

## **0.0 ROAD MANAGEMENT PLAN REVIEW**

**Author:** *Ram Kamalanandan, Strategic Infrastructure and Planning Lead - Projects and Infrastructure*

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**Attachments:** *1. Road Management Plan - Draft for Exhibition  
2. Road Management Plan - Summary of Proposed Amendments*

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### **EXECUTIVE SUMMARY**

The purpose of this report is to provide Council with a background of Council's statutory obligations to review its Road Management Plan 2018 (RMP) following a general Council election and to advise of Officers intention to place the amended Draft RMP on public exhibition following an internal review process.

The review process included a series of internal workshops, industry benchmarking, independent legal advice and review by Municipal Association of Victoria (MAV) Insurance. The review process considered the standards and priorities given to inspection, maintenance and repair, amongst other administrative changes and improvement opportunities.

Following the review process, the amended RMP is now ready to seek community feedback via a public exhibition process. Following the public exhibition period, Council will be briefed with a summary of the feedback received and Council Officer response, prior to seeking final adoption of the Plan at the 26 October 2021 Special Council Meeting.

### **BACKGROUND**

In accordance with the *Road Management Act 2004 (Act)*, Glen Eira City Council (GECC), as the coordinating road authority for Council managed roads, has a statutory obligation to inspect, maintain and repair these roads. In order for Council to show that it has satisfied its duty of care to road users, it is required to demonstrate that it has in place a reasonable program for inspecting the road network to discover defects and that it has a reasonable program for planning and implementing repairs to reduce those defects.

Recognising this, the RMP serves as an operational document which provides clarity on the minimum standards by which Council inspects, maintains and repairs road-related assets that Council manages whilst also serving a purpose of policy defence against litigious claims.

Council's current RMP was adopted 16 October 2018. The RMP has been prepared to document the principles, methods and systems used by Council as the responsible road management authority in managing the local road network.

In accordance with the *Road Management Act 2004 (Act)* and the Road Management (General) Regulations 2016, Council is statutorily obligated to review its RMP by 31 October 2021.

### **ISSUES AND DISCUSSION**

The review process included an analysis of the appropriateness of inspection, maintenance and repair of Council's road related assets with due consideration given to industry standards and current case law precedence. The review was also informed by officer's experience in utilising the document, independent legal advice and a comprehensive review by MAV Insurance.

The review process confirmed that Council's RMP meets its obligations and that the standards and priorities in inspecting, maintaining and repair of Council's road related infrastructure are generally appropriate.

Notwithstanding, the review identified a number of proposed improvements and changes which include asset additions and proposed changes to the inspection frequencies of access roads, among other administrative and grammatical changes. The details of the proposed changes are provided in tabular form in attachment two.

### **General Changes**

The Amended RMP included formatting and structural changes, such as, rearrangement of headings to improve the legibility and flow of the document. The changes also include improvements to the detail provided by Council's management system flowchart, in addition to a glossary of terms, to provide clarity on the terms referenced throughout the document.

### **Asset Additions**

The amended RMP proposes to include pedestrian guide rails, safety barriers and bollards, following MAV Insurance advice that recognises that the Road Management Act specifically considers these assets as road-related infrastructure and that the industry practice included these assets in the RMP. Recognising this, the assets were included to the RMP with appropriate inspection frequencies, intervention levels and response times based on the road hierarchy.

Traffic Management Devices are proposed to be included in the amended RMP citing current operational practice and industry standards. These devices include assets that have kerb and channel and/or a sealed road surface (trafficable) components, which include roundabouts, speed humps, speed cushions, traffic islands.

Trees and Roadside vegetation are proposed to be included in the amended RMP citing risk management, industry benchmarking and current management practices. The proposed inclusion aims to provide clarity on the minimum standards of clearance envelopes and the provision of appropriate sightlines, whilst ensuring these standards align with the objectives of the Urban Forest Strategy.

### **Inspection Frequencies**

The defect inspection frequencies for all road related assets, notably for footpaths, are proposed to be reduced from six years to three years. The proposed frequency allows Council to better manage the assets within its roads, whilst also allowing for improved minimum standards and levels of service for the community.

The amended RMP proposes to align the inspection frequency of the new asset additions with the existing road hierarchy to provide consistency in the minimum standards and to align with current operational practice.

### **Intervention Levels and Response times**

Traffic Management Device intervention and response times are proposed to align with sealed road surface and kerb and channel interventions and response times. The Traffic Management Devices that Council maintains generally includes kerb and channel components and/or a sealed trafficable surface component, such as roundabouts, speed humps and traffic islands among others. The proposed amendment provides consistency in the current operational practice of traffic management devices whilst also aligning with the existing road hierarchy.

The minimum defect intervention level for Regulatory and Warning Signs is proposed to be increased to include greater than fifty percent illegibility of the sign at 100m under low light or daylight, in addition to the existing intervention of a missing sign or sign facing the wrong direction. The proposed amendment is to align with current industry practice and ensure appropriate risk management. Recognising the increase in the defect intervention level, the

response times for access roads is proposed to be increased to 20 days to ensure appropriate resourcing capacity whilst also aligning with industry standards.

The proposed minimum intervention levels and response times for Pedestrian Guide Rails, Safety Barriers and Bollards and Roadside Vegetation were developed with consideration given to industry standards, MAV Insurance advice and operational resourcing capacity.

## **OPTIONS ANALYSIS**

N/A

## **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

There are no anticipated additional resourcing implications, given the proposed inspections frequencies and intervention levels were developed with engagement from the operations team, where operational impacts were considered, and efficiency improvements were identified.

## **POLICY AND LEGISLATIVE IMPLICATIONS**

The review of the amended RMP was completed in line with the requirements of the *Road Management Act 2004*, The Road Management (General) Regulations 2016 Vic and the Road Management Codes of Practices.

## **COMMUNICATION AND ENGAGEMENT**

The Communication and engagement of the amended RMP must follow the standards prescribed by the *Road Management Act 2004*. Section 54 of the Act prescribes that the amended RMP must be placed on public exhibition for a period of 28 days, with Council giving notice of its intention to amend its RMP via public notice listed in the government Gazette and also a local newspaper (The Age).

In addition to Council's legislative communication and engagement requirements, the engagement process will align with Council's Community Policy, where the community will be provided opportunities to submit feedback during the public exhibition period via "have your says". Hard copies of the amended RMP (attachment one), the summary of proposed amendments (attachment two) and a copy of this assembly report will also be available at the customer service centre at Town Hall, in addition to soft copies being available via Council's website.

## **LINK TO COUNCIL AND COMMUNITY PLAN**

Theme One: Liveable and well Designed

A well planned city that is a great place to live.

Theme Two: Accessible and Well Connected

A City that is easy to move around, full of safe travel options and walkable neighbourhoods.

Theme Three: Safe, Healthy and Inclusive

A strong and safe community that connects people and enhances health and wellbeing.

## **NEXT STEPS**

The next steps are proposed to include a public exhibition of the amended RMP from 9 September 2021 to 6 October 2021. Following the public exhibition period, the feedback from the exhibition period and the officer response, will be presented to Council at the 19 October 2021 Council Assembly.

The Final RMP will be presented to council to seek endorsement and adoption at the 26 October 2021 Special Council Meeting.

