



Moreland

City Council

ROAD MANAGEMENT PLAN

REVIEW REPORT

April 2021



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ROAD MANAGEMENT PLAN REVIEW REPORT 2021

1. Introduction

An internal review of Moreland City Council's Road Management Plan (RMP) 2017 has been undertaken pursuant to section 54 (5) of the *Road Management Act 2004* and section 8 (3) of the *Road Management (General) Regulations 2016* (Regulations). It should be noted that the Regulations have not been updated to reflect the *Local Government Act 2020*; however, the previous timetable for completion of the review by 30 June has been ensued.

The Regulations only require that the review be completed by 30 June, and that a report (this report) be published summarising the review, including any proposed amendments.

Following public notice of this report and receipt of any public submissions, an amended RMP will be drafted for Council endorsement.

2. RMP Review Process

An RMP Review Committee was established comprising members of Council's asset, road maintenance, transport and risk management staff where responsibility for the plan applies.

The review committee met on 5 occasions between March & April 2021, which involved the following activities and actions:

- a. Review of the *Road Management (General) Regulations 2016*, and confirmation of any amendments since the last review of the RMP (of which there are nil);
- b. Review of the provisions of the Moreland RMP in accordance with the Regulation 9 (1), which is to "ensure that the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and classes of road to which the plan applies are appropriate";¹ In reviewing its appropriateness, the committee examined:
 - Current activities and performance in relation to meeting the requirements of the RMP;
 - Management systems, operational objectives and maintenance standards i.e. intervention and response times, and any administrative / document reference updates necessary;
 - Advice received from Council's Integrity, Risk and Resilience team on any necessary improvements/enhancements to Council's current RMP, including results of a recent MAV audit report (2020) and statistical information; and
 - Benchmarking of other Council's RMP's, specifically intervention levels and inspection frequencies.

3. RMP Review Outcomes

Following a review of the appropriateness of the current RMP as outlined above, the following amendments to the RMP are proposed.

3.1 Calendar Days

It was the intention of the 2017 review that where response timeframes were in days, these days would be calendar days. It is noted that the 2017 RMP has omitted the unit of day. It is proposed to rectify this omission and clarify that "day" means "calendar day".

¹ Road Management (General) Regulations 2016 S.R. No. 11/2016 Part 3- road management plans

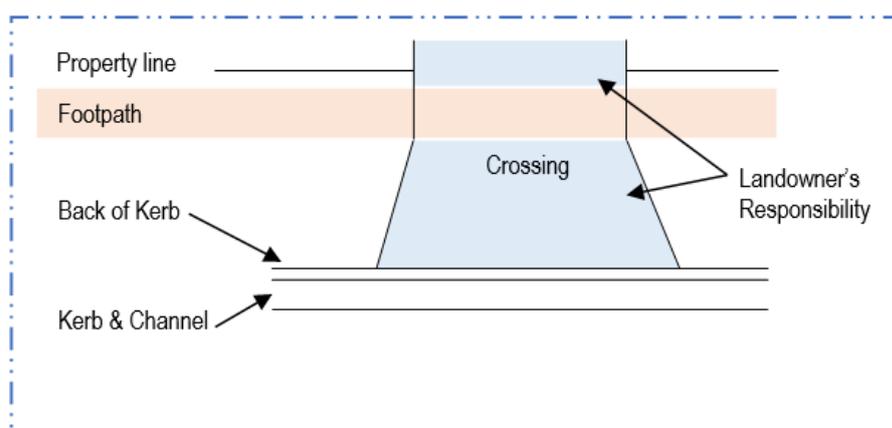
3.2 Non-Road Areas – Off-Street Carparks

In reviewing the status of these assets, including advice from Council's insurer, it is considered more appropriate not to include off-street car parks within the Register of Public Roads. Previously defined as ancillary areas, this action will remove the ambiguity of the maintenance obligations of these car parks from the RMP.

A register of off-street car parks along with their levels of service (maintenance requirements) will be developed.

3.3 Driveway Cross-Overs

In the 2017 RMP, the following diagram was included to clarify maintenance responsibilities between landowners and Council for these cross-overs.



Whilst the above diagram is purposefully simplified, Council's operations teams have identified through experience some ambiguity with respect to the delineation of responsibility on the older 'Type 1' style crossovers². The diagram is proposed to be updated to include a note to the effect that the full kerb radius of this older 'Type 1' style crossover is included within the landowner's responsibility.

3.4 Unmade Rights of Way & Laneways

Within Council's Rights of Way Strategy 2011-2021, Council previously determined a standard of maintenance for unmade Rights of Way. Maintenance is limited to

- Removal of dumped rubbish
- Vegetation control

To avoid ambiguity, this maintenance standard is to be included in the RMP via reference to the above strategy.

3.5 Retaining Walls

Within the Schedule of Inspection Frequencies (Item 7.6, Appendix A), all retaining walls are to be inspected every 7 months.

There are more than 500 Council owned retaining walls and as no minimum height is prescribed, this requirement in the current RMP is considered excessive when compared to the risk which the majority of these walls pose.

Building Regulations require walls taller than 1.5m to have a building permit. Based on this, the following is proposed (in lieu of Item 7.6): -

- Retaining walls (height greater than 1.5m) - 7 monthly inspection
- Retaining walls (height 1.0 to 1.5m) - 25 monthly inspection
- Retaining walls (height less than 1.0m) - in response to a CRS

3.6 Level Crossing Inspections

Within the Schedule of Inspection Frequencies (Item 7.3, Appendix A), all level crossings are to be inspected every 7 months. The scope of the inspection is not defined in the RMP. It is noted that at these locations, the level crossing assets (path over the tracks, lights, gates and most signs) are the responsibility of the rail authority. Council's assets related to the level crossings are

- Any advance warning signs on the footpath.
- Any advance warning signs on the local road.

These inspections are proposed to be carried out as part of regular proactive road and footpath inspections. This better reflects the risk associated with these assets.

3.7 Electrical Hardware / Traffic Signals Inspections

Within the Schedule of Inspection Frequencies (Item 7.7, Appendix A), all electrical hardware and traffic signals are to be inspected every 4 months.

It is noted that inspection of the electronic hardware is undertaken regularly under the maintenance contract requirements. As the functioning of these assets is highly visible, any malfunction will also likely be quickly reported to Council through a CRS, eliminating the need for additional proactive Council inspections.

These inspections are proposed to be carried out as part of the routine maintenance contract on these items and in response to any customer requests. This better reflects the risk associated with these assets. Item 7.7 is to be amended accordingly.

3.8 Pathway adjoining private paths or driveway cross-overs

The current RMP identifies an intervention level where a vertical displacement equal to or greater than 30mm or linear cracks equal to or greater than 20mm in width exist within the footpath section of a vehicle crossing (section 3.5.11 of the RMP), similar to all footpaths. This intervention level is proposed to include the interface where any edge of a pathway adjoins a private path or driveway construction, provided that the cause of the defect is the subsiding or heaving of Council's pathway.

The above is to expand on Item 4.5 of Appendix A.

3.9 Inspection Frequencies / Intervention Levels / Response Times

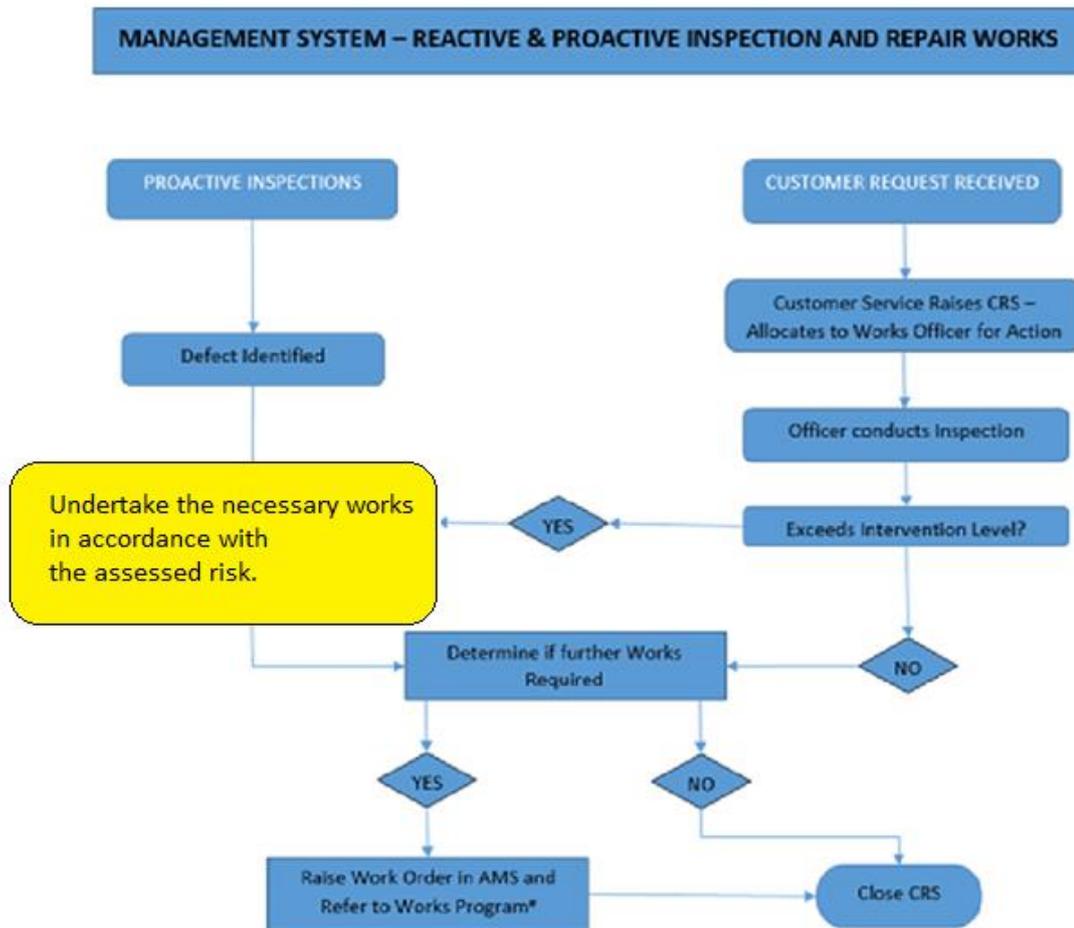
No further amendments to the existing standards on road pavement or footpaths are proposed.

3.10 Management Systems

No changes are required to the Asset Management System (Assetic) to maintain the road network within the municipality at the current resourcing and service levels.

In the existing RMP, there is a requirement that defects should be “made safe within 3 days”. (Appendix B). This terminology is to be amended as shown in the yellow box in the flow chart below. This enables a risk-based approach to be used and allows appropriate prioritising of resources.

A guide to the assessment of road asset risks plus training of relevant staff is to be developed.



* Within RMP Timeline

4. Conclusion

It is proposed that Council's current RMP (version June 2017) be amended to include:

- The use of calendar days in setting response times;
- A practical approach to setting achievable inspection standards for
 - 1 Retaining walls
 - 2 Level crossings
 - 3 Electrical hardware / traffic signals

consistent with available resources given Council's competing priorities;

- A clarification to the limits of responsibility for maintenance of driveway cross-overs to better reflect construction history and usage;
- The identification of defects along the line between Council paths and private paths/ cross-overs;
- An update to the Register of Public Roads that removes 'Off-Street Carparks' from the Register - consistent with the Road Management Act 2004 and advice from MAV Insurers;
- Inclusion of maintenance standards for unmade Rights of Ways and laneways, consistent with Council's existing policy;
- Amendment to Appendix B (Management System) to enable a risk based assessment of the defect in order to prioritise necessary works in a timely manner; and
- Other editorial and formatting changes as required.

Should it be determined to amend the RMP, Council is to give notice in accordance with the Road Management (General) Regulations 2016 prior to adopting a revised RMP.

The following key dates are proposed:

21 June 2021	Public Notice of Decision to amend RMP (Newspaper)
24 June 2021	Public Notice of Decision to amend the RMP (Gazettal)
24 June – 22 July 2021	Public Notice Period (min 28 days)
8 September 2021	Council Meeting – Adopt amended Plan