrastructure to the expected level of service.

## 6. BUDGET PROVISIONS

The commitments and obligations specified in the RMP have been incorporated into the Road Asset Management Plan. The ongoing resource requirements are matched to the financial and staff resources available to deliver those commitments and obligations as set out in the Council Plan.

The current financial resources allocated for works on Council maintained roads and footpath pathways are considered reasonable having regard to the overall service delivery priorities. The levels of service that the RMP makes provision for should be achievable within the current levels of allocated financial resources.

### 6.1. Capital Works Budget and Maintenance Budget

Both budgets are developed as part of the Council Plan and in consideration of the Road Asset Management Plan. The Capital Works Budget is developed based on community

expectations, Council priorities in service provision, asset condition information and risk assessment on assets. The Maintenance Budget is allocated based on the results from customer satisfaction surveys, asset condition and risk assessments and the requirements to comply with the Australian standards.

## **6.2. Other Financial Sources**

Roadworks can be funded from sources other than those provided directly from Council, including:

- Developer Contribution Schemes;
- Special Rates and Charges Schemes; and
- State and Federal Government grants.

## **7. EXCEPTIONAL CIRCUMSTANCES CLAUSE**

Council will make every effort to meet its commitments under its RMP. However, there may be situations or circumstances that affect Council's business activities to the extent that it cannot deliver on the service levels of the RMP. These include but are not limited to natural disasters, such as fires, floods, or storm; or, a prolonged labour or resource shortage, due to a need to commit or redeploy Council staff and/or equipment elsewhere.

In the event that the Chief Executive Officer (CEO) of Council has considered the impact of such an event on the limited financial resources of Council and its other conflicting priorities, and determined that the RMP cannot be met, then pursuant to Section 83 of the Wrongs Act, the CEO will write to Council's officer in charge of its plan and inform them that some, or all, of the timeframes and responses in Council's RMP are to be suspended.

Once the scope of the event/s have been determined, and the resources committed to the event response have been identified, then there will be an ongoing consultation between Council's CEO and Council's officer responsible for the RMP, to determine which parts of council's plan are to be reactivated and when.

Council statements to residents about the suspension or reduction of the services under the RMP 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.

## **8. REVIEW AND AMMENDMENT**

### **8.1. Amendment of the RMP**

This road management plan is subject to the consultation and approval processes as detailed in the Act and the Road Management (General) Regulations 2016.

### **8.2. RMP Review**

A formal review, in accordance with the Road Management (General) Regulations 2016 is conducted every four years.

In accordance with the Regulations, each incoming council will review the RMP during the same period as it is preparing its Council Plan under the Local Government Act 1989.

### 8.3. Amendments

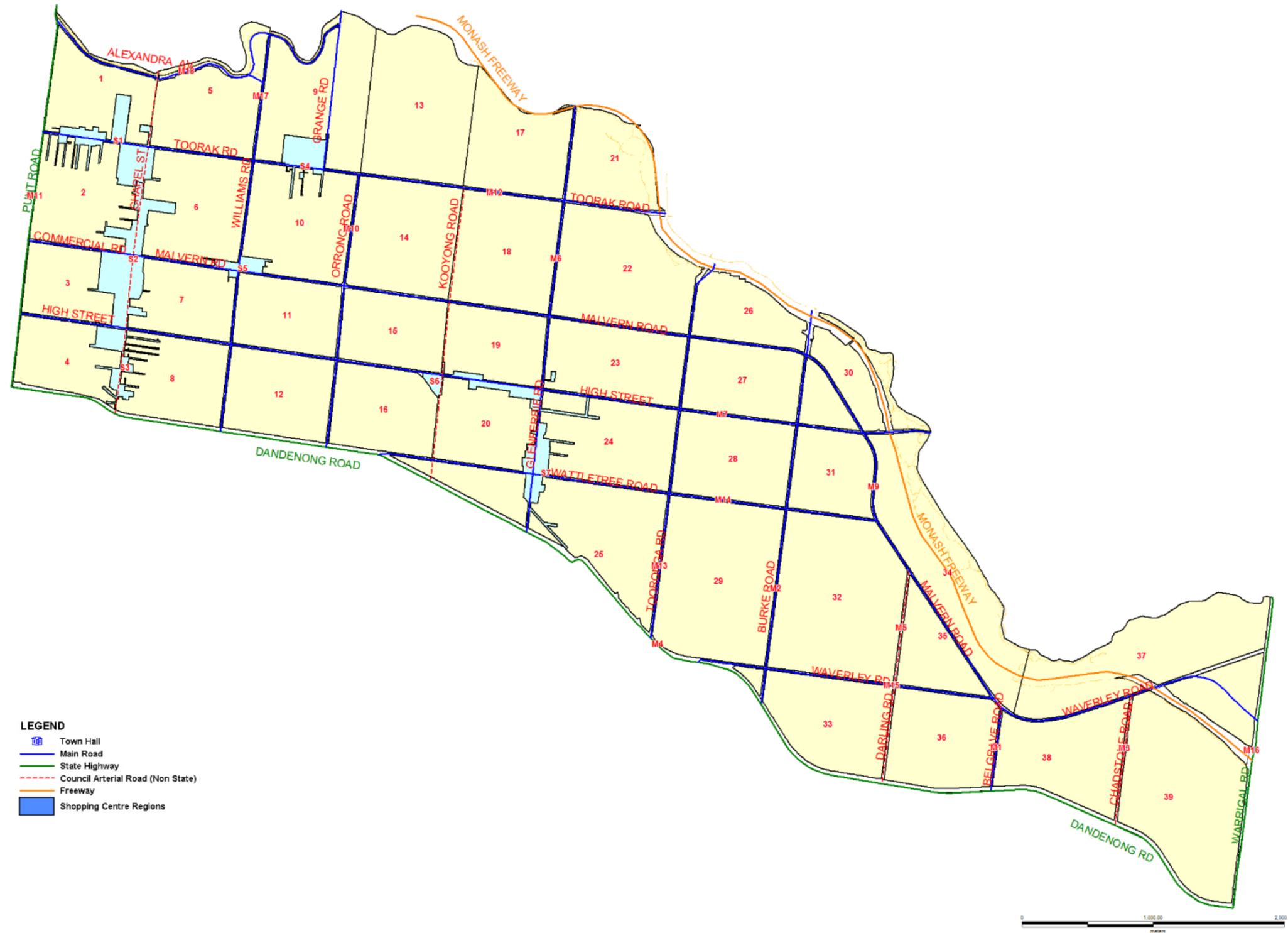
Below is a table of the amendments in comparison to the previous RMP.

Section	Title	Amendment Description
<i>ii</i>	Executive Summary	Updated
<i>ii</i>	Definitions	Updated and provides more detail
<i>1</i>	Introduction	Updated
<i>1.1</i>	Availability of RMP and Associated Documents	The Road and Footpath Hierarchy classifications are now consistent in the RMP and the Register of Public Roads. The classifications in the RMP have been updated to major, collector, local and laneways for roads and high activity areas.
<i>1.2</i>	Codes of Practice and Agreements	Updated to include Council agreements
<i>2</i>	Stakeholders	Updated
<i>3</i>	Hierarchy	Classifications have been updated
<i>3.1</i>	Road Hierarchy	Changed Council Arterial to read Major Road links to provide better explanation
<i>3.2</i>	Footpath Hierarchy	Changed classifications to High Activity and Low Activity to better define zones
<i>3.3</i>	Car Parks and Shared Paths	Clarification that car parks and Shared paths such as bike paths are to be managed separate to this policy document
<i>4</i>	Road Register	Updated
<i>5</i>	Level of Service	Updated
<i>5.1</i>	Policies, Strategies and Procedures	Updated
<i>5.2</i>	Level of Service Review	Updated
<i>5.3</i>	Risk Assessment	Updated
<i>6</i>	Budget Provisions	Updated
<i>6.1</i>	Capital Works Budget and Maintenance Budget	Updated
<i>6.2</i>	Other Financial Sources	Updated
<i>7</i>	Exceptional Circumstances Clause	Exceptional Circumstances Clause has been updated to be in line with the recommended industry standard for Road Management Plans
<i>8</i>	Review and Amendment	Updated
<i>8.1</i>	Amendment of the RMP	Updated
<i>8.2</i>	RMP Review	Updated
<i>8.3</i>	Amendments	New
<i>Appendix A</i>	Map of Maintenance Areas and State Roads	No Change
<i>Appendix B</i>	Inspection Survey Frequency	Timeframes have been standardised to meet Council's current resourcing levels

Appendix C	Asset Defect Intervention Levels and Response Times	Intervention levels have been standardised to meet Council's current resourcing levels
Appendix C	Asset Defect Intervention Levels and Response Times	Response times have been standardised to meet Council's current resourcing levels
<b>PREVIOUS RMP 2013</b>		
	Executive Summary	Updated
1	General	Removed because no longer necessary
1.1	Legislative Basis for Plan	Removed because no longer necessary
1.2	Exceptional Circumstances Clause	Changed and updated to section 7 to provide clarity
1.3	Key Stakeholders	Changed and updated to section 2 to provide clarity
1.4	Meaning of Terms	Changed and updated to section 1 to provide clarity
1.5	Availability of Plan and Associated Documents	Moved to section 1.1
1.6	Delegations	Removed because no longer necessary
2	Roads and Ancillary Areas subject to the Plan	Changed and updated to section 3 to provide clarity
2.1	Register of Public Roads	Moved to section 4
2.2	Road Hierarchy	Changed and updated to section 3.1 to provide clarity
2.3	Pathway Hierarchy	Changed and updated to section 3.2 to provide clarity
2.4	Codes of Practice & Agreements	Changed and updated to section 1.2 to provide clarity
2.5	Car Parks	Changed and updated to section 3.3 to provide clarity
3	Level of Service	Moved to section 5
3.1	Policies, Strategies and Procedures	Changed and updated to section 5.1 to provide clarity
3.2	Level of Service Review	Changed and updated to section 5.2 to provide clarity
3.3	Risk Assessment	Changed and updated to section 5.3 to provide clarity
3.4	Standards of Maintenance	Moved to section 5 and Appendix B
3.5	Urgent Response	Moved to section 5.3 and Appendix B
4	Financial Resources	Moved to section 6
4.1	Budget Provisions	Changed and updated to section 6 to provide clarity
4.2	Capital Works Budget and Maintenance Budget	Changed and updated to section 6.1 to provide clarity
4.3	Other Sources	Changed and updated to section 6.2 to provide clarity
5	Management System	Removed because no longer necessary
5.1	Establishing Works Priorities	Removed because no longer necessary
5.2	Responsibilities for Road Management Plan Implementation	Removed because no longer necessary
5.3	Service Requests	Removed because no longer necessary

5.4	Maintenance Management System	Removed because no longer necessary
5.5	Safety at Work Sites	Removed because no longer necessary
5.6	Quality Assurance	Removed because no longer necessary
5.7	Duty to Inform Service Provider or Works and Infrastructure Manager	Removed because no longer necessary
5.8	Incident Inspections and Response	Removed because no longer necessary
5.9	Records of Inspections and Maintenance Works	Removed because no longer necessary
6	Performance Management and Review	Moved to section 8
6.1	Performance Monitoring	Removed because no longer necessary
6.2	Audits	Removed because no longer necessary
6.3	Amendment of Road Management Plan	Changed and updated to section 8.1 and 8.3 to provide clarity
6.4	Plan Review	Changed and updated to section 8.2 to provide clarity
<i>Appendix</i>	Service Level Qualifications:	Changed and updated to section 5
<i>Appendix 1</i>	Asset Defect Intervention Level	Moved to Appendix C
<i>Appendix 2</i>	Asset Inspection Frequency	Moved to Appendix B
<i>Appendix 3</i>	State Roads in Stonnington	Moved to Register of Public Roads
<i>Appendix 4</i>	Ancillary Areas	Moved to Register of Public Roads
<i>Appendix 5</i>	Map of Shopping Centre Areas and State Roads	Moved to Appendix A

## APPENDIX A – MAP OF MAINTENANCE AREAS AND STATE ROADS



## APPENDIX B – INSPECTION SURVEY FREQUENCY

Defect inspections refer to a periodic inspection on a particular asset class to determine whether there are any defects which are in breach of the corresponding intervention level. These defects are collated to form a list which is prioritised based on maintenance zones.

Condition inspections refer to inspections to verify and re-establish current conditions on the particular asset being investigated. Collection of this data ensures future deterioration to be accurately modelled and enable preventative maintenance to occur.

Asset	Proactive Defect Inspection	Condition Inspection
Roads - Major	6 months	48 months
Roads - Collector	12 months	48 months
Roads - Local	12 months	48 months
Laneways	48 months	48 months
Footpaths, Kerb and Channel - High Activity Areas	6 months	48 months
Footpaths, Kerb and Channel - Low Activity Areas	12 months	48 months
Signage	12 months	N/A
Line Marking	N/A	48 months
Street furniture & Local Area Traffic Management devices	12 months	48 months

Inspection time for resident requested reactive defects is included in the response time and reactive response times.

## APPENDIX C – ASSET DEFECT INTERVENTION LEVELS AND RESPONSE TIMES

**Note:** Response times listed in days refer to business days and exclude public holidays, weekends, etc.

Roadways		Reactive	Proactive
Pot holes Isolated pavement failure areas exceeding: · 300 mm diameter · 50 mm depth (· 100 mm depth for constructed laneways)	Major	5 days	6 months
	Collector	5 days	12 months
	Local	5 days	12 months
	Laneway	20 days	12 months
Ruts, depressions and edge breaks Significant rutting and abrupt distortion in the road surface, missing or eroded road pavement surface along road edge, exceeding: · 150 mm laterally · 1 m length · 50 mm below surrounding pavement surface (· 100mm depth for constructed laneways)	Major	10 days	6 months
	Collector and Local	10 days	12 months
	Laneway	20 days	12 months
Footpath Pathways (alongside roadways)		Reactive	Proactive
Pot holes and section displacement isolated pavement failure areas and displaced footpath exceeding: · 25 mm depth · 250 mm width	High Activity Area	5 days	6 months
	Low Activity Area	20 days	12 months

<b>Kerb and Channel</b>		<b>Reactive</b>	<b>Proactive</b>
Isolated kerb and channel failure areas exceeding: · 300 mm length · 25 mm depth integrated (· 50 mm depth for kerbs separated from footpath)	High Activity Area	5 days	6 months
	Low Activity Area	20 days	12 months
Displaced kerb and channel sections exceeding: · 150mm length · 75 mm depth (· 100 mm depth for kerbs separated from footpath)	Integrated footpath	5 days	12 months
	Separated footpath	20 days	12 months

<b>Signage</b>		<b>Reactive</b>	<b>Proactive</b>
Regulatory and warning Damaged, faded, non-conforming or otherwise non-functional Council traffic sign or device	Council	10 days	12 months
Area Information Damaged, faded, non-conforming or otherwise non-functional signage	Council	20 days	12 months
<b>Line marking</b>		<b>Reactive</b>	<b>Proactive</b>
Regulatory and warning	Council	1 month	12 months
<b>Street furniture and Local Area Traffic Management devices</b>		<b>Reactive</b>	<b>Proactive</b>
Damaged, faded, non-conforming or otherwise non-functional Council furniture and traffic devices	Council	10 days	12 months

Drainage Infrastructure		Reactive
Blockages in a Council owned pit causing water to pond on the trafficable section of the road surface	Council	10 days
Damaged Pit Lid - Substantially cracked, crushed and/or chipped lid	Council	10 days
Missing Pit Lid - Deep opening hazardous to pedestrians and/or vehicular traffic	Council	5 days