

Greater Dandenong Road Management Plan 2018-22



Note: Road Management Plan Review 2021

Review of this Road Management Plan was completed by Council on 28 June 2021. The review determined that its standards continue to be appropriate however minor edits that give greater clarity to the Road Management Plan's effect have been made. This amended RMP came into effect on 30 June 2021.

Table of Contents

City of Greater Dandenong Road Management Plan.....	2
Glossary of Terms	3
1.0 Introduction	5
1.1 Background.....	5
1.2 Purpose.....	6
1.3 Key stakeholders.....	6
1.4 Public Roads Register.....	6
1.5 Obligations of road users	7
1.6 Delegations	7
2.0 Road Management System	8
2.1 Regulations and Code of Practice.....	8
2.2 New subdivisional roads	8
2.3 Registration of public roads.....	9
2.4 State roads.....	9
2.5 Municipal roads	9
2.6 Demarcation of Responsibilities.....	10
2.0 Road Management System	10
2.7 Performance Review.....	11
3.0 Inspection Standards and Service Level	12
3.1 Proactive Inspections.....	12
3.2 Reactive Inspections	13
3.3 Exceptional Circumstances	14
3.0 Inspection Standards and Service Level	14
4.0 References.....	15
4.1 Definitions	15
Appendix 1: Intervention Levels.....	16
Appendix 2 - Hierarchies	18



City of Greater Dandenong Road Management Plan

The City of Greater Dandenong manages, in accordance with this Road Management Plan (**Road Management Plan** or **RMP**), the roads (including any ancillary areas) for which it has responsibility pursuant to the Road Management Act 2004 (**Road Management Act** or **Act** or **RMA**).

Council's responsibility under the Act also extends to the management of roads, such as service roads and dedicated parking lanes alongside declared arterial roads, for which the Council is also the responsible road authority.

The City of Greater Dandenong's *'Register of Public Roads'* (available at Council's offices during normal working hours) provides additional details of each of the roads for which Council is responsible, however, the Register is not an 'incorporated document' in this Road Management Plan.

This Road Management Plan also includes the following:

- City of Greater Dandenong's *'Road Management System'*, which sets out details of the management system to be implemented by Council in the discharge of its duty to inspect, public roads pursuant to the *Road Management Act 2004*

- (As 'incorporated documents' in this Road Management Plan), Council's Road Hazard Intervention Standards, which are the standards (dealing with intervention levels and response timelines) in accordance with which Council will perform its road management functions (**Appendix 1** to this Road Management Plan (and being **Tables 1, 2 and 3** respectively)).

The City of Greater Dandenong's Road Management Plan has been prepared in accordance with Division 5 of Part 4 of the *Road Management Act 2004*.

Council appreciates information from the public regarding any road or traffic hazards. The 24 hour contact phone number is 03 8571 1000.

Email: council@cgd.vic.gov.au

Notwithstanding that this Road Management Plan is a publicly available document, any queries in relation to or requests to view this Road Management Plan should be directed to:

Manager Infrastructure Services and Planning
225 Lonsdale Street
DANDENONG VIC 3175

Further information is also available on Council's website at greaterdandenong.vic.gov.au/

Glossary of Terms

Unless the context or subject matter requires otherwise, the following terms in this road management plan have the following meanings:

Term	Definition
Arterial roads	Freeways, highways and declared main roads which are managed by the State Government through VicRoads.
Code of Practice	Code of Practice for Road Management Plans (13 September 2004). Supporting document to the legislation, which provides practical guidance to a road authority in the making of a RMP.
Consent applications	Applications made by other road authorities, private contractor and utilities companies to perform works on Council-managed roads.
Council	The City of Greater Dandenong Council.
'Exceptional Circumstances' clause	A clause included in the RMP that describes the conditions under which a Council can suspend its hazard mitigation and inspection responsibilities under the RMP due to the occurrence of events outside their control. The 'Exceptional Circumstances' clause also details the process for reinstating the RMP.
Hazard/defect description	Refers to a change to the road or footpath surface that introduces a hazard to public safety. Common terminology includes: pothole, lift, shove, lip, crazing, depression, etc.
Infrastructure and works managers	Staff of road authorities that are responsible for the management and maintenance and hazard response of roads as determined by the classification system within the Road Management Act 2004 and as contained in the Roads Register
Intervention level	The size of a defect at which the road authority has determined that the defect will constitute a hazard.
Level of Service	Describes the outputs or objectives an organisation or activity intends to deliver to its customers.
Municipal roads	Roads for which Council is the responsible road authority.
Non-road infrastructure	Includes infrastructure in, on, under, or over a road, which is not road infrastructure. The RMA provides examples of non-road infrastructure that includes: gas pipes, water and sewerage pipes, cables, electricity poles, bus shelters, rail infrastructure, public telephones, mail boxes, road side furniture and fences erected by utilities or providers of public transport.
Other roads	Include roads in State reserves, and roads on private property. Council is not responsible for the care and maintenance of these roads.
Path or pathway	<p>The definition of pathway provided in the RMA captures both 'footpaths' and 'shared pathways' (sealed only) as outlined below:</p> <p>It includes a footpath, bicycle path or other area constructed or developed by a responsible road authority for use by members of the public other than with a motor vehicle but does not include any path:</p> <p>(a) which has not been constructed by a responsible road authority; or (b) which connects to other land.</p>
Proactive inspections	Inspections performed as part of a scheduled program, according to the classification of roads, which is based on the road classification, volume of traffic etc., for the purpose of identifying defects above intervention and to provide a record that the road has been inspected
Public Road Register	List of roads within a municipality that a council is responsible for.

Term	Definition
Responsible road authority	The organisation responsible for the management of the road, as determined under S.37 of the RMA.
Road	Includes a street; right of way; cul de sac; by-pass; bridge or ford; footpath; bicycle path or other land or works forming part of the road.
Road infrastructure	The infrastructure which forms part of a roadway, pathway or shoulder, including: Structures forming part of the roadway, pathway or shoulder; and the road-related infrastructure; Materials from which a roadway, pathway or shoulder is made; such as asphalt, bitumen, gravel, lane markers and lines.
Road Management Act (RMA)	Road Management Act 2004 (Vic) The Act provides a statutory framework for the management of the road network in Victoria.
Road Management Plan (RMP)	A policy document developed by a Council to assist in the management of its road-related duties and responsibilities, as defined in the RMA.
Road related infrastructure	Infrastructure which is installed by the relevant road authority for road related purposes to: Facilitate the operation or use of the roadway or pathway; or Support or protect the roadway or pathway. Examples: Traffic islands, traffic management signage, traffic control sign, traffic light, kerb and channel, a bridge, culvert or ford, road drain or embankment, a noise wall, gate, post or board installed on the road reserve.
Road reserve	All of the area of land that is within the gazetted boundaries of a road.
Roadside	Any land that is within the boundaries of a road (other than the shoulders of the road) which is not a roadway or a pathway and includes the land on which any vehicle crossing or pathway which connects from a roadway or pathway on a road to other land has been constructed.

1.0 Introduction

1.1 Background

This Road Management Plan is a policy document of the Council which:

- describes the public road assets and the road and road-related infrastructure within road reserves for which Council is responsible
- outlines Council's road management system, sets intervention levels, inspection and response standards and maintenance and repair standards and
- sets out the review, audit and amendment processes the Council will implement to ensure that its responsibilities under the *Road Management Act 2004* are met in a timely and efficient manner.

Council, as a road authority (and as a defence to any proceedings for damages against Council resulting from the performance or non-performance of a road management function in respect of a public road) is entitled to rely on and prove a defence that Council had taken such care as in all the circumstances was reasonably required to ensure that the relevant part of a public road was not dangerous for traffic (**defence**).

For the purposes of the defence, Council may rely on a policy which is reasonably based, and which has otherwise been complied with. This Road Management Plan is, and comprises, that policy.

The implementation and management of this Road Management Plan is otherwise, and separately, consistent with Council's various other strategic and corporate plans and policies.

However and notwithstanding Council's other strategic and corporate plans and policies, this Road Management Plan is and at all times remains a stand-alone and all-encompassing policy document of Council (for the inspection, repair and maintenance of public roads, paths and road and road-related infrastructure within the municipality of the City of Greater Dandenong) and without recourse to any other policy, practice, or procedure of Council in relation to the performance or non-performance of Council's public road, path and road infrastructure management functions.

If, and to the extent, any other policy, practice or procedure of Council:

- requires (or purports to require) any act, matter or thing to be done by or on behalf of the Council in relation to the performance or non-performance of Council's public road, path and road infrastructure management functions and
- adopts (or purports to adopt) a standard which is or may be in conflict, or inconsistent, with the standards specified in, and by, this Road Management Plan (**other standards**)

the standards specified by this Road Management Plan prevail over the other standards to the extent of such conflict or inconsistency, and the other standards are of no force or effect.

This Road Management Plan (in relation to the inspection and hazard mitigation of those public roads within the municipal district of the City of Greater Dandenong for which Council is the responsible road authority (including in relation to suitable prioritisations for the maintenance and repair of road infrastructure on public roads)) is

a policy document of the Council and is based substantially on financial, economic, political, social or environmental considerations.

Council formally records that the funding which it has provided to implement this Road Management Plan has been substantially influenced by (and the Council has expressly taken into account) budgetary allocations and the constraints which they entail in terms of the allocation of Council resources.

The City has a substantial network of variously classified roads and the following infrastructure may be impacted by the requirements of the Act:

- 683km of sealed roads
- 7.43km of unsealed roads
- 1,173km of paths

Note: these figures are accurate as at 30 June 2020.

1.0 Introduction

1.2 Purpose

This Road Management Plan sets out the management system that Council proposes to implement in the discharge of its statutory duty to inspect public roads and mitigate hazards for which Council is responsible

The purpose of this Plan is to:

- establish a management system for public road inspections and hazard mitigation management functions of the Council which is based on policy and operational objectives and available resources and
- specify the relevant standards in relation to the discharge of duties in the performance of those road management functions.

This Plan also reflects the 'local government charter' and the purposes and objectives of Council as specified under sections 3A and 3C of the *Local Government Act 1989*. Other legislation which also relates to this Plan includes the *Road Safety Act 1986* and the *Transport Act 1983*.

With respect to the discharge by Council of its duties under the *Road Management Act 2004*, and otherwise in accordance with this Road Management Plan, Council records that it considers, for the purposes

of section 39 of the Act, it has adopted and made a *reasonable policy decision in relation to the management of public roads in the municipal district (policy decision)*.

Council considers that the policy decision is otherwise one which accords to the requirements of section 103(b) of the Act, which relevantly provides that:

“for the purposes of any proceeding ... an act or omission which is in accordance with a policy determined by the relevant road authority under section 39 does not constitute a wrongful exercise or failure unless the policy is so unreasonable that no road authority in the road authority’s position acting reasonably could have made that policy.”

1.3 Key stakeholders

In preparing this Road Management Plan, Council has considered the interests of key stakeholder groups in the community (as both users of the road network and affected by the network) including:

- the community in general (for recreation, sport, leisure, education and business)
- residents and businesses adjoining the road network
- pedestrians
- users of a range of miscellaneous smaller, lightweight vehicles such as bicycles, motorised buggies, wheelchairs and prams
- vehicle users using motorised vehicles such as trucks, buses, commercial vehicles, cars and motorcycles
- tourists and visitors to the area
- utilities as described in section 3 of the *Road Management Act 2004*
- school, bus and public transport operators
- emergency agencies including the Police, Fire Brigade, Ambulance & the Vic SES
- public transport authorities
- State and Federal Government that periodically provide support funding to assist with management of the network
- Parks Victoria; and
- Council as the responsible road authority.

1.4 Public Roads Register

The Register of Public Roads (which determines the public roads which Council must inspect, maintain and repair) must include:

- the name of each public road
- the date on which the road became a public road
- if a public road ceases to be a public road, the date on which the road ceased to be a public road
- the classification, if any, of the public road
- the reference to any plan or instrument that fixes or varies the boundaries of a public road
- any ancillary areas and
- a reference to any arrangement under which road management functions are transferred to or from another road authority.

1.5 Obligations of road users

All road users have separate obligations with respect to their use of a road which is set out in section 17A of the *Road Safety Act 1986* as follows:

- (1) A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all the relevant factors including (without limiting the generality) the:
 - (a) physical characteristics of the road
 - (b) prevailing weather conditions
 - (c) level of visibility
 - (d) condition of the motor vehicle
 - (e) prevailing traffic conditions
 - (f) relevant road laws and advisory signs
 - (g) physical and mental condition of driver.
- (2) A road user other than a person driving a motor vehicle must use a highway in a safe manner having regard to all the relevant factors.
- (3) A road user must:
 - (a) have regard to the rights of other road users and take reasonable care to avoid any conduct that may endanger the safety or welfare of other road users
 - (b) have regard to the rights of the community and infrastructure managers in relation to road infrastructure and non-road infrastructure on the road reserve and take reasonable care to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve
 - (c) have regard to the rights of the community in relation to the road reserve and take reasonable action to avoid conduct that may harm the environment of the road reserve.

In addition, Council's *Local Law No. 3 of 4, 2011 Road Management and Asset Protection* regulates activity in or on a road reserve. Specifically, the local law seeks (with appropriate requirements and penalties) to:

- prevent accidents and damage by regulating the growing of vegetation on land
- provide for the naming of roads and display of property numbers
- prevent the leaving of shopping trolleys in public places
- regulate the placing of signs and goods on roads
- regulate street trading
- regulate street collecting
- regulate busking on roads and in public places

- regulate soliciting trade on roads and in public places
- regulate the use of toy vehicles
- regulate the establishment of outdoor eating facilities, including sale or consumption of alcohol
- regulate the repair of vehicles and prohibit the deposit of spoil on roads
- prohibit the abandoning of vehicles and provide for the impounding of abandoned and derelict vehicles
- regulate the operation and use of motorised vehicles
- secure the physical assets of Council
- regulate the use of roads by heavy vehicles
- provide for and regulate the construction of vehicle crossings and
- regulate other activities on roads, including circuses, festivals, events, carnivals and other public gatherings.

1.6 Delegations

Under Council's Instrument of Delegation to Members of Council Staff No.7, the Chief Executive Officer has delegated various functions under the *Road Management Act 2004* and the relevant Regulations and Codes of Practice made under that Act to respective Council officers. This allows Council, through various responsible members of staff, to respond quickly to technical and administrative matters under the Plan.



2.0 Road Management System

The Council's Road Management plan is one of the supporting documents of the Road Management System. This system also includes the asset management of the roads and related infrastructure. Policies are also incorporated into the system to ensure the roads are managed for optimal benefit of the community.

Development of standards and guidelines and the Road Management Plan

The Road Asset Management Plan (RAMP) provides for the asset lifecycle management of the road network and includes the demand and risk analysis for the provision of the road network as well as 10 year planning for the acquisition, renewal, upgrade, expansion, maintenance and disposal programs for the assets.

The RAMP is updated on a four-year cycle, and the 10-year plans are updated yearly. In particular this includes the maintenance programs, which are created to preserve the road infrastructure, in order to optimise the life of the assets in a cost-effective way. Condition inspections inform the decision making and updates to these programs.

Each road, path and bridge has a hierarchy allocated to them and had been established based on their level of importance and risk exposure. These assets are held in Council's Asset System. The details of the roads are published in the Register of Public Roads and a set of performance targets, standards and guidelines are updated in line with the regular updates of the RAMP.

The maintenance programs that are established in the RAMP identify maintenance to extend the life of the asset, these can include:

- Routine maintenance
- Periodic maintenance
- Road Rehabilitation

Key risks, priorities, hazards and defects not dealt with as part of the above maintenance programs are included in the Road Management Plan which identifies defects or hazards generated by the age, usage and or weather or other conditions. Standards and guidelines are created to allow council to respond within the financial, economic, political, social or environmental considerations.

Implementing the Road Management Plan

The Road Management plan is implemented through the inspection regime in Section 3 and the Intervention Levels and response times in Appendix 1.

2.1 Regulations and Code of Practice

During the review and preparation of this Road Management Plan, Council has taken into consideration the relevant regulations made under the *Road*

Management Act 2004, other relevant statutory rules and the guidelines set out in the relevant Codes of Practice, and it will continue to have regard to these regulations, rules and codes (as they may change from time to time) in the performance of Council's road management functions.

The following Codes of Practice and Regulations that relate to this Road Management Plan are set out below and can be viewed via the VicRoads website at www.vicroads.vic.gov.au

- Code of Practice No. S 201 Road Management Plans
- Code of Practice No. S 267 Operational Responsibility for Public Roads
- Code of Practice No. S 269 Management of Infrastructure in Road Reserves
- Code of Practice No. S 351 for Worksite Safety-Traffic Management
- *Road Management (General) Regulations* 2016
- *Road Management (Works and Infrastructure) Regulations* 2015
- *Road Safety Road Rules* 2009 and
- *Road Safety (Traffic Management) Regulations* 2009.

Section 24(4) of the *Road Management Act* 2004 also provides that –

A Code of Practice cannot—

- (a) impose a duty on any person or
- (b) direct how any matter or thing is to be done or
- (c) create an enforceable legal right or
- (d) impose any liability or penalty.

2.2 New subdivisional roads

Roads created due to subdivision developments or changes in the existing road network are incorporated on a regular basis into Council's Register of Public Roads by Council's Asset Management Coordinator.

Until a subdivisional road under the *Subdivision Act* 1988 is adopted as a public road on Council's Register of Public Roads (on the basis that Council has determined that the road is 'reasonably required for general public use'), Council in the exercise of its discretions over public highways does not assume responsibility for the inspection, maintenance and repair of those roads.

Council's current policy and practice is not to adopt a new subdivisional road as a 'public road' until the date of practical completion of the approved subdivision works. The date of practical completion will be followed with the

issue of the statement of compliance and is to be agreed to in writing by Council's delegated officer when the subdivisional works are considered satisfactory, on which date the whole of the works are considered to have entered into the maintenance period. The maintenance period shall be not less than three months.

2.3 Registration of public roads

Council's Register of Public Roads lists those municipal roads which Council considers are public roads and for which the City of Greater Dandenong is the coordinating and responsible road authority.

Council's Register of Public Roads is compiled (and roads are registered on the Register) in accordance with the principles outlined in the City of Greater Dandenong's Roads Register Guidelines. These Guidelines assist Council in determining whether a road is 'reasonably required for general public use' within the meaning of section 17(3) of the *Road Management Act 2004*.

2.4 State roads

The following state roads within the municipality are managed by VicRoads, Council retains responsibility for nature strips, outer separators and service roads (if any) on Declared Arterial Roads unless otherwise agreed with VicRoads.

Freeways located in the City of Greater Dandenong are:

- EastLink (Police Road to Thompsons Road)
- Monash Freeway (Dandenong Creek to Police Road)
- Mornington Peninsula Freeway (Thompson Road to Springvale Road) and
- South Gippsland Freeway (South Gippsland Hwy to Princes Hwy).

Declared Arterial Roads located in the City of Greater Dandenong are:

- Centre Road (Springvale Road to Westall Road)
- Chandler Road (Cheltenham Road to Princes Highway)
- Cheltenham Road (Foster Road to Springvale Road)
- Dandenong – Hastings Road (Thompson Road to Princes Highway)
- Elonera Road (Princes Highway to Meredith Street)
- Foster Street (Thomas Street to Clow Street)
- Dandenong Bypass (Springvale Road to South Gippsland Highway)
- Frankston - Dandenong Road (Princes Highway to Thompsons Road)



- Greens Road (Perry Road to South Gippsland Highway)
- Heatherton Road (Westall Road to Dandenong Creek)
- Hutton Road (Perry Road to Springvale Road)
- Jacksons Road (Police Road to Elonera Road)
- Lonsdale Street (South Gippsland Highway to Clow Street)
- Police Road (Springvale Road to Gladstone Road)
- Pound Road (South Gippsland Highway to South Gippsland Freeway)
- Princes Highway (Westall Road to Clow Street)
- South Gippsland Highway (Princes Highway to South Gippsland Freeway)
- Springvale Road (Princes Highway to Mornington Peninsula Freeway);
- Stud Road (Dandenong Creek to Clow Street)
- Thompson Road (Dandenong Hastings Road to Mornington Peninsula Freeway)
- Westall Road (Heatherton Road to Princes Highway) and
- Westall Road Extension South Bound (Heatherton Road to Springvale Road).

2.5 Municipal roads

Within the municipality of City of Greater Dandenong, Council is the coordinating road authority for municipal roads and VicRoads is the coordinating road authority for State roads (freeways and declared arterial roads).

A municipal road is any road which is not a State road, including any road which:

- is a road referred to in section 205 of the *Local Government Act 1989* or
- is a road declared by VicRoads to be a municipal road under section 14(1)(b) of the *Road Management Act 2004* or
- is part of a Crown land reserve under the *Crown Land (Reserves) Act 1978* and Council is the relevant Committee of Management.

2.0 Road Management System

2.6 Demarcation of Responsibilities

State roads

A **freeway** is a road that is declared to be a freeway under section 14 of the *Road Management Act 2004*. The main function of these roads is to form the principal routes for the movement of goods and people. VicRoads is the coordinating and responsible road authority in respect of freeways.

An **arterial road** is a road that is declared to be an arterial road under section 14 of the *Road Management Act 2004*. Arterial roads are roads previously classified by VicRoads as a declared main road or State highway. VicRoads is the coordinating and responsible road authority in respect of declared arterial roads. Council may also be responsible on declared arterial roads in both urban and rural areas for any part of the roadway not used by through traffic (e.g. dedicated parking lanes), any service roads, the outer separators (the median strip between the roadway and service road), any pathways and the roadside nature strips in urban areas.

The *Road Management Act 2004* and the Ministerial Code of Practice – ‘Operational Responsibility for Public Roads’ provide clarity and practical guidance in relation to the demarcation of responsibilities between Council and VicRoads in respect of freeways and declared arterial roads.

Boundary roads

The City of Greater Dandenong is bounded by four municipalities: City of Monash, City of Casey, City of Frankston and City of Kingston.

Council’s maintenance responsibilities in respect of boundary roads are in accordance with the Boundary Agreements which apply to these municipalities, copies of which can be viewed at Council’s offices during normal working hours.

Private roads

There are many roads in the City of Greater Dandenong that are linked to Council’s road network but which are not registered as public roads on Council’s Roads Register or are otherwise considered to be private roads. Under section 107 of the *Road Management Act 2004*, Council does not have a statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road or in respect of a private road.

Bus bays

Any paved area (including pavement markings) or unsealed area where buses pull over is maintained by

the relevant road authority with operational responsibility for the through carriageway in accordance with the service levels for the abutting roadway.

Rail tracks

Primary control of road-rail crossings rests with the appropriate rail authority. Road / Rail Safety Interface Agreements (**RSIA**) operate between Metro Trains Melbourne and the City of Greater Dandenong within the City. These agreements set out the responsibility of each authority at each crossing.

Bridges

The City of Greater Dandenong is responsible for the inspection, maintenance and repair of all road bridges, including pathways on bridges on municipal roads within the City.

Utility assets

Non-road infrastructure assets located within a road reserve are not the responsibility of Council but are the responsibility of the person or body (utility provider) that is in charge of the provision, installation, maintenance or operation of the non-road infrastructure asset.

Non-road infrastructure assets within a road reserve include gas pipes, water and sewerage pipes, cables, electricity poles and cables, public telephones and mail boxes.

However, the majority of water hydrants in road reserves are maintained by Council. Pursuant to section 36 of the *Country Fire Authority Act 1958*, the Country Fire Authority may require Council to provide additional water hydrants at any place in or near a public street or road within Council’s municipal district.

The Ministerial Code of Practice – ‘Management of Infrastructure in Road Reserves’ identifies benchmarks of good practice for utility providers and Council who are expected to work together cooperatively to facilitate the installation, maintenance and operation of non-road infrastructure assets within road reserves.

Vehicle crossings

Vehicle crossings are considered private property, and therefore any damage to them is the responsibility of the benefiting property owner. However, Council remains responsible for any section of the crossover that is used by the general public as a footpath or a modified section of kerb and channel that forms part of the



drainage network. This section of footpath is subject to the same inspection and maintenance standards applied to the wider public footpath.

Vehicle crossings must comply with Council's specifications and standards. These specifications and standards can be accessed either online at greaterdandenong.com or upon request at Council's offices during normal working hours.

Proposed new and altered crossings to properties adjoining arterial roads require a planning permit pursuant to the *Planning and Environment Act 1987* before any works can commence.

Consent to perform works in road reserves

Any person who wishes to undertake works in a road reserve must obtain the consent of the relevant coordinating road authority unless they are exempted under the *Road Management (Works and Infrastructure) Regulations 2015*.

For works on municipal roads in Council's municipal district, advice and application forms are available either online at greaterdandenong.vic.gov.au or upon request at Council's offices during normal working hours.

Assets on public roads managed by the Council

Road infrastructure on public roads in Council's municipal district for which the Council is responsible pursuant to the *Road Management Act 2004* includes:

- road surface, pavement and earth formation
- traffic signals (Council owned streetlights)
- surface drainage systems including kerb and channel
- footpaths, shared paths, bicycle paths and parking areas
- bridges and large culverts; and
- other road related infrastructure.

2.7 Performance Review

Review of Council's performance under the RMP will ordinarily be undertaken as a part of periodic reviews of the RMP. Performance review will consider the timeframes for inspections and works undertaken to mitigate hazards. The review will also consider the need to identify and establish standards for any hazards that have not previously been identified in this RMP.

3.0 Inspection Standards and Service Level

General

The main reasons for the inspection of road assets (including bridges, footpaths, cycle paths and shared paths) are to:

- identify any hazard and act accordingly, in the interests of public safety, to minimise any risk of injury to the asset user and

The Council and the community collectively identify any road asset defects. Inspections of road assets are performed in two modes as follows:

- Proactive Inspection and
- Reactive Inspection

3.1 Proactive Inspections

Proactive Inspections identify any hazards generated by usage and / or weather or other conditions. Trained works officers are best placed to identify any hazards and document routine maintenance response actions during visual routine inspections. Defects found during these inspections are checked against the maintenance intervention levels for the appropriate asset classification. Where response actions are appropriate, they are scheduled for repair and / or replacement where reasonably practicable. Hazards identified upon inspection will be made safe using temporary or permanent safety measures or warnings as per the timeframes in Appendix 1.

Network Proactive Inspection Frequency

Road Classification	Network Inspection Frequency Timeline
Declared Arterial (Urban & Rural) (Note: Sections under Council's responsibility)	100% of network every 6 months
Unclassified Arterial (Urban & Rural)	100% of network every 6 months
Collector (Urban & Rural)	100% of network every 12 months
Local (Urban & Rural)	100% of network every 18 months
Lanes	100% of network every 24 months
Path Classification	Network Inspection Frequency Timeline
Special Risk Zones	100% of network every 12 months
	Note: only paths within road reserve and where an out of road reserve path is critical to road and network function
Other Paths	100% of network every 4 years Approximately 25 % of network each year
	Note: only paths within road reserve and where an out of road reserve path is critical to road and network function
Bridge Classification	Network Inspection Frequency Timeline
All classification of bridges.	Twice yearly with a maximum interval of 6 months. Inspection shall also be carried out after flooding or bushfire events as soon as reasonably practicable.

Note: All bridge inspections are to be in accordance with Level 1 – Routine Maintenance Inspection to VicRoads standards.

Pits inspections, during a proactive road inspection are for the Pit mouth and damaged/missing pit lids. Critical Pits are inspected for Blockages under a separate inspection program detailed in the Stormwater Asset Management Plan.



3.2 Reactive Inspections

Reactive Inspections are initiated by the community who notify Council of a concern or defect with respect to a road asset. Upon identification of a hazard, it is acted upon in accordance with the timelines set out in Appendix 1.

Reactive requests are deemed as “safety” where a concern or defect has been reported as meeting one of the following criteria:

- It poses a hazard to users
- The likelihood of damage to private or council property is high.

Network Reactive Inspection Timelines

All Road Classifications	Network Inspection Timeline
Inspect Customer Requests	2 working days
Attend Safety Call Outs	4 hours

3.0 Inspection Standards and Service Level

3.3 Exceptional Circumstances

Council will make every effort to meet its commitments under the Road Management Plan. 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 Road Management Plan. 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 of Council has considered the impact of such an event on the limited financial and other resources of Council and Council's other competing priorities and budgetary constraints (whether or not in conjunction with Council), and has determined that any standards of, or requirements in, the Road Management Plan cannot be adequately met, then pursuant to and reliant on the principles set out in Section 83 of the *Wrongs Act* 1958 and otherwise, they will write to the Council's officer in charge of its Road Management Plan and inform them that some, or all, of the timeframes and response times are to be suspended until further notice.

Section 83 of the *Wrongs Act* 1958 provides –

83 Principles concerning resources, responsibilities etc. of public authorities

In determining whether a public authority has a duty of care or has breached a duty of care, a court is to consider the following principles (amongst other relevant things):

- (a) the functions required to be exercised by the authority are limited by the financial and other resources that are reasonably available to the authority for the purpose of exercising those functions
- (b) the functions required to be exercised by the authority are to be determined by reference to the broad range of its activities (and not merely by reference to the matter to which the proceeding relates)
- (c) the authority may rely on evidence of its compliance with the general procedures and applicable standards for the exercise of its functions as evidence of the proper exercise of its functions in the matter to which the proceeding relates.

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 Road Management Plan, to determine which parts of Council's Road Management Plan are to be reactivated, and when.

Council statements to residents about the suspension or reduction of the services under the Road Management Plan 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.



4.0 References



- Bridge Inspection Manual, VicRoads and
- Bridge Maintenance Repair and Strengthening Manual, VicRoads.
- City of Greater Dandenong Local Law No. 3 of 4 2011
- City of Greater Dandenong Long-Term Financial Strategy
- City of Greater Dandenong Plan and Annual Budget
- Code of Practice No. S 201 Road Management Plans
- Code of Practice No. S 267 Operational Responsibility for Public Roads 2004
- Code of Practice No. S 269 Management of Infrastructure in Road Reserves 2016
- Corporate Service Charters
- Country Fire Authority Act 1978
- Crown Land Act 1978
- Imagine 2030 Community Plan
- Local Government Act 1989
- MAV Road Management Plan Guidance Document May 2016
- Planning and Environmental Act 1987
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015
- Road Management Act 2004
- Road Safety Act 1986
- Subdivision Act 1988
- Transport Act 1983
- Wrongs Act 1958

4.1 Definitions

Unless the context or subject matter otherwise requires (including in relation to the Glossary set out in this Road Management Plan), the terms used in this Road Management Plan have the same meaning as the definitions included in the *Road Management Act 2004*, the relevant Regulations and Codes of Practice made under the *Road Management Act 2004*, the *Local Government Act 1989* or as defined by AustRoads.

Appendix 1: Intervention Levels

Hazard Intervention Levels

Hazard Description	Intervention Level	Timelines
Pavements		
Pavement or Surface Hazard		
Damaged Road (Sealed)	Potholes in traffic lane of a sealed pavement greater than 200mm in diameter and greater than 50mm deep or edge of sealed drop off on unsealed shoulders greater than 50mm for greater than 25m	10 Working Days
Damaged Road (Unsealed)	Potholes in traffic lane of an unsealed pavement greater than 300mm in diameter and greater than 50mm deep or edge of sealed drop off on unsealed shoulders greater than 50mm for greater than 100metres	20 Working Days
Damaged Line-marking	Missing or illegible linemarking on thorough traffic and bicycle lanes of the lane road, and shared pathways	30 Working Days
Obstructions and Substances in Traffic Lanes	Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, or objects, accumulation of dirt or granular materials on the traffic lane	4 Hours
Drainage Hazard		
Damaged Pit Lids	Damaged that significantly undermines the structural integrity of the Pit Lid or surrounds or grates in pedestrian areas or traffic lanes	30 Working Days
Missing Pit Lids	Missing drainage lids, or grates in pedestrian areas or traffic lanes	4 Hours
Blocked Pits and Pit Entries	Pit mouth is 100% blocked or pit is greater than 40% blocked or obstructed	30 Working Days
Damaged Kerb and Channel	Damaged where water is ponding to be a depth of greater than 100mm or Kerb is significantly displaced more than 100mm from its intended alignment road	60 Working Days
Roadsides		
Vegetation Hazard		
Trees	Hanging branches and fallen branches/entire trees on or over traffic lanes	4 Hours
Vegetation	Trees, Shrubs and grasses that have grown to restrict design sight distance to intersections or restrict viewing of safety signs ** where they become substantially ineffective	20 Working Days
Road Reservation Vegetation (Sealed)	Vegetation clearance no less than 4.1m in height, over traffic lanes and the trafficable portion of shoulder. Vegetation not to protrude over the edge of the road seal unless signed otherwise. Vegetation cleared as far as reasonably practicable and all tree pruning shall be in line with AS 4373-2007 Pruning of Amenity Trees	20 Working Days
Road Reservation Vegetation (Unsealed)	Vegetation clearance no less than 4.1m in height, over traffic lanes and the trafficable portion of shoulder. Vegetation not to protrude over the edge of the road formation unless signed otherwise. Vegetation cleared as far as reasonably practicable and all tree pruning shall be in line with AS 4373-2007 Pruning of Amenity Trees	20 Working Days
Path Vegetation	Vegetation clearance less than 3.0m in height, over a pedestrian/bicycle path. Vegetation not to protrude more than 300mm horizontally over the path edge, unless otherwise signed. Vegetation cleared as far as reasonably practicable and all tree pruning shall be in line with AS.4373-2007 Pruning of amenity trees.	20 Working Days
Roadside Hazards		
Damaged Safety Sign*(Standard**)	Sign is missing or illegible	10 Working Days
Damaged Safety Sign * (Non Standard***)	Sign is missing or illegible	30 Working Days
Damaged School Crossing Posts	Missing or damaged making them substantially ineffective	10 Working Days

Hazard Description	Intervention Level	Timelines
Damaged Safety Barriers	Missing or damaged making them substantially ineffective	20 Working Days
Damaged Local Area Traffic Management Devices	Missing or damaged making them substantially ineffective	60 Working Days
Non Operational Traffic Signals	Traffic Signals that are non operational	4 Hours
Damaged Structures [^]	Visible damage likely to affect road user or public safety	10 Working Days
Damaged Path	Pavement is vertically displaced greater than 25mm or horizontally displaced greater than 30mm or depression greater than 50mm over 1 metre	10 Working Days

* Safety Signs: are roads signs that provides the driver with advice on the safe use of the road. For example a regulatory, warning sign or hazard marker.

** Standard Safety Signs: High use safety signs** that are kept in stock as per the Standard Sign Register. This register is not an

" incorporated document" in the Road Management plan. The manual may be viewed or a copy obtained from the City of Greater Dandenong Website (www.greaterdandenong.com.au)

*** Non Standard Safety Signs: Safety signs that are not on the Standard Sign Register. This may include modifications to standard safety signs.

[^] Structures: Bridges, culverts or other designated structures (eg retaining walls, lighting structures) which have been assigned an asset number in Council's Asset Register

Note 1: Hazard removal work may include the provision of traffic control (including the installation of warning signs and other traffic management devices), installation of barricading or repair of the hazard. The choice of response will be determined by the availability of resources and considered in the context of other competing priorities



Appendix 2 - Hierarchies

Road Hierarchy and Classification for Municipal Roads

Based on factors such as historical functionality, traffic volumes, traffic type and accessibility, Council has developed a road hierarchy for the municipal road network within Council's municipal district. The level of service provided to a particular road will depend on its road hierarchy classification.

Road Hierarchy

Road Hierarchy	Classification Responsibility	Description
Declared Arterial Roads (Urban)	VicRoads / Council	Roads of which the main function is to form the principal network of roads to cater for through traffic movements across and around the metropolitan area. (Council's responsibility is restricted to the nature strip, outer separator and service road (if any) unless otherwise agreed with VicRoads).
Declared Arterial Roads (Rural)	VicRoads / Council	Roads of which the main function is to form the principal network of roads to cater for through traffic movements across and around the metropolitan area. (Council's responsibility is restricted to the nature strip, outer separator and service road (if any) unless otherwise agreed with VicRoads).
Unclassified Arterial Roads (Urban)	Council	Roads that supplement the declared arterial road network in providing for through traffic movements. Roads that have an identifiable origin and destination (e.g. suburbs, industrial areas or places of significance). Includes Trunk Collector Road.
Unclassified Arterial Roads (Rural)	Council	Roads that supplement the declared arterial road network in providing for through traffic movements. Roads that have an identifiable origin and destination (e.g. suburbs, industrial areas or places of significance). Includes Trunk Collector Road.
Collector Roads (Urban)	Council	Non-arterial roads that distribute traffic between the arterial road network and local roads and provide access to abutting properties.
Collector Roads (Rural)	Council	Non-arterial roads that distribute traffic between the arterial road network and local roads and provide access to abutting properties.
Local Roads (Urban)	Council	Roads, streets or courts of which the role is to provide access to abutting residential, commercial or industrial properties and lanes. Includes Access Street and Access Place.
Local Roads (Rural)	Council	Roads, streets or courts of which the role is to provide access to abutting residential, commercial or industrial properties and lanes. Includes Access Street and Access Place.
Lanes	Council	Roads of which the sole purpose is to provide access to the rear of a property. Includes Access Lane. The minimum width for laneway is 5.5m. Provision of new access to properties on laneways less than 5.5m in width is not supported.

Pathway Hierarchy (includes footpaths, cycle paths and shared paths)

Footpaths, cycle paths and shared paths have been grouped into the following classifications:

Pathway Hierarchy

Path Hierarchy	Description
Pedestrian Malls - SRZ	Premium quality paving in pedestrian malls that cater for high volumes of pedestrian traffic and are typically found in major central shopping areas.
Central Business District Footpaths - SRZ	High quality, aesthetically pleasing pavings for medium to high volumes of pedestrian traffic and are typically found in central business districts.
Local Shopping Centre Footpaths- SRZ	Good quality fully formed areas to cater for medium to high volumes of pedestrian traffic and are typically found in local shopping centres.
Elderly Facilities - SRZ	Paths where it has been identified that there is an increased risk due to either the concentration or level of mobility of pedestrian users eg: pedestrian malls, Central Business District (CBD), local shopping centres and elderly facilities.
Residential Footpaths	Formed and sealed paths catering for low volumes of pedestrians. Typically found in residential areas and may also be found in reserves and walkways between reserves, residential streets and schools.
Industrial / Commercial Footpaths	Paths used for short travel distance in industrial and commercial areas. Generally installed where a significant amount of pedestrian traffic can be demonstrated.
Regional Cycle Paths/ Shared Paths (within road reserve only)	Paths that provide an alternative to the road system when travelling between key locations within the municipality and other neighbouring municipalities. These paths also encourage recreation/fitness rides in a safe environment.
Local Cycle Paths/ Shared Paths (within road reserve only)	Paths that provide an alternative to the road system when travelling locally. These paths also encourage recreation/fitness.

Note: All footpath function classification with suffix of SRZ represent a Special Risk Zone.

The City of Greater Dandenong has a number of these pathways in various locations. A map showing the location of pathways included in this hierarchy is kept by the Council and can be viewed at Council's offices during normal working hours.



Appendix 2 - Hierarchies

Bridge Hierarchy (includes underpasses)

Bridges (including underpasses) have been grouped into the following classifications:

Bridge Hierarchy

Bridge Hierarchy	Classification Responsibility	Description
Declared Arterial Road Network Bridges	VicRoads / Council	Bridges on roads of which the main function is to form the principal network of roads to cater for through traffic movements across and around the metropolitan area. (Council's responsibility is restricted to the nature strips, footpaths and pedestrian barriers (if any) unless otherwise agreed with VicRoads).
Unclassified Arterial Road Network Bridges	Council	Bridges on roads that supplement the declared arterial road network in providing for through traffic movements. Roads that have an identifiable origin and destination (e.g. suburbs, industrial areas or places of significance). Includes the Trunk Collector Road.
Collector / Local Road Network Bridges	Council	Bridges on non-arterial roads that distribute traffic between the arterial road network and local precincts, and provide access to abutting properties.
Pedestrian / Cyclist Bridges	Council	Bridges carrying pedestrians and / or cyclists. These bridges would normally link footpaths, cycle paths and shared paths on either side of crossings.
Underpasses	Council	Bridges that allow pedestrians and cyclists to underpass road and similar structures.
Local Access Road Network Bridges	Council	Bridges on roads, streets or courts of which the role is to provide access to abutting residential, commercial or industrial properties and lanes. Includes the Access Street and Access Place.



