



City of
DAREBIN
Road Management Plan



Think Safe Be Safe @ Darebin

Revision and Adoption Schedule

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1 Introduction

This Road Management Plan (the Plan) is prepared in accordance with Section 52 of the Road Management Act 2004 (the Act). This Act reforms the law relating to road management in Victoria, establishes the general principals which apply to road management and sets out certain rights and duties of road users and authorities.

In preparing this plan, Council has made policy decisions under Part 4 of the Act.

This plan reflects the purposes and objectives of Council as specified under Parts 6 and 7 of the Local Government Act, 1989. These objectives are described in the Darebin City Council Plan 2009 – 2013, which sets the strategic objectives of Council. These include:

We will continue to manage our existing asset base, ensuring that the city's public spaces, facilities and infrastructure is maintained to a high standard and continues to meet the community need.

This Road Management Plan details how these strategic objectives will be achieved.

The respective rights of Council, ratepayers, residents and the general public have been considered in the preparation of this Plan. There are also obligations of road users under the Act, which requires that they exercise personal responsibility for their own and other's safety and interests.

2 Purpose of this Plan

In accordance with Sections 50 and 52 of the Act, the purposes of this Plan are:

- to establish a management system for the road management functions of Council which is based on policy, operational objectives and available resources;
- to establish the relevant standards or policies in relation to the discharge of duties in the performance of those road management functions;
- to detail the management systems that Council proposes to implement in the discharge of its duty to inspect, maintain and repair those public roads for which Council is responsible.

This Plan does not apply to arterial roads. VicRoads is the responsible authority for these roads. Council may be responsible for those sections of arterial roads outside of the through traffic lanes. Those roads or parts of roads that Council is responsible for are listed separately in the 'Register of Public Roads'.

3 Meaning of Terms

Terms used in this Plan have the same meaning as the definitions included in the Act. These include:

“arterial road” means a road which is declared to be an arterial road under section 14 of the Act. The VicRoads web site includes a list of arterial roads (www.vicroads.vic.gov.au).

“Council” means the City of Darebin as the coordinating road authority and as the responsible road authority (as applicable).

“public highway” means any area of land that is a highway for the purposes of the common law.

“public road” means a public road within the meaning of section 17 of the Act.

4 Roads for which the Plan Applies

The provisions of this Plan apply to those roads, pathways and ancillary areas listed in the Register of Public Roads.

Council has determined that those local roads and pathways listed in the Register of Public Roads are reasonably required for general public use. Council has also designated certain areas adjacent to a public road as 'ancillary areas' and these areas are recorded in the Register of Public Roads.

To the extent possible within resource constraints, the Register of Public Roads records the location, type, hierarchy, capacity, condition, configuration of road assets for which Council is responsible, together with a history of assets including any additions, deletions or changes.

Details of agreements with other road authorities and service providers will be added to the Register of Public Roads as they become available.

5 Exclusions from the Plan

The plan does not apply to:

- Roads and car parks on private property. These are the responsibility of the property owner.
- Pavements, kerb and channel on arterial roads. These are the responsibility of VicRoads.
- Vehicle crossings. These are the responsibility of the property owner.
- Street Lighting

6 Related Documents

A number of other Council documents are referred to in, or affect the operation of, this Plan. These include:

Darebin 'Road Asset Management Plan' (RAMP) – provides an understanding of Council's road assets and concepts for their sustainable provision and provides a tactical approach towards achieving a cost-effective solution that meets Council's long term strategic goals.

Darebin 'Register of Public Roads' – Lists those roads and ancillary areas for which Council is responsible for in accordance with section 19 of the Act.

Darebin 'Defect and Safety Inspection Manual' – Details the methods by which Council will undertake the periodic inspection of road assets and the response to various defects that may arise from time to time.

The linkage between these documents is shown in Table 1 below:

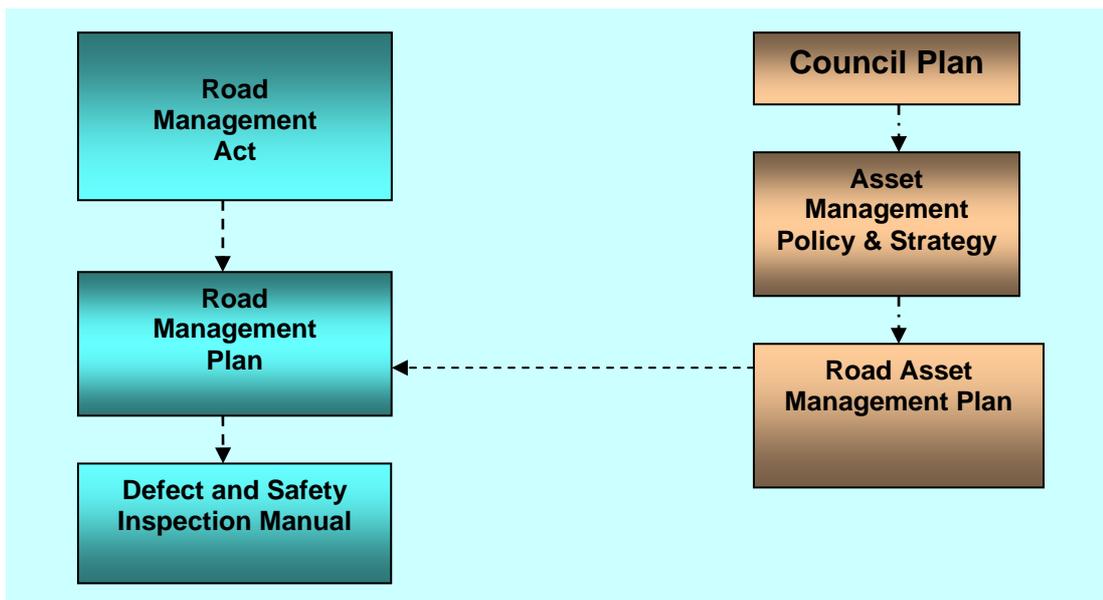


Table 1 – Asset Management Policy Framework

7 Road and Footpath Hierarchy

7.1 Road Classification

Roads within Council are classified in a hierarchical system based on traffic volumes. The following definitions have been developed to determine the hierarchical system used:-

Road Hierarchy	Description
Link	Link Roads (>7500vpd) – Those roads whose main function is to supplement arterial roads in providing for traffic movements and which distribute traffic to collector roads and local street systems
Collector	Collector Roads (>3000vpd) – Those roads whose main function is to supplement arterial and link roads in providing for traffic movements, or which distribute traffic to local street systems
Access	Access Roads incl. car parks (<3000vpd) – Those roads whose main function is to provide access to abutting properties or where the main function is to provide access to limited numbers of properties, or which provide almost exclusively for one activity or function.
Right Of Way	Laneways/Right-of-Ways – Those roads where the main function is to provide rear access to properties for delivery of goods, as in the case of commercial premises, or as a means to garage a car in the property in the case of residential properties.

7.2 Pathways Classification

Pathways are classified into two categories

Pathways Hierarchy	Description
High	Defined as areas of high pedestrian use or are where many elderly, young or disabled persons can be found, e.g. shopping precincts, schools, hospitals, public transport interchanges and bike paths
Low	Defined as areas of low pedestrian usage or less used by pedestrians. e.g. local streets, car parks, dead end street, isolated areas, etc

7.3 Arterial Roads

The Code of Practice – ‘Operational Responsibility for Public Roads’ defines the limits of responsibility between road authorities for different parts or elements within the road reserve.

Pathways and service roads along Arterial Roads are the responsibility of Council. Medium strips, intersection and road signage are the responsibility of Vic Roads. (Refer Section 37 of the RMA). The division of responsibility between Council, VicRoads and the tram operator, along Plenty Road for example, are shown in Figure 1 below.

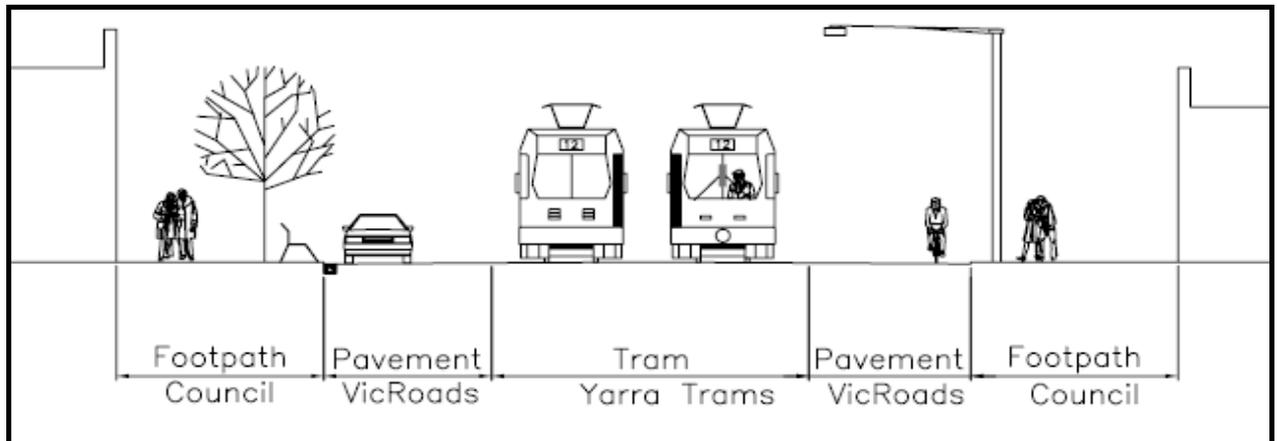


Figure 1 – Operational Responsibility on Arterial roads

In the example in Fig. 1 above, VicRoads is the Coordinating Road Authority for the road. VicRoads is the Responsible Road Authority for the pavement. Council is the Responsible Road Authority for the section from the back of kerb to the property boundary. Refer also to the Code of Practice.

7.4 Public Transport Assets

Trams – Yarra Trams provides the tram services within Darebin. They have many assets in the road reservation such as, tram tracks, overhead powerlines and shelters. Tram operators are responsible for the tram track reserve area within 450mm each side of the outer track rails in road reserves including crib crossings installed to protect pedestrians crossing tram tracks. Council is responsible for the road reserve outside these limits. Centreline road marking along a tram reserve is the responsibility of the responsible Road Authority but (yellow) linemarking designating tram operational limits is the responsibility of the tram operator. Operation responsibility for local roads with tram tracks are shown in Figure 2 below:

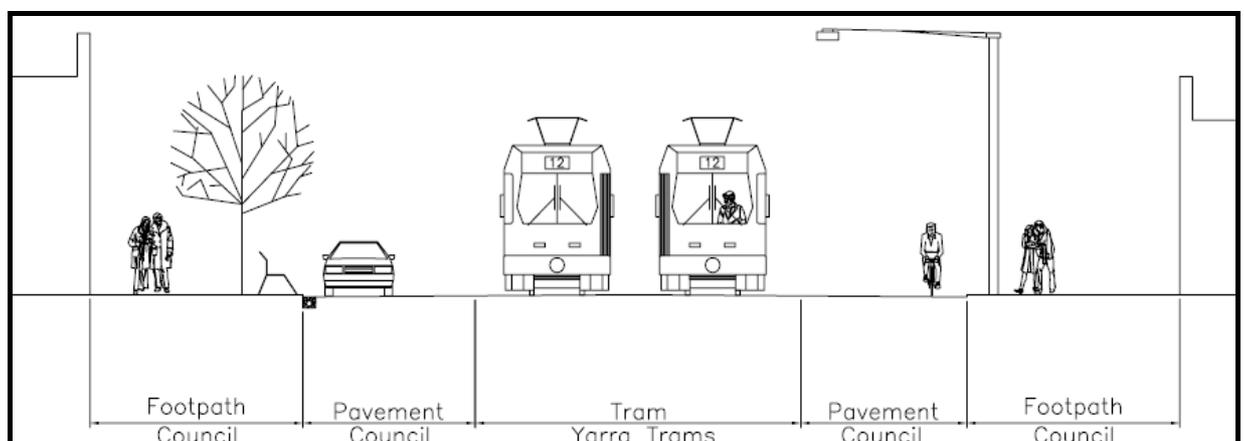


Figure 2 – Operational Responsibility Trams on Local Roads

Trains - All assets associated with the train services are located in a railway reservation, however, where the railway and road reservations cross each other, both road and railway assets interface and the responsible agencies must work-in together. Trains assets include the tracks and the overhead power supply as well as, bridges, boom gates and fencing. Train operators are responsible for all components of the rail track reserve area within the road boundaries to a minimum of 2.135 metres each side of the outer rails or the extent of the boom gate in metropolitan Melbourne or as agreed. Council is responsible for the road reserve outside these limits.

7.5 Local Roads

All public roads, right of ways and footpaths listed in the Register of Public Roads are the responsibility of Council, as shown in Figure 3 below:

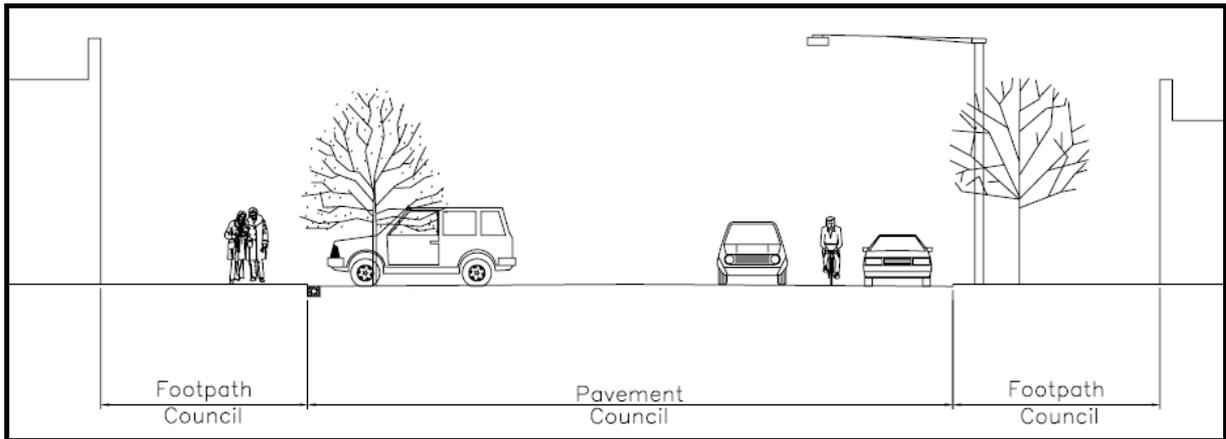


Figure 3 – Operational Responsibility on Local Roads

7.6 Vehicle Crossings

The owner of a property must ensure that each vehicle crossing to the property from an adjacent road and any channel forming part of the crossing is maintained to the satisfaction of Council, as shown in Figure 4 below:

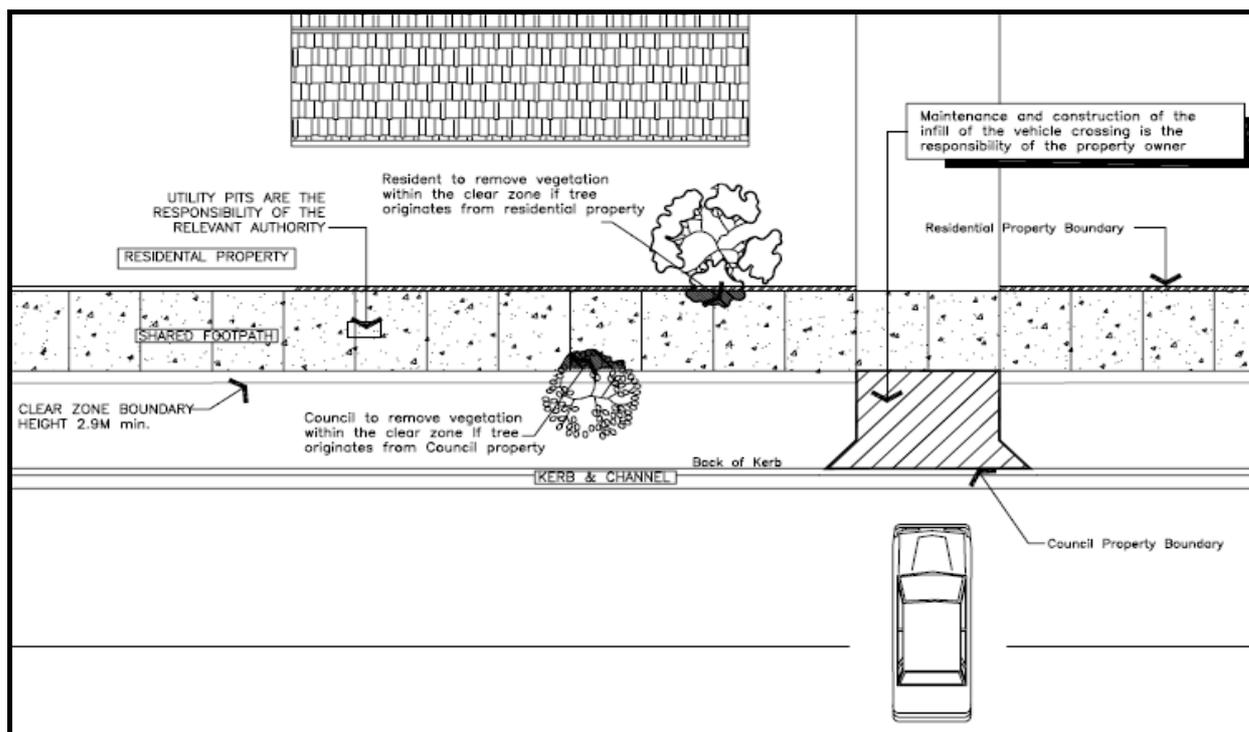


Figure 4 – Operational Responsibility for Vehicle Crossings

8 Exceptional Circumstances

Council will make every endeavour to meet all aspects of its Road Management Plan, (RMP).

However, in the event of natural disasters and other events including, but not limited to, fires, floods, droughts and the like, together with human factors, such as a lack of Council staff or suitably qualified Contractors, because of Section 83 of the Victorian Wrongs Act, 1958, as amended, Council reserves the right to suspend compliance with its Road Management Plan.

In the event that the CEO of Council, has to, pursuant to Section 83 of the above Act, consider the limited financial resources of Council and its other conflicting priorities, meaning Council's Plan cannot be met, they will write to 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.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's CEO will write to Council's Officer responsible for Council's Plan and inform them which parts of Council's Plan are to be reactivated and when.

9 Level of Service

The standards specified in the Defect and Safety Inspection Manual maintains the service provided by Council's road network at the level applicable at the time of adoption by Council of this plan.

This level of service is considered reasonable having regard to the resources available to Council and the provision of other Council services. Levels of service may be amended from time to time having regard to Best Value reviews and community consultation to be conducted in the future.

10 Repair of Damaged Council Assets

Where damage has been caused to a Council asset or road, the party, service provider or works and infrastructure manager that caused the damage shall be responsible for that damage and any consequences and responsible for the cost of repair to ensure that the area is safe and that the asset operates at the level it previously operated or higher. In particular where secondary or 'consequential' damage has been caused to Council assets such as subsidence from water damage other than at the specific site of the asset works or repairs, the damage must be repaired at the expense of the responsible party to Council's satisfaction.

11 Risk Assessment

The consequences of asset failure can include loss of revenue, inconvenience to the community, loss of service and trade. It is not possible for Council to address all defects and eliminate all risks. However, risks may be identified and minimised by regular inspections and setting of clear priorities.

All types of defect likely to be found in the road reserve were evaluated and a risk assessment undertaken that considered both likelihood and consequence. The details of this analysis is shown in Appendix D and Appendix E of the Defects and Safety Inspection Manual.

12 Standards for Construction, Expansion, Upgrading, Renewal and Refurbishment

The standards for the construction of new roads and pathways is given in the Road Geometry and Drainage Design Guidelines.

13 Standards of Maintenance

The standards for the maintenance of existing roads and pathways are detailed in the Defects and Safety Inspection Manual, which outlines:

- the task or work expected to be undertaken
- the schedule of inspections of specific matters to be undertaken at specified intervals
- the circumstances under which intervention action is to be undertaken with respect to repair or maintenance needs for defects reported or found on inspection
- the priority to be given to intervention action and the kind of action.

Council is committed to providing a response to any situation in accordance with the response times. However, in some circumstances, where a hazard cannot be rectified within the timeframes due to lack of resources the hazard will be made safe and prioritised for fixing.

14 Financial Resources

The commitments and obligations specified in this Plan are matched to the financial resources available to deliver those commitments and obligations.

The availability of financial resources determines the level of service than can be provided. Any change in community expectations, i.e. higher or lower level of service has a corresponding financial effect.

15 Safety at Worksites

All construction and maintenance work on local roads and pathways will be undertaken in accordance with the relevant occupational health and safety legislation and guidelines.

In particular, the Code of Practice 'Worksite Safety – Traffic Management' applies to any works.

16 Service Requests and Data Recording

Council has implemented a Customer and Asset Management System (CAMS) to receive and deal with service requests, complaints and other information from users and the community.

Key benefits of the system include:

- More efficient and effective method of actioning customer requests and managing our assets
- Better and more accurate information will be available to more staff than before
- Better reporting capability

CAMS will also integrate with other key Council systems.

17 Duty to Inform Service Provider

If in the course of meeting its obligations under this Plan, Council becomes aware that any non-road infrastructure for which a service provider or works and infrastructure manager is responsible:

- is not in the location shown in the relevant records; or
- appears to be in an unsafe condition; or
- appears in need of repair or maintenance;

Council will convey that information to the relevant service provider or works and infrastructure manager.

18 Performance Management

In accordance with the Best Value principles and good management practice, a performance measurement, monitoring and reporting regime will be developed as part of the CAMS implementation.

19 Plan Review

This plan will be reviewed every four years after a new Council is elected in accordance with the Road Management (General) Regulations.

20 References

The following references are referred to or affect the operation of this plan:

Regulations

Road Management (General) Regulations 2005

Road Management (Works and Infrastructure) Regulations 2005

Codes of Practice

Code of Practice 'Worksite Safety – Traffic Management'

Code of Practice – 'Operational Responsibility for Public Roads'

Code of Practice – 'Management of Infrastructure in Road Reserve'

Council Documents

Darebin – Road Asset Management Plan

Darebin - Road Geometry and Drainage Design Guidelines

Darebin - Defects and Safety Inspection Manual

Darebin – Register of Public Roads