

City of
STONNINGTON

Road Management Plan 2021

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Executive summary

The City of Stonnington's Road Management Plan (RMP) has been developed in accordance with the Road Management Act 2004 (the Act), to effectively manage the municipal road network and to establish a clear policy outlining operational objectives to inspect, maintain and repair its public roads.

The aim of the RMP is to ensure the network of roads accommodates the movement of persons and goods as part of an integrated transport system and that road reserves are available for other appropriate uses.

The purpose of an RMP is to:

a) establish a system for the road management functions of a road authority, based on policy, operational objectives and available resources; and

b) set the relevant standards to discharge the duties of those road management functions.

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

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

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

The RMP is a dynamic document subject to continuous improvement and review in alignment with the city's values. The plan will be audited regularly and be formally reviewed every four years to ensure the city continues to demonstrate it is responsibly managing its road assets.

Definitions

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

For the purposes of the RMP the following terms shall be defined as:

Term	Definition
“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 the city’s resourcing, and addresses community expectations
“private road” —	means a road on private property that is not a public road, has not been constructed by the city and the city is not the responsible road authority
“response times” —	means the time from when the city has knowledge of a defect - either as a result of proactive inspections or through conducting a reactive inspection after receiving a customer request, that exceeds specified intervention levels, and when respective repair works are completed
“temporary measures”	may include temporary repairs, barricading, signage, painting defects, etc., and is designed to temporarily reduce the safety risk to road/footpath users until such time as permanent repairs can be completed

1. Introduction

The City of Stonnington covers an area of 25.62km^2 and, as an inner metropolitan local government, the road network is condensed within a small footprint. Roads are the city's largest asset and accommodating for future demands is a challenge.

The road network within the City of Stonnington consists of:

» sections of the Monash Freeway and CityLink;

» 123km of State arterial roads where VicRoads is the managing authority;

» 260km of municipal roads and associated footpaths, kerb and channels;

» 81km of laneways, pathways and numerous car parks;

The RMP applies to the public roads listed on the Register of Public Roads (refer Part 4 of this RMP) and those parts of the arterial roads managed by the city (the footpaths). 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 the city's road management functions as defined in the Act, and to determine response times, levels of service and the standards the city proposes to implement 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 can be viewed on: **www.stonnington.vic.gov.au**

Printed copies of the RMP can be viewed 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

This Road Management Plan has been developed with reference to the relevant Code of Practice, as per Section 52(1)(d) of the Act.

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

2. Stakeholders

The key stakeholder groups are road network users and/or those affected by it:

» 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 and transport agencies
» the City of Stonnington as the responsible road authority.

3. Hierarchy

3.1. Road hierarchy

The City of Stonnington has applied a 'municipal road classification' for public roads for which it is the responsible authority.

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

Road classification	General function description
Major (high activity)	Provides access to and from the local road network and the Arterial/State road networks. High vehicle usage.
Collector (low activity)	Provides access to and from the State road network and sub-arterial road network. Moderate vehicle usage.
Local (low activity)	Provides access to properties and used by the general public. Low vehicle usage.
Laneway (low activity)	A narrow road, easement of way, or right of way with no dedicated footpath and less than five metres carriageway width - listed on the Register of Public Roads.

3.2. Footpath hierarchy

The City of Stonnington 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). The city 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 footpath.

Further to the footpaths classified in this RMP, there are other paths managed separately to this RMP such as footpaths in parks, signed shared paths and bike paths.

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 to this RMP indicate the location of the high activity and low activity areas categorised into the different maintenance zones referred to in the above.

High activity areas are the shopping precincts (S1 to S7) and main roads (M1 to M18), and the low activity areas are the local road network zones (Zones 1 to 39).

3.3. Car parks

Car parks, such as at grade car parks and indented parking bays including off-street parking and roadside parking, 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.

3.4. Shared paths and road side area

The RMP covers road-related infrastructure but does not cover private assets, such as driveways, vegetation, and non-road related infrastructure, such as bus stops, utility/third party infrastructure, etc.

Shared paths such as bicycle paths and other off-road pathways are managed under a separate plan and policy (currently being developed), as parks infrastructure.

The City of Stonnington has a number of rail interface agreements in place. The agreement details, corresponding assets and maintenance requirements are recorded on the VicRail interface agreements web portal.

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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 responsible road authority. The Register is maintained according to the Register of Public Roads Policy 2013 and is a snapshot of the city's current records, categorised according to the municipal road classifications.

The Register of Public Roads specifies the hierarchy category and asset type based on the function it performs, which differentiate service levels and maintenance standards in the RMP. Any road omitted from the Register of Public Roads is, to the city's best knowledge, not under the city's control or responsibility, or is not generally required for public use. Road owners within the municipality, other than the City of Stonnington, may 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. The RMP does not apply to private roads, or public highways not on the Register of Public Roads. Nor does it apply to paths not constructed by the city, such as foot trodden tracks, paths connecting to private land and vehicle entrances from the roadway to private property.

5. Service levels

5.1. Policies, strategies and procedures

In developing the service levels set out in this RMP, due regard was given to strategic objectives of the Council Plan and other applicable policies and procedures. These policies do not form part of the RMP but are used as a guide to determine service levels.

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

5.2. Service level review

Service levels are reviewed in conjunction with the City of Stonnington Asset Management Strategy and Policy and may include community consultation.

Service levels are evaluated by:

» outcomes of community satisfaction surveys

» resources available - physical and financial

» inherent and residual risk profiles

» competing demands on the city

5.3. Risk assessment

The standards of construction and maintenance have been determined according to the City of Stonnington's risk assessment evaluation and recorded in the city's risk register, to ensure road assets are maintained in a safe manner and adopted intervention levels are being met.

The standard of intervention for a road or defect is determined by city officers, who analyse the risks according to the risk register and schedule works according to the analysis. The officers determine if a repair is required and the level of works required to reinstate the infrastructure to the expected level.

5.4. Climate change response

Comprehensive scientific evidence confirms the climate is rapidly changing, with potentially catastrophic consequences if no action is taken. Climate change is already impacting our environment, health and the local economy, and will continue to do so. There has been unprecedented warming over the last few decades, with 2010 to 2019 the hottest decade on record world-wide. Many other climate and extreme weather records continue to be broken at the local, national and global levels.

These impacts will affect the city's road management activity and, while there is some potential for mitigating these impacts, a focus on adaptation will help build resilience. The RMP identifies objectives and strategies that respond to this climate crisis via built form outcomes and public realm improvements.

The City of Stonnington's RMP activity has a crucial role in the city's response to climate change. It aims to respond to urgent climate challenges through responsible road infrastructure development and design of streetscapes within the municipality.

6. Systems and processes

The City of Stonnington utilises its asset management system to manage its RMP obligations by recording the road infrastructure assets and defects, and setting works orders to manage maintenance requests and repair programs.

6.1. Monitoring and methodology

The City of Stonnington manages its RMP obligations through its asset management system - to report on compliance and monitor it is meeting the set service levels. Compliance is monitored by the city's asset management unit.

Methodology for proactive inspections and repair works



The City of Stonnington's inspection frequency and cycles are set out in Appendix B. Proactive inspections are completed by a city contractor and undertaken using a combination of on-foot visual inspections and vehicle-mounted camera surveys.

Methodology for reactive inspections and repair works



Where private/non-city assets/infrastructure are identified as presenting a hazard to road/footpath users, the officer notified of the issue reports it to the relevant authority.

7. Budget provisions

The commitments and obligations specified in the RMP are incorporated in 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 city maintained roads and footpaths are considered reasonable having regard to the overall service delivery priorities. The service levels set out in the RMP should be achievable within the current levels of allocated financial resources.

7.1. 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 requirement to comply with Australian standards.

7.2. Other financial sources

Roadworks can be funded from sources other than those provided directly from the City of Stonnington, including:

» developer contribution schemes

» special rates and charges schemes

» State and Federal Government grants.

8. Exceptional circumstances clause

The City of Stonnington will make every effort to meet its commitments under the RMP.

However, there may be situations or circumstances that affect business activities to the extent 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)
- a prolonged labour or resource shortage (due to a need to commit or redeploy staff and/or equipment elsewhere).

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

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

City of Stonnington 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.

9. Review and amendment

9.1. Amendment of the RMP

The RMP is subject to the consultation and approval processes as detailed in the Act and the Road Management (General) Regulations 2016.

9.2. 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 2020*.

9.3. Amendments

Amendments to the previous Road Management Plan.

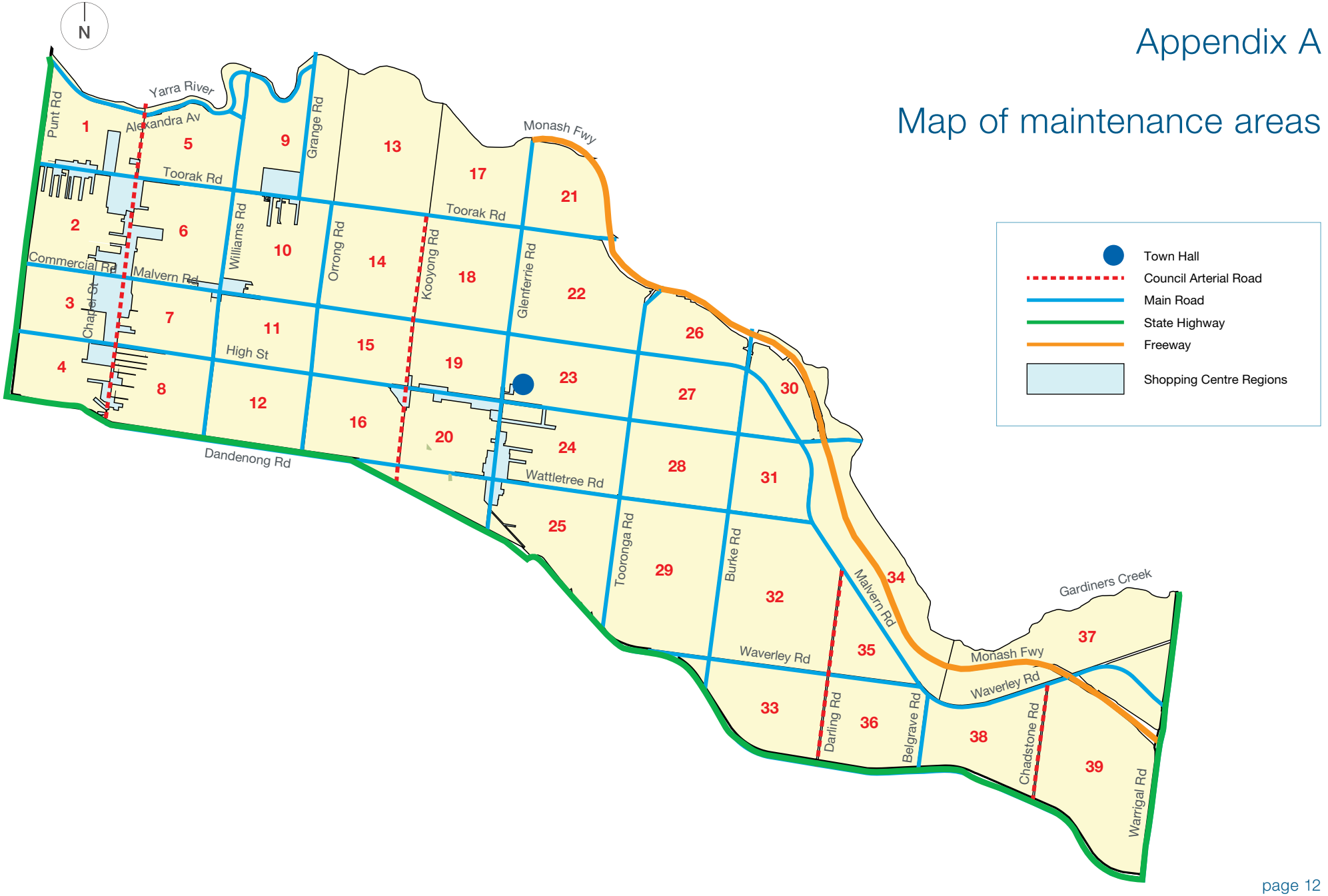
Section	Title	Amendment Description
ii	Executive Summary	Updated – Paragraph deleted as it does not provide any additional information and repeats what is in the Act. The Act gives power to a road authority to determine the standards to which the relevant road authority will construct, inspect, maintain and repair roadways, pathways, road infrastructure and road related infrastructure.
ii	Definitions	Updated – “Make safe” definition removed because the city has adopted the practice of repairing all defects. “Response times” definition amended to provide more clarity of when the timelines start and end. “Temporary measures” definition added to explain how the city responds to requests.
1	Introduction	Updated – to provide more detail and consistency
1.1	Availability of RMP and associated documents	Updated

Section	Title	Amendment Description
1.2	Codes of practice and agreements	Updated – Following paragraph removed as agreements are registered in Property and Rating system under the properties' details: "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	Updated
3	Hierarchy	Classifications have been updated for clarity
3.1	Road hierarchy	Updated to clarify high and low activity zones
3.2	Footpath hierarchy	No Change
3.3	Car parks	Clarification of car parks definition
3.4	Shared paths and road side areas	Shared paths such as bike paths are to be managed separate to this document and other agreements such as rail interface agreements
4	Road Register	No Change
5	Level of service	Updated - inherent and residual risk profiles added as consideration of service levels
5.1	Policies, strategies and procedures	No Change
5.2	Level of service review	No Change
5.3	Risk assessment	No Change
5.4	Climate change	Addition of climate change response
6	Systems and processes	Addition of description of systems and processes
7	Budget provisions	Updated

Section	Title	Amendment Description
8	Exceptional circumstances clause	Exceptional circumstances clause has been updated to be in line with the recommended industry standard for road management plans
9	Review and amendment	Updated
Appendix A	Map of maintenance areas	Updated
Appendix B	Inspection survey frequency	Timeframes have been updated to meet current resourcing levels
Appendix C	Asset defect intervention levels and response times	Intervention levels have been updated to meet current resourcing levels
Appendix C	Asset defect intervention levels and response times	Response times have been updated to meet current resourcing levels

Appendix A

Map of maintenance areas



Appendix B

Inspection survey frequency

Proactive 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	Reactive request inspection
Roads – high activity	6 months	48 months	5 days
Roads – low activity	12 months	48 months	10 days
Laneways	48 months	48 months	10 days
Footpaths, kerb and channel - high activity areas	6 months	48 months	5 days
Footpaths, kerb and channel - low activity areas	12 months	48 months	10 days
Signage	12 months	N/A	10 days
Line marking	N/A	48 months	10 days
Street furniture and local area traffic management devices	12 months	48 months	10 days

Council have adopted a specified reactive inspection timeframe (aligned to asset hierarchy categories), at which time the repair timeframe (the same applied to defects identified through proactive inspections) is determined by the city's inspection staff.

The maximum response time for emergencies and critical incidents shall be two (2) days.

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 Defect must exceed both the depth of 50mm and diameter of 300mm to be determined as exceeding the intervention level. Laneway defects must exceed 100mm depth for constructed laneways	Major (high activity)	5 days	6 months
	Collector and Local (low activity)	5 days	12 months
	Laneway (low activity)	20 days	12 months
Ruts, depression and edge breaks Significant rutting and abrupt distortion in the road surface, missing or eroded road pavement surface along road edge, exceeding 150mm laterally,1m length and 50mm below surrounding pavement surface (100mm depth for constructed laneways)	Major (high activity)	10 days	6 months
	Collector and Local (low activity)	10 days	12 months
	Laneway (low activity)	20 days	12 months

Footpath pathways (alongside roadways)		Reactive	Proactive
Pot holes and section displacement isolated pavement failure areas and displaced footpath exceeding 25mm depth and 250mm width. Vertical displacement defects of 25mm height only	High activity area	5 days	6 months
	Low activity area	20 days	12 months
Pot holes and section displacement isolated pavement failure areas and displaced footpath exceeding: » 25mm depth » 250mm width	High Activity Area	5 days	6 months
	Low Activity Area	20 days	12 months

Kerb and channel		Reactive	Proactive
Kerb and channel failure areas exceeding both 300mm length and 25mm depth integrated (50mm 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 both 150mm length and 75mm depth (100mm depth for kerbs separated from footpath)	Integrated with the footpath	5 days	12 months
	Separated by a nature strip from the footpath	20 days	12 months

Signage		Reactive	Proactive
Regulatory and warning Damaged, faded, non-conforming or otherwise non-functional traffic sign or device	City of Stonnington	10 days	12 months
Area Information Damaged, faded, non-conforming or otherwise non-functional signage, which includes a minimum viewing distance of 10m from which a sign must be legible, along with 60 per cent non-legibility	City of Stonnington	20 days	12 months

Line marking		Reactive	Proactive
Regulatory and warning	City of Stonnington	1 month	12 months

Street furniture and local area traffic management		Reactive	Proactive
Damaged, faded, non-conforming or otherwise non-functional Council furniture and traffic devices	City of Stonnington	10 days	6 months

Vegetation		Reactive	Proactive
Vegetation defects for roads includes minimum overhead clearance of 4m and encroaching on 4m of sight lines	City of Stonnington	1 month	12 months
Vegetation defects for footpaths includes minimum overhead clearance of 2.5m and encroaching on 3m of sight lines	City of Stonnington	1 month	12 months

Drainage infrastructure		Reactive
Blockages in a City of Stonnington owned pit causing water to pond on the trafficable section of the road surface.	City of Stonnington	10 days
Damaged pit lid - substantially cracked, crushed and/or chipped lid	City of Stonnington	5 days
Missing pit lid - deep opening hazardous to pedestrians and/or vehicular traffic	City of Stonnington	3 days