



# Road Management Plan



**Version 4**

**June 2017**

## Plan History

**Road Management Plan Version 3.0** was adopted by Council on 26/11/2013. This version follows a full review of the Road Management Plan as required by Clause 301.3.b of the *Road Management (General) Regulations 2005*. All previous versions have been revoked.

### **Certification under Section 304 of the Road Management (General) Regulations 2005.**

I hereby certify that the proposed amendments to the Road Management Plan (RMP) 2017 v 4 will provide:

1. More frequent pro-active inspections of major roads, collector roads, local roads and laneways;
2. A reduction in the period of time within which defects are to be permanently repaired;

These amendments are incorporated into the Road Management Plan 2017 v 4.0

Peter Smith  
Chief Executive Officer  
City of Port Phillip

### **Table of Amendments:**

Version 4 May 2017

Date	Clause & Page	Details	Author	Approved
15/3/2015	Footpath Hierarchy table p14	As specified in the Principal Pedestrian Network (PPN) for The City of Port Phillip	ME	
15/3/2015	2.8 Trees P17	As recommended by MAV Insurance	ME	
15/3/2015	Response Time p20	As specified in the new Maintenance Contract	ME	
15/3/2015	<b>Appendix A</b> Municipal Boundary Roads p24	Adjust the boundary of Todd road, Port Melbourne	ME	
30/3/2015	<b>Appendix B</b> Proactive Inspection Frequencies p25	To match the new Maintenance Contract	ME	
30/3/2015	<b>Appendix C</b> Hazard Response Times p26	To match the new Maintenance Contract	ME	
03/06/2015	<b>Appendix F</b> List of Shopping Centres and map	To match the new Maintenance inspection	ME	
1/12/2015	<b>Trees</b>	New section for trees added	ME	
1/12/2015	<b>Shared paths</b>	New definition and inspection frequencies added	ME	

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## **ROAD MANAGEMENT PLAN**

### **1 INTRODUCTION**

#### **1.1 Background**

This Road Management Plan is a document which describes management arrangements for public road and road-related assets within road reserves for which Council is responsible. It sets out the foundations for Council's commitment to providing sustainable and safe public road networks for the community having regard to the resources and priorities of the Council.

For Council to show that it has met its duty of care to road users, it is required to demonstrate that it has in place a reasonable and affordable regime for inspecting the road network for hazards and for planning and implementing measures to mitigate or reduce the risk caused by those hazards.

The development, implementation and management of the Road Management Plan is consistent with and is supported by Council's policies, strategies, plans, systems, procedures and practices, however, unless such policies, strategies, plans, systems, procedures or practices are incorporated by reference into the Road Management Plan, the Road Management Plan otherwise is, and at all times remain, a stand-alone and all-encompassing policy document of the Port Phillip City Council (for the inspection, repair and maintenance of public roads, paths, and road infrastructure within the municipality of the City of Port Phillip) and without recourse to any other policy, strategy, plan, system, procedure or practice of the Council requiring (or purporting to require) any act, matter or thing to be done by or on behalf of the Council in relation to the performance of the Council's public road, path and road infrastructure management functions.

The Road Management Plan is reviewed and amended in accordance with Road Management (General) Regulations 2016 Part 3.

#### **1.2 Purpose**

This Road Management Plan is a plan for road management in the City of Port Phillip. The Plan outlines Council's road management responsibilities, lists the road assets and details the standards of service, maintenance and construction for roads within the City. The plan also contains a description of the management system that has been established by the Council to carry out its duty to inspect, maintain and repair public roads for which it is responsible.

The Plan is designed to ensure that the Council can better meet the expectations of the community when it comes to managing and servicing the roads and road related infrastructure in the City having regard to the resources and priorities of the Council.

Unless inconsistent with the context or subject matter (and including if and where (outside of the cadastral road reserve) a road for which the Council has made a decision that the road is reasonably required for general public use, a road declared by the Council to be a public highway under section 204(1) of the Local Government Act 1989 or a municipal road under section 14(1) of the Road Management Act), for the purposes of this Plan, by road reserve, we mean the area from the property

boundary on one side of the road reserve to the property boundary on the other side of the road reserve.

The assets within the road reserve which are Council's responsibility under the Road Management Act to inspect, maintain and repair includes:

- Road surface - pavement and base formation, including bicycle lanes and parking lanes;
- Surface drainage systems, including kerb and channel or table drain;
- Signs, guideposts, line markings, traffic signals, street lighting (Council owned metered street lights), street furniture, barriers and retaining walls;
- Footpaths and off-road bicycle or shared pathways located within the road reserve;
- Roundabouts, speed humps, chicanes, traffic islands, and
- Bridges and major culverts.
- Public highways which are not public roads or the roadside of any public highway (whether or not a public road within the meaning of the Road Management Act)

Without limiting the legal obligations of Council, infrastructure and other assets located in or adjacent to the road which are excluded from the Plan includes, but is not limited to:

- Driveway Crossings – the section of driveway between the kerb and channel and the footpath providing access from private property to a public road;
- Nature strips – the areas of the road reserve between the kerb and channel and the property not occupied by the footpath and driveway crossings;
- Infrastructure that is not an integral part of the roadway, or its construction, and does not fall within the definition of road related infrastructure e.g drainage pits and pipes, etc.
- Nature strip trees and formal landscaped garden beds within the road reserve that have been established and are maintained by Council.
- Car parks – not located within the road reserve or not listed on the Public Road Register.
- Roads and road-related infrastructure which is the responsibility of other co-ordinating road authorities like freeways, arterial roads, etc.,
- Any asset belonging to a utility and public transport companies such as unmetered street lighting, tram tracks, utility poles, rail crossings, water mains, passenger bus/tram shelters, safety barriers at tram stops, etc., and
- Privately owned assets such as roads built on private property, service connections to private properties, overhanging structures, pavement lights, etc.
- Property drain which discharges stormwater from property into Council's roads or underground drain.
- Water Sensitive Urban Design structures (WSUD).

Council has responsibility for approximately;

- 288 kilometres of roads and laneways
- 545 kilometres of kerb and channel
- 416 kilometres of footpath
- 22,732 signs
- 11,830 items of street furniture

- 8 Bridges

In accordance with Sections 1, 49 and 50 of the Road Management Act 2004 (the Act), the purpose of this Plan is to:

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

#### **Budget Provisions**

The Plan implementation is supported by the annual Budget set by Council. Funds are provided in the Operating Budget for inspections, maintenance and repair and in the Capital Works Budget for asset renewal. Council has a Strategic Resources Plan and a 10 year Long term Financial Plan.

The financial resources allocated for the road infrastructure assets covered by this Plan are considered appropriate and reasonable having regard to the overall service delivery priorities of the Council.

The Road Management Plan (in relation to the construction, inspection, maintenance and repair of those public roads within the municipal district of the City of Port Phillip for which the CoPP is the responsible road authority (including in relation to suitable prioritisations for the maintenance and repair of road infrastructure on public roads)) is expressly declared by the Council to be a policy document of the Council which is based substantially on financial, economic, political, social or environmental considerations.

The Council expressly records that the level of funding which it has chosen to provide in order to implement the existing road Management Plan has been significantly influenced by budgetary allocations and the constraints which they entail in terms of the allocation of scarce Council resources.

#### **1.4 Legislative Control**

The Road Management Act 2004 (the Act) provides the statutory framework for the management of the road network in Victoria to provide a safe and sustainable transport system and the responsible use of road reserves for other legitimate purposes. The Act provides for the co-ordination of the various uses of road reserves for roadways, pathways, infrastructure and utilities and establishes the general principles which apply to road management.

The Act provides that Council, as a road authority, has the general management functions of:

- Provision and maintenance of a network of roads for use by the community served by it;
- Management of the use of roads having regard to the primary purpose of a road is for the use by members of the public and that other uses are to be managed in a manner which minimises any adverse effect on the safe and efficient operation of the road and the environment;
- Management of traffic on roads in a manner that enhances the safe and efficient operation of roads;

- Design, construction, inspection, repair, maintenance and renewal of road and road infrastructure; and
- Co-ordinating the installation of infrastructure on roads in such a way as to minimise, as far as is reasonably practicable, any adverse impacts on the provision of utility or public transport services.

The Plan is prepared in accordance with Division 5, Section 49-55 of the Act.

Council has a statutory duty to inspect, maintain and repair its public roads as detailed in section 40 of the Act: This duty applies to any part of a public road which is a roadway, a pathway, a shoulder and road infrastructure.

The statutory duty imposed by subsection (1) of Section 40 of the Act does not create a duty to upgrade a road or to maintain a road to a higher standard than the standard to which the road is constructed.

In exercising its functions and powers under the Act, Council will also comply with the following Codes of Practice and Regulations:

- [Code of Practice – Operational Responsibility for Public Roads \(2004\)](#);
- [Code of Practice – Clearways on Declared Arterial Roads \(2004\)](#)
- [Code of Practice – Road Management Plans \(2004\)](#)
- [Code of Practice - Management of Infrastructure in Road Reserves \(2016\)](#)
- [Code of Practice – Worksite Safety – Traffic Management \(2010\)](#)
- [Road Management \(General\) Regulations 2016](#)
- [Road Management \(Works and Infrastructure\) Regulations 2015](#)

### **1.5 Responsibilities for Road Management Plan Implementation**

The Chief Executive Officer has, through an “Instrument of Sub Delegation to Council Staff” delegated the various functions under the Road Management Act and Regulations to the respective officers of Council. This enables Council, through its staff, to respond quickly to technical and administrative matters arising from the operation of the Plan.

### **1.6 Key Stakeholders**

The key stakeholder groups of the community who are both users of the road network and/or are affected by it include:

- The community in general (for recreation, sport, leisure & business);
- Residents & businesses adjoining the road network;
- Pedestrians (including the very young, those with disabilities, and the elderly with somewhat limited mobility);
- Users of a range of miscellaneous smaller, lightweight vehicles such as pedal bike riders, motorised buggies, wheel chairs, prams, etc;
- Vehicle users using motorised vehicles such as trucks, buses, commercial vehicles, cars and motor bike riders;
- Tourists and visitors to the area;
- Utilities as prescribed in Section 3 of the Act. They include an entity which provides water, sewerage, drainage, gas, electricity, telephone, telecommunication or other like services, any person who under the Pipelines Act 1967 is permitted to own, use, construct or operate a pipeline, or a provider of public transport;
- Adjoining municipalities;

- State and Federal governments through their road agencies; and
- Council as the co-ordinating and responsible road authority, both elected representatives and staff.

## **1.7 Obligation of Road Users**

### **1.7.1 Duty of Care**

All road users have a duty of care under section 106 of the Road Management Act 2004, with particular obligations prescribed in Section 17A of the Road Safety Act 1986 which states:

- (1) A person who drives a motor vehicle on a public 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 public 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 take reasonable care to avoid any conduct that may endanger their safety or welfare of other road users;
  - b) have regard to the rights of the community and infrastructure managers in relation to the 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 care to avoid conduct that may harm the environment of the road reserve.

### **1.7.2 Consent to Undertake Works in the Road Reserve**

In general, the Act requires that any person intending to perform works in a road reserve must obtain the consent of the co-ordinating road authority unless they are exempted under the Road Management (Works and Infrastructure) Regulations 2015 and to comply with the requirements of the Local Government Act 1989 and the Council's local laws made under that Act.

Council is the coordinating authority for municipal roads and VicRoads is the coordinating authority for State roads (freeways and declared arterial roads).

Advice and application forms for works in municipal road are available from Council's offices and on line: [www.portphillip.vic.gov.au](http://www.portphillip.vic.gov.au)

## **1.8 Availability of Plans and associated documents**

This Plan and the Register of Public Roads are available for inspection, in hard copy format, at the St Kilda Town Hall, corner of Carlisle Street and Brighton Road, St Kilda during office hours: 8.30 am to 5.00 pm each working day.

An electronic version of the Plan and Register of Public Roads is available at the Port Phillip web site: [www.portphillip.vic.gov.au](http://www.portphillip.vic.gov.au)

## **2 ROAD MANAGEMENT**

### **2.1 Principal Object and Management Principles (Section 20 of road Management Act - 2004)**

Section 20 (1) of the Act - the principal object of road management is to ensure that a network of roads is provided primarily for the movement of persons and goods as part of an integrated transport system and that road reserves are available for other appropriate uses.

Section 20 (1A) of the Act - In giving effect to the principal object of road management consistent with the transport system objectives under the Transport Integration Act 2010, the road network is to be managed to reflect the priorities of different modes of transport having regard to the intended function or functions of different parts of the road network.

Section (1B) of the Act - Subject to subsection (1C), priority is to be given to the following modes of transport in respect of the specified roads for that mode of transport—

- (a) trams on specified tram roads;
- (b) buses on specified bus roads;
- (c) bicycles on specified bicycle roads;
- (d) pedestrians on specified pedestrian roads;
- (e) freight on specified freight roads;
- (f) any other mode of transport on specified roads for that mode of transport.

Section (1C) of the Act - Subsection (1B) has effect—

- (a) without limiting the generality of subsection (1A); and
- (b) to the extent that it is reasonably practicable having regard to the works and infrastructure management principles.

Section 20 (2) of the Act - The following principles apply in respect of the management of works and infrastructure under this Act—

- (a) the minimisation of road safety hazards;
- (b) the avoidance or minimisation of damage or disruption to infrastructure on roads;
- (c) the avoidance or minimisation of disruption to plans for the development of road infrastructure and non-road infrastructure;
- (d) the avoidance or minimisation of disruption to traffic;
- (da) the priority of different modes of transport on specified roads;
- (e) the avoidance or minimisation of disruption to the effective and efficient delivery of utility and public transport services;
- (f) the efficient use of resources of road authorities and infrastructure managers and the minimisation of cost to the community of infrastructure and services.

## 2.2 Road Classifications

The Act specifies that all roads in Victoria must be either State roads or municipal roads.

A State road is defined as a road which:

- a) Is a freeway or arterial road; or
- b) Is declared to be a non-arterial State road under the Act; or
- c) Is the responsibility of a State road authority under another Act.

A Municipal road is defined as any road which is not a State road, including any road which;

- a) Is a road referred to in section 205 of the Local Government Act 1989; or
- b) Is a road declared by VicRoads to be a municipal road under section 14(1)(B); or
- c) Is part of a Crown land reserve under the Crown Land Reserves Act 1978 and has the relevant municipal council as the committee of management.

There are a number of “private roads” within the municipality which are not public roads but have been constructed on private property. Although they may appear on the ground as being of an equal standard to a public road, they are not the responsibility of Council to inspect, maintain or repair. They do not appear in the Register of Public Roads and the Council has not otherwise made a decision that the roads are reasonably required for general public use or that the roads are not roads the subject of a declaration under section 204(1) of the Local Government Act 1989 or that the roads are not declared to be municipal roads under section 14(1) of the Road Management Act.

## 2.3 Demarcation of Operational Responsibilities

### 2.3.1 Declared Arterial Roads

VicRoads is the **Co-ordinating Road Authority** for freeways and declared arterial roads and is the **Responsible Road Authority** for all components of the through carriageway, between back of kerb, central medians and intersections with municipal roads. Refer to Appendix E for a list of these roads.

As set out in Section 37 of the Act, Council is the **Responsible Road Authority** for parts of the roadway not used by through traffic including parking lanes, service roads, outer median separators, pathway and roadside, subject to any exclusions or variations agreed to with VicRoads.

More details of the demarcation of responsibilities are set out in [Code of Practice – Operational Responsibility for Public Roads \(2004\)](#).

### 2.3.2 Municipal Roads

Council is the **Co-ordinating Road Authority** and **Responsible Road Authority** for municipal roads as listed in the Register of Public Roads.

In addition section 205 of the Local Government Act, 1989 requires Council to have responsibility for the care and management of local roads within its municipal boundary. The care and management function of the Council in respect to such roads is discretionary and otherwise subject to the Road Management Act

The Council is not obliged to do any specific work on the road and in particular is not obliged to upgrade or construct an unmade road.

### **2.3.3 Public Transport and Utility Assets**

Council is not responsible for the following public transport and utility assets in the road reserve;

- Rail and tramways infrastructure assets
- Water supply assets
- Gas supply assets
- Oil pipeline assets
- Sewer assets
- Telecommunications infrastructure
- Electricity supply and public lighting assets

Details of operational responsibility for these type of assets within the road reserve are set out in the [Code of Practice – Management of Infrastructure in Road Reserves](#).

## **2.4 Register of Public Roads**

Council is required by the Act to maintain a Register of Public Roads for which it is the Co-ordinating Road Authority. The Act provides that Council may decide which roads it will register to be “public roads” as defined in the Act.

A public road is a road for which the Council has made a decision that the road is reasonably required for general public use or a road the subject of a declaration made under section 204(1) of the Local Government Act 1989 or a road declared a municipal road under section 14(1) of the Road Management Act.

Where applicable, Council has also designated certain areas adjacent to a public road as ‘ancillary areas’. These areas may include parking areas and the like. The provisions of this Plan apply to these areas. Where applicable, these areas are recorded in the Register of Public Roads.

Where applicable, the details of the agreements between the Council and other road authorities, made pursuant to Section 43 of the Act, are also included in the Register of Public Roads.

The Register of Public Roads and information on road infrastructure are generated from Council asset records. The information will be updated as assets are created, amended, discontinued or disposed of.

## **2.5 Road and Footpath Hierarchy**

Council has developed a road and footpath hierarchy for its road network based on factors such as functionality, traffic volumes, traffic type, speed, accessibility, design parameters and best practice<sup>1</sup>.

### 2.5.1 Road Hierarchy

The **road hierarchy** is based on functional characteristics as follows:

Road Hierarchy	Functional Description	Coordinating Road Authority
Tollway	Roads in this category – <ul style="list-style-type: none"> <li>• have very high traffic volumes and high speeds</li> <li>• have dual carriageways and full access control</li> <li>• privately owned and operated - vehicles are levied a fee for usage (CityLink, East Link).</li> </ul>	Privately owned and operated
Freeway	Roads in this category – <ul style="list-style-type: none"> <li>• have very high traffic volumes and high speeds</li> <li>• have dual carriageway and full access control</li> <li>• have grade separated intersections</li> </ul>	Vicroads
Highway	Roads in this category – <ul style="list-style-type: none"> <li>• have very high traffic volumes and high speeds</li> <li>• provide for major regional and inter-regional movement in a safe and operationally efficient manner</li> <li>• have full access control to ensure there are no commuting access issues</li> </ul>	Vicroads
Arterial	Roads in this category – <ul style="list-style-type: none"> <li>• have very high traffic volumes</li> <li>• provide for traffic movement from major (sub-arterial) roads and/or collector roads to highways or freeways.</li> <li>• provide for commercial or industrial access requirements</li> <li>• provide for public transport services</li> <li>• provide a network for the movement of pedestrians &amp; bike riders</li> <li>• may be limited access roads or feature restrictions on direct property access.</li> </ul>	Vicroads
Major (Sub-arterial)	Roads in this category – <ul style="list-style-type: none"> <li>• have moderate-to-high traffic volumes</li> <li>• provide for traffic movements from collector roads or local roads to arterial roads</li> <li>• provide a link between arterial roads</li> </ul>	Council

<sup>1</sup> Refer to *Austrroads Table 4.1 Roles of Urban Roads* and *VICMAPS Road Classifications*

Road Hierarchy	Functional Description	Coordinating Road Authority
	<ul style="list-style-type: none"> <li>• provide for commercial or industrial access requirements</li> <li>• provide for public transport services</li> <li>• provide a network for the movement of pedestrians and bike riders</li> <li>• provide for direct access to abutting property</li> </ul>	
Collector	Roads in this category – <ul style="list-style-type: none"> <li>• have moderate traffic volumes</li> <li>• provide for traffic movements from local roads to major (sub-arterial) roads</li> <li>• provide for public transport services</li> <li>• provide a network for the movement of pedestrians and bike riders</li> <li>• provide for direct access to abutting property.</li> </ul>	Council
Local	Roads in this category – <ul style="list-style-type: none"> <li>• have low-to-moderate traffic volumes</li> <li>• provide for traffic movements from properties to collector roads and/or the major (sub-arterial) roads</li> <li>• provide a network for the movement of pedestrians and bike riders</li> <li>• provide direct access to abutting property and access to other properties within a local area.</li> <li>• provide access for emergency and service vehicles.</li> </ul>	Council
Laneway	Roads in this category – <ul style="list-style-type: none"> <li>• have very low traffic volumes</li> <li>• provide for rear access to properties from local roads and/or collector roads.</li> <li>• have little or no through traffic.</li> </ul>	Council
Carparks	<ul style="list-style-type: none"> <li>• Provided for off-street parking generated by local businesses or located in reserves and foreshore areas.</li> <li>• These are not dealt with in the Plan if not located on road reserves but are included in the Road Asset Management Plan.</li> </ul>	Council

Refer to Appendix E for a list of Arterial Roads and Register of Public Roads for Major and Collector Roads.

### 2.5.2 Footpath Hierarchy

The footpath hierarchy is based on pedestrian access mapping analysis and validation for delineating the Principal Pedestrian Network (PPN). Three levels of priority in PPN as follows:

Footpath Hierarchy	Functional Description
Primary Pedestrian Routes	These routes form the foundation of the Principal Pedestrian Network (PPN) where a high level of pedestrian priority is assigned. These routes will be a major focus for the implementation of future walking infrastructure improvement.
Secondary Pedestrian Routes	These routes will provide a secondary role to the primary routes and will be assigned a high level of pedestrian priority. A secondary focus for future infrastructure works will be assigned to these routes.
Other Routes	This includes the balance of the pedestrian network within the walkable catchment which is not identified as Primary or Secondary. Although these routes are not assigned a significant role in the PPN, they are recognised as providing a level of local pedestrian priority because of their feeder role from residential origins to the Secondary and Primary Routes.

[Source: City of Port Phillip Principal Pedestrian Network – July 2013](#)

### 2.5.3 Shared Paths

Shared paths are generally sealed, signed and line marked. Shared paths are physically separated from motor vehicle traffic by an open space or barrier to provide low-stress environments for bicycling and walking. Shared paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorised users.

These facilities are most commonly designed for two-way travel.

In City of Port Phillip shared paths are managed by Parks and Open Space department. Refer to appendix B for Hazard Inspection Frequencies for footpath and shared paths.

## 2.6 Municipal Boundary Roads

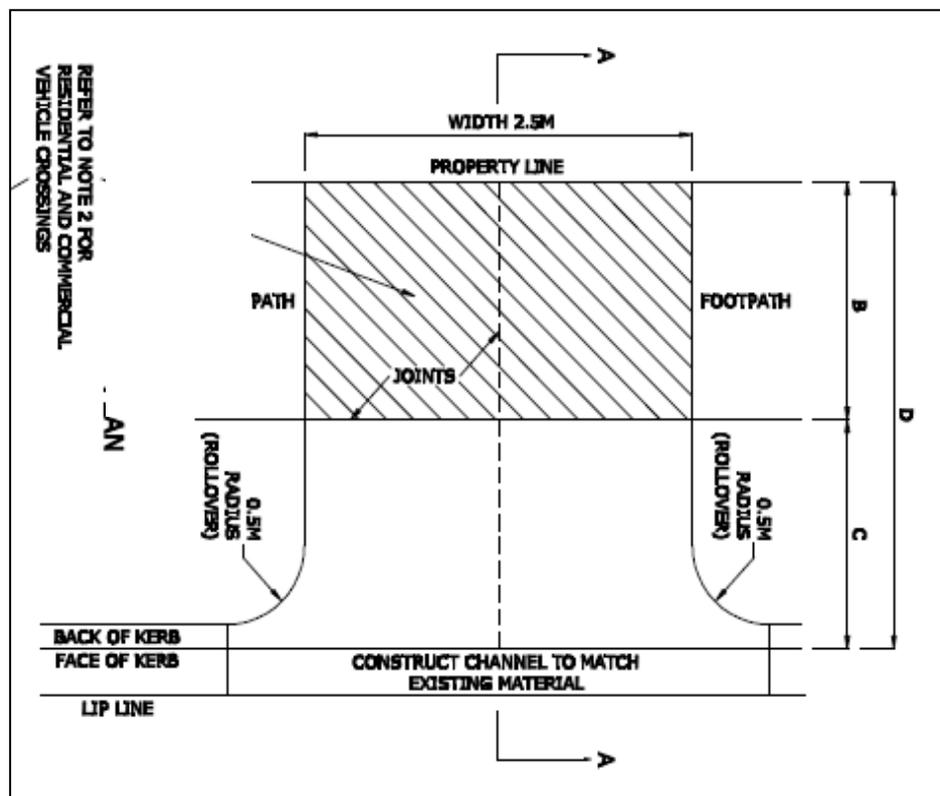
There are a number of roads which form the municipal boundary with adjoining municipalities. Council has in place practical arrangements with those municipalities for the maintenance of boundary roads. These arrangements are set out in the Register of Public Roads. The common road boundaries are set out in Appendix A.

### 2.7 Vehicle Crossovers (Driveways)

A vehicle crossover or driveway provides access from the road carriageway to the property boundary. A person must not access land in a vehicle other than via a temporary or permanent vehicle crossing.

Vehicle crossings are the responsibility of the property owners to construct, maintain and repair. However, the footpath traversing the crossover is Council's responsibility to inspect, maintain and repair in accordance with this Plan.

In the following diagram, Council is responsible for part “B” and the property owner is responsible for part “C” of the vehicle crossing. If there is no constructed footpath then the property owner is responsible for the entire crossover (B and C) from the road edge to the property boundary.



Source: [Concrete Vehicle Crossing Type 1 \(SD4101\)](#)

### 2.7.1 Footpath Maintenance & Renewal

If the footway section of a concrete vehicle crossing is found to be defective during asphalt footpath maintenance or renewal work, then the footway section will be repaired in accordance with Standard Drawing SD 3105 - Asphalt Footpath Renewal at Vehicle Crossings to provide a uniform asphalt footpath each side and through the crossing. The property owner is to be advised of the works in advance. In all other cases, the footway section of a concrete vehicle crossing will not be replaced.

If a street with asphalt footpaths is to be fully reconstructed i.e. replace road pavement, kerb and channel, driveways and footpaths or for a new vehicle crossing constructed by the property under a Vehicle Crossing permit, then Standard Drawing SD 4101 - Concrete Vehicle Crossing Type 1 will continue to apply to provide a uniform asphalt footpath each side and through the crossing.

### 2.7.2 Removal of Redundant Vehicle Crossings

A number of redundant vehicle crossovers within the City of Port Phillip have been identified by residents and Council officers. These are no longer being used and arise as a consequence of changing land use and property re-development. They cause issues for pedestrian safety (trip hazards) and poor use of road space (parking).

The removal of these redundant vehicle crossovers will improve pedestrian safety by providing a uniform surface which will eliminate potential tripping hazards. In addition the removal of crossovers will provide space for on-road parking – this can be a particular benefit in streets suffering from parking pressure.

From 2013/14, Council has commenced a program of redundant vehicle crossing removal across the municipality fully funded by Council. The abutting property owner will be consulted prior to removal of the redundant crossover to confirm that removal is appropriate and then informed just prior to the works commencing.

### **2.7.3 Vehicle Crossing – Local Government Act & Local Law**

In accordance with Schedule 10 of the Local Government Act 1898 and Council's Local Law No. 3, Clause 34(1), property owners may be required by Notice from an Authorised Officer –

- to construct a temporary or permanent vehicle crossing or repair or reconstruct an existing vehicle crossing; or
- to remove a vehicle crossing and reinstate the kerb and channel, footpath, nature strip and any other part of the road or repair a vehicle crossing;

if, in the opinion of the Authorised Officer, the vehicle crossing has not been properly maintained or is in a state of disrepair or is redundant or has been constructed in breach of a permit.

Property owners must obtain consent from Council to construct a new vehicle crossing or alter or remove an existing crossing located on Major (Sub-arterial) Roads, Collector Roads, Local Roads and Laneways. Vehicle crossovers must comply with Council's specifications and standard drawings. A Planning Permit is required to construct a new vehicle crossing or alter or remove an existing crossing located on a Highway or Arterial Road where VicRoads is the Co-ordinating Road Authority.

While every site is entitled to vehicle access that does not necessarily mean that every site is entitled to a vehicle crossover. Safety of pedestrians and all road users together with the preservation of the continuity of the footpath, kerb, channel, nature strip, trees and on street parking spaces must be considered.

The following matters will be taken into consideration in the assessment of crossover applications:-

- New crossovers are not encouraged, but where there is a demonstrated need for a new crossover, the needs, desires and safety of pedestrians are to be given priority over vehicles in the decision making for approval, design and location of crossovers.
- New crossovers located on Primary and Secondary Pedestrian routes as set out in Council's Principal Pedestrian Network and Walk Plan 2011-2020 are not encouraged.
- If there is alternative access, e.g. abutting laneway 3m or wider, that access is to be given a serious consideration prior to considering access from the street

- Subdividing a property does not necessarily mean that each new lot will be entitled to a separate crossover.
- No crossovers are to be supported in street blocks where there are no existing crossovers.

For details go to: [http://www.portphillip.vic.gov.au/vehicle\\_crossing\\_permit.htm](http://www.portphillip.vic.gov.au/vehicle_crossing_permit.htm)

## **2.8 Trees**

Street trees have a significant impact on the streetscapes within the municipality. The importance of the trees is reflected in the Council's street tree management policies. The root systems of these trees impact adversely on the road assets in particular footpath surfaces and kerb and channel alignments. It is important therefore that everyone is aware of the high value of street trees to Port Phillip and to ensure their protection in carrying out any works on adjacent assets.

With respect to street and other trees impacting on the road asset the Council's maintenance contractor must:

- carry out works as required on adjacent footpaths and kerbs in accordance with agreed criteria;
- develop appropriate work practices in working around trees; and
- liaise closely with the Council's Park & Open Space Department in dealing with tree roots.

Where tree roots are greater than 50mm diameter or may affect the life and stability of the tree are encountered or likely to be encountered during works, the contractors and developers must liaise and work closely with Council's Parks and Open Space Department.

## **2.9 Heritage Road Assets and Infrastructure**

Bluestone kerbs, channels and laneways have historical, aesthetic and technical significance. This is recognised in the Planning Scheme heritage overlays. They provide physical evidence of the area's history, settlement patterns and the changing engineering practices in road construction.

Repairs and re-construction of this heritage infrastructure is undertaken with a conservation approach to ensure that their significance is maintained for present and future generations even though it may not meet modern design standards.

## **2.10 Accessibility**

The City of Port Phillip is committed to equitable, dignified access and inclusion to all of its services, programs, premises, employment, and communication systems for all residents and stakeholders. Council has adopted the Disability Policy and the Social Justice Charter in support of its belief that "all citizens have the right to participate in community life without barriers" and to support the creation of "a sense of community in order to make our city a better place for all".

Council has had a Disability Action Plan (DAP), for many years, and has implemented a wide range of access and inclusion initiatives across all areas of responsibility. This has assisted in ensuring ongoing update and improvement of access and inclusion requirements for all residents of Port Phillip. In addition, the

DAP has provided an effective framework to meet the legislative requirements of Council under the Federal *Disability Discrimination Act 1992*.

A new [Access Plan 2013-2018](#) has incorporated extensive consultation with all City of Port Phillip (CoPP) departments to identify access achievements across Council, as well as barriers to access and inclusion for people with disabilities and other access challenges. It incorporates updated strategies to address access and inclusion issues and gaps, and provides a framework for community feedback.

With the increasing ageing population across Australia and the high proportion of residents and visitors to the municipality with a wide range of access challenges, the update and renaming the DAP to Access Plan is an important process in Council's commitment to continuous improvement and is an integral part of the organisation's ongoing commitment to best practice and community accountability.

## **2.11 Sustainable Transport**

Council has a vision for Port Phillip to be a connected and liveable city where residents, visitors and workers can live and travel car free by improving the convenience, safety, accessibility and range of sustainable travel choices across our City.

On 22 August 2011 Council formally adopted a suite of new sustainable transport documents focused on achieving this vision. These take the form of the:

- [Sustainable Transport Strategy](#) - which provides a unifying vision for sustainable transport and will guide decision making in the City of Port Phillip
- [Bike Plan](#) - sets out proposed strategies and actions to improve bike riding in the City of Port Phillip over the timeframe 2011-2020. Bike Routes are classified as Commuter, Connecting, Local and Off-Road.
- [Walk Plan](#) - sets out proposed strategies and actions to improve walking in the City of Port Phillip over the timeframe 2011-2020. Pedestrian Routes are classified as Primary and Secondary.
- [Road User Safety Strategy](#) - is part of a coordinated, statewide attack on road safety concerns. Council's approach focuses on the user as well as concentrating on the road network which means that pedestrians' needs are our foremost priority followed by bicycles, public transport users and finally cars and trucks.

These strategies and plans will help Council, together with the community, take action on climate change by encouraging the use of sustainable transport modes that minimise energy use and also aim to enhance livability and safety in our municipality by outlining projects to improve our streets and public spaces for walking and bike riding.

## **2.12 Standards for Construction, Expansion, Upgrading, Renewal and Refurbishment of Road Assets**

The proposed standards for construction of new local roads and pathways and for the expansion, upgrading, renewal and refurbishment of existing local roads and pathways will be in accordance with the standards and specifications adopted by Council. However, the City being a fully developed urban environment, in some instances, due to site constraints and other factors, the standards or guidelines may

not be able to be complied with entirely. In such situations, professional judgements will be adopted.

Where possible Council will use approved sustainable methods for asset construction. This may include recycled concrete and asphalt and using environmentally friendly alternatives in asset construction. The technical standards and specifications for maintenance works are generally complying with industry standards for the various categories of works.

### **2.13 Road Construction by Special Charge Scheme**

As stated earlier, the statutory duty imposed by subsection (1) of Section 40 of the Act does not create a duty to upgrade a road or to maintain a road to a higher standard than the standard to which the road is constructed. Should Council receive a request from a property owner or a group of property owners to have their street fully or partially constructed then Section 163 of the Local Government Act 1989 shall apply. Under these provisions, a Special Charge Scheme may be initiated whereby property owners deemed to receive a special benefit from the works will be required to contribute to the cost of construction.

Under Section 163B of the Local Government Act, should the amount to be contributed by the property owners exceed two third of the total cost, then only if it is supported by a majority of at least 75% of the property owners can a Scheme be initiated.

### **3 INSPECTION AND RESPONSE STANDARDS**

#### **3.1 General**

In setting these inspection and response standards, Council has adopted a risk-based approach around the hierarchy of roads and footpaths. The higher the road or footpath is on the hierarchy, the more the likelihood and the greater the consequence of an incident, resulting in an overall higher risk.

The inspection and response standards aim at mitigating the risk to an acceptable level and have been developed in the context of:

- the objectives of good road management;
- the rights of users of local roads and pathways;
- ensuring the most efficient use of the resources available for local road and pathway management;
- ensuring that the local road and pathway network and infrastructure are as safe for users as is reasonably practicable; and
- the Council's overall policy and budgetary position.

The main reasons for the inspection of road assets is therefore:

- to identify hazards and act to minimise the risk of injury to the road and footpath users to an acceptable level; and
- to identify defects in time and repair to prevent premature failure of the assets and minimise the financial impact to the community.

#### **3.2 Inspections**

Inspections are performed in three modes:

- Proactive inspections – planned and undertaken by Council and Contractor employees
- Reactive inspections – unplanned in response to Customer Requests
- Condition inspections – scheduled by independent contractors (network condition inspection)

##### **3.2.1 Proactive Inspections**

Proactive inspections are used to identify hazards generated, within relatively short periods, by usage and or/weather conditions. Dedicated staff identify and record the hazard and any action required to address it and to report defects which are beyond treatment by routine maintenance for alternative action. The maximum frequencies for proactive inspections set out in Appendix B form part of this Plan and will be reviewed as required:

##### **3.2.2 Reactive Inspections**

Reactive inspections are performed in response to a report about the condition of a road, or a report of injury and/or property damage to a member of the public. The response time for reactive inspections set out in Appendix C form part of this Plan and will be reviewed as required.

### **3.2.3 Condition Inspections**

The condition of each element of the road and footpath network is assessed in order to determine the overall condition of the network, determine the remaining useful life of the asset and to prioritise future major renewal works. This inspection may also include risk assessment. The frequencies for these inspections set out in Appendix D form part of the Plan and will be reviewed as required.

## **3.3 Response**

### **3.3.1 General**

Inspection and response standards as detailed in section 3.2.2 and Appendix C have been based on an approach that aims to balance customer expectations with sustainable financial management. Information gained from external and internal sources, including historical knowledge of demand, risk and expectation, has guided the development of these standards.

### **3.3.2 Exceptional Circumstances**

Council will make every effort to meet its commitments for its inspection and response standards as set out in this Plan.

However, there may be situations or circumstances that may affect Council's business activities to the extent that it cannot deliver on the standards in the Plan. These include, but are not limited to: natural disasters, such as fires, floods, storms or other unpredictable events causing a prolonged labour or resource shortage, due to the need to commit or redeploy Council staff and/or equipment elsewhere.

In the event that the Chief Executive Officer (CEO) of the Council has considered the impact of such an event on the limited financial and other resources of the Council and the Council's other competing priorities and budgetary constraints (whether or not in conjunction with the Council) and has determined that any standards of, or requirement 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 and otherwise, they will inform the Manager City Infrastructure Services that some, or all, of the Timeframes and response times are to be suspended, pending further notice.

Once the scope of events have been determined, and the resources committed to the event response have been identified, then the CEO and GM CIS will continue to consult in order to determine which parts of the Plan are to be reactivated and when.

The community will be informed about the suspension or reduction of the standards and how that work to be carried out will be prioritised and the likely duration of the suspension or reduction in standard.

Details of the incident that led to these Exceptional Circumstances and the process that followed shall be recorded and stored with the Plan.

## **4 MANAGEMENT SYSTEMS**

### **4.1 Management System**

Council's process of managing its roads assets includes recoding and documenting:-

- Proactive inspections of road assets;
- Reactive inspections of assets based on customer requests; and
- Condition inspections of long-life network assets.

This information is recorded in Council's Asset Management Information System and then used to develop the following works programs for road related assets:-

- the annual maintenance works plan;
- the annual capital works program;
- the 4-year capital works program; and
- the Long Term Financial Plan (asset renewal);

and provide input into the contract standards and specifications for the Civil Infrastructure Maintenance Services Contract.

### **4.2 Establishing Works Priorities**

Council develops maintenance works priorities in conjunction with its contracted service provider using information and data from the various maintenance management systems taking into account its budgetary constraints, risk assessments and its statutory duty to inspect, maintain and repair public roads for which it is responsible.

### **4.3 Records of Inspections and Maintenance Works**

Records of all inspections and maintenance works undertaken on the Council road network shall be kept to meet the requirements of the Road Management Act and this Plan. In particular, defects shall be identified and prioritised before rectification/repair works are undertaken.

### **4.4 Asset Information**

Asset information on key attributes is entered and stored on Council's Asset Management Information System and GIS databases. The databases are updated as new assets are created or disposed of or are renewed through the Capital Works Program.

## **5 REVIEW**

### **5.1 Plan Review**

This Road Management Plan will be reviewed in accordance with sections 54(5) of the Road Management Act 2004 and the Road Management (General) Regulations 2016.

In conducting any review of its Road Management Plan, Council will 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.

### **5.2 Audit**

An annual audit will review compliance with the Road Management Plan and the service provider's contractual obligations in relation to the specified duties and actions in the Plan. Where major discrepancies are found, these will be referred to the appropriate officer in Council for rectification or improvement.

In addition, independent audits may be undertaken by Council's internal auditors or by external auditors such as Council's insurers.

### **5.3 Consultation**

In any review associated with this Road Management Plan consultation will be undertaken as follows:

- Internally by the Roads Asset Management Team;
- Externally by placing this document on exhibition and calling for submissions in accordance with the requirements of the Regulations.

## **6 STATEMENT OF INTENT AND EFFECT**

This Road Management Plan including the appendices incorporated by reference into this road management Plan is and remains a stand-alone and all-encompassing policy document of the City of Port Phillip (for the inspection, repair and maintenance of public roads, paths and road infrastructure within the municipality of the City of Port Phillip) and without recourse to any other policy, practice or procedure of the Council requiring ( or purporting to require) any act, matter or thing to be done by or on behalf of the Council in relation to the performance of the Council's public road, path and road infrastructure management functions.

If (and to the extent) any other policy, practice or procedure of the 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 of the Council's public road, path and road infrastructure management functions in circumstances where a standard to be applied is in conflict, or inconsistent, with the standard specified by the existing Road Management Plan, then the standards specified by the existing Road Management Plan prevail over the other standards have no force or effect.

The Road Management Plan (in relation to the construction, inspection, maintenance and repair to those public roads within the municipal district of the City of Port Phillip for which the Port Phillip City Council is the responsible road authority (including in relation to suitable prioritisations for the maintenance and repair of road infrastructure on public roads) is expressly declared by the Council to be a policy document of the Council and one which is based substantially on financial, economic, political, social or environmental considerations.

The Council expressly records that the level of funding which it has chosen to provide in order to implement the existing Road Management Plan has been significantly influenced by budgetary allocations and the constrains which they entail in terms of the allocation of scarce Council resources.

## APPENDIX A: MUNICIPAL BOUNDARY ROADS

The roads set out below form the common boundaries between City of Port Phillip and the adjoining Municipalities:

Boundary Road	From	To	Boundary Location	Classification	Adjoining Municipality
Todd Road	Port Phillip Bay	Williamstown Road	Full width of road from Port Phillip Bay to the entrance of Perce White Reserve then centre of road	Collector Road	City of Melbourne
Todd Road	Williamstown Road	West Gate Freeway	Centre of road	Arterial Road	City of Melbourne
West Gate Freeway	Kings Way	Todd Road	South boundary of freeway reserve	State Freeway	City of Melbourne
Kings Way	West Gate Freeway	Dorcas Street	Centre of road	State Highway	City of Melbourne
Dorcas Street	Kings Way	St Kilda Road	Centre of road	Municipal Road	City of Melbourne
St Kilda Road	Dorcas Street	High Street	Centre of road	Arterial Road	City of Melbourne
High Street	St Kilda Road	Punt Road	Centre of road	Arterial Road	City of Melbourne
Punt Road	High Street	Queens Way	Centre of road	State Highway	City of Stonnington
Queens Way	Punt Road	Chapel Street	Centre of road	State Highway	City of Stonnington
Dandenong Road	Chapel Street	Orrong Road	Centre of road	State Highway	City of Stonnington
Orrong Road	Dandenong Road	Inkerman Street	Centre of road	Municipal Road	City of Glen Eira
Inkerman Street	Orrong Road	Hotham Street	Centre of road	Municipal Road	City of Glen Eira
Hotham Street	Inkerman Street	Brighton Road	Centre of road	Arterial Road	City of Glen Eira
Brighton Road	Hotham Street	Glen Huntley Road	Centre of road	State Highway	City of Glen Eira
Glen Huntley Road	Brighton Road	St Kilda Street	Centre of road	Arterial Road	City of Bayside
St Kilda Street	Glen Huntly Road	Head Street	Centre of road	Arterial Road	City of Bayside
Head Street	Ormond Esplanade	Port Phillip Bay	Centre of road	Municipal Road	City of Bayside

**APPENDIX B: PROACTIVE HAZARD INSPECTION FREQUENCIES**

<b>Asset Type</b>	<b>Major (Sub-arterial) Road</b>	<b>Collector Road</b>	<b>Local Road</b>	<b>Laneway</b>	<b>Major Carpark</b>	<b>Minor Carpark</b>
Road Pavement	3 monthly	6 monthly	Annually	2 yearly	3 monthly	Annually
Pavement Line Marking	3 monthly	6 monthly	Annually	2 yearly	3 monthly	Annually
Kerb & Channel/Edging	3 monthly	6 monthly	Annually	2 yearly	3 monthly	Annually
Traffic Control Devices	3 monthly	6 monthly	Annually	2 yearly	3 monthly	Annually
Drainage Pits	3 monthly	6 monthly	Annually	2 yearly	3 monthly	Annually
Council own Bridges (Level 1)	N/A	N/A	Annually	N/A		
Road Signs	3 monthly	6 monthly	Annually	2 yearly	3 monthly	Annually
Road Furniture	3 monthly	6 monthly	Annually	2 yearly	3 monthly	Annually

<b>Asset Type</b>	<b>Primary Pedestrian Route</b>	<b>Secondary Pedestrian Route</b>	<b>Other Pedestrian Route</b>	<b>Major Shopping</b>	<b>Local Shopping</b>
Footpath, Shared Paths & Paved Areas <sup>2</sup>	Annually	Annually	Annually	3 monthly	6 Monthly

<sup>2</sup> Note: The same proactive footpath inspection frequencies apply on arterial roads where Council is the Responsible Road Authority as per the RMA Code of Practice – Operational Responsibility for Public Roads

### APPENDIX C: HAZARD RESPONSE TIMES

An appropriate hazard response will include inspection and make safe (provision of warning signs, barriers, and traffic control) and/or remedial repairs. The response times in business working days excluding weekends and public holidays is measured from the reporting time of the hazard on- site by Council’s Inspector to repair, make safe or otherwise resolve.

Data collected for defects below the standard intervention level is used for asset management purposes. There is no guarantee that any action will be taken on defects below the intervention level as it is not considered a hazard.

Safety is the primary factor for response times.

Table of intervention level and treatment standards for defects in roads and footpaths

Description	Intervention level	Treatment
Trip Point	Less than 10mm	No Action
	from 10mm to 25mm	Grind or place on work program
	From 25mm to 50mm	asphalt fillet or place on works program
	greater than 50mm	make level by patching or resurfacing or reconstruction
Heaving	greater than 75mm over 1.2m straight edge	make level by patching or resurfacing or reconstruction
Ponding	greater than 75mm over 1.2m straight edge	make level by patching or resurfacing or reconstruction

Three types of hazard response:

RESPONSE	DESCRIPTION	ACTION / RESPONSE TIME
Immediate	The condition has caused or the potential to immediately cause injury to person or property	Make safe within two hours.
Urgent	If the condition is not attended to within the specified period it will have the potential to cause injury to persons or property	Rectify by the end of the next working day.
Non Urgent	Routine Maintenance works where the condition is not immediate or urgent.	The condition must be repaired within the times set out in C1 or C2 below.

**C1. Make safe then permanent repair by the end of next two working days:**

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time if not Immediate or Urgent (see above)
<p><b>Road Pavement including carparks</b></p>	<p><b>Asphalt Pavement</b> (area is less than or equal 5m<sup>2</sup>)</p>	<p>* Patching pothole with diameter greater than or equal 300mm and depth greater than or equal 50mm</p> <p>* Regulate and level wheel rut, mounding or depression when rut/depression is greater than 50mm</p> <p>* Crack seal or fill crack joints to full depth and edge break when crack width is greater than 20mm (excluding crocodile cracking greater in area than one square metre)</p>	<p>48 hours (Two working days)</p>
	<p><b>Concrete paving</b> (area is less than or equal 5m<sup>2</sup>)</p>	<p>Make Safe then repair any unsafe areas where cracked, moved, loose etc. when the level difference between concrete slabs, cracks, missing and broken pieces are likely to create a tripping hazard or adversely affect riding quality</p>	
	<p><b>Bluestone and Segmental pavement</b> (area is less than or equal 5m<sup>2</sup>)</p>	<p>Resetting or reconstruction of pitchers or pavers areas to remove potholes, steps greater than 75mm, depression and loose pitchers or pavers</p>	

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time if not Immediate or Urgent (see above)
<b>Footpath and Shared Paths</b>	<b>Asphalt Pavement</b> (area is less than or equal 5m <sup>2</sup> )	Make Safe any unsafe failed pavement areas then patch where cracked, deformed and likely to create a tripping hazard or to deteriorate rapidly when vertical displacement is greater than 50mm isolated potholes in footpath area when diameter is exceeding 300mm and 25mm in depth (except repairs as part of work carried out on tree roots)	48 hours (Two working days)
	<b>Concrete paving</b> (area is less than or equal 5m <sup>2</sup> )	Make safe and carry out permanent repairs : grind(Joint step less than 25mm) or replace paved area where sunk, cracked, moved or loose etc.: * vertical displacement (mounding/ depression) greater than 50mm * heaving over 1.2m straight edge greater than 75mm * Ponding over 1.2m straight edge greater than 40mm	
	<b>Segmental pavement</b> (area is less than or equal 5m <sup>2</sup> )	make safe then reconstruct damaged segmental paving where differential movement of adjoining pavers has created steps at the joints or depression (intervention level in the table above)	
<b>K&amp;CH</b>	<b>Concrete and bluestone Kerb &amp; Channel</b> (length less than or equal 6m)	Make safe then repair, replace or realign where damaged, sunk, cracked, moved kerb and channel which most likely to create a tripping hazard or a hazard to traffic, adversely affect drainage or to deteriorate rapidly	48 hours (Two working days)

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time if not Immediate or Urgent (see above)
<b>Drainage Pits</b>	Pits covers, grates, surrounds and any pit cover related works	Make safe any unsafe pit covers/lids/grates/lintels or frames - carry out permanent repairs or replace when missing, broken, damaged, loose etc.	48 hours (Two working days)
<b>Bridges</b>		The repair, cleaning & maintenance of decks, joints, footings, abutments, wingwalls, superstructures and any other works required to maintain in a safe operating condition.	48 hours (Two working days)

**C2. Make safe then programmed repair within works program:**

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time if not Immediate or Urgent (see above)
<b>Road Pavement</b>	<b>Pavement Patching</b> (area is greater than 5m <sup>2</sup> )	Permanent repair of all potholes, regulate wheel ruts and depression, edge repairs etc.	Carry out repair in accordance with the approved program
	<b>Concrete paving</b> (area is greater than 5m <sup>2</sup> )	Repair/Replacement of all or part of existing concrete	
	<b>Bluestone Pitcher / Segmental Paving</b> (area is greater than 5m <sup>2</sup> )	Repair/Replacement of all or part of existing bluestone laneways or segmental paved area	
	<b>Reconstruction</b> (area is greater than 5m <sup>2</sup> )	treatment of major failed pavement areas by replacement	
	<b>Resurfacing</b> (area is greater than 5m <sup>2</sup> )	Surface treatment (Resealing or resheeting) of asphalt pavement to maintain the integrity of the pavement surface	
	<b>Crack Sealing</b> (area is greater than 5m <sup>2</sup> )	seal cracks when pavement crack generally greater than 2mm in width	

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time if not Immediate or Urgent (see above)
<b>Footpath and Shared Paths</b>	<b>Asphalt and Concrete footpaths</b> (area is greater than 5m <sup>2</sup> )	Repair/Replaced paved area where sunk, cracked, moved etc. when: * Level difference between concrete slabs/pavers greater than 10mm * Cracked, missing and broken pieces * Heaving and settling (caused by tree roots etc.) greater than specified degraded pavement and a potential hazard to pedestrian, affected access, creates a backfall on the footpath or pooling of water	Carry out repair in accordance with the approved program
<b>K&amp;CH</b>	<b>Concrete and bluestone Kerb &amp; Channel</b> (length is greater than 6m)	Repair/Replaced kerb and channel where sunk, cracked, moved etc. when: * heaving and settling (caused by tree roots etc.) * missing and displaced pieces * holding significant water (ponding greater than 40mm in depth ) * likely to create a trip hazard, become health hazard or likely to deteriorate rapidly	Carry out repair in accordance with the approved program
<b>Drainage Pipes &amp; Pits</b>	Programmed Repairs	Repair/Replace short sections of unserviceable pipe	Carry out repair in accordance with the approved program
<b>Pavement Marking</b>	Raised Reflective Pavement Marking (RRPM)	RRPMs should be replaced when more than 15% are missing or not reflecting	Carry out repair in accordance with the approved program
	replacement of worn out road markings including car parking, Statcon, school crossing, rail crossings	Repaint worn road marking when more than 30% of the marking is worn through.	Carry out repair in accordance with the approved program

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time if not Immediate or Urgent (see above)
<b>Bridges</b>	Programmed Repairs	Repairs to restore the structure to a safe and functional condition.	Carry out repair in accordance with the approved program

**APPENDIX D: ROAD ASSET CONDITION INSPECTIONS (NETWORK ASSETS)**

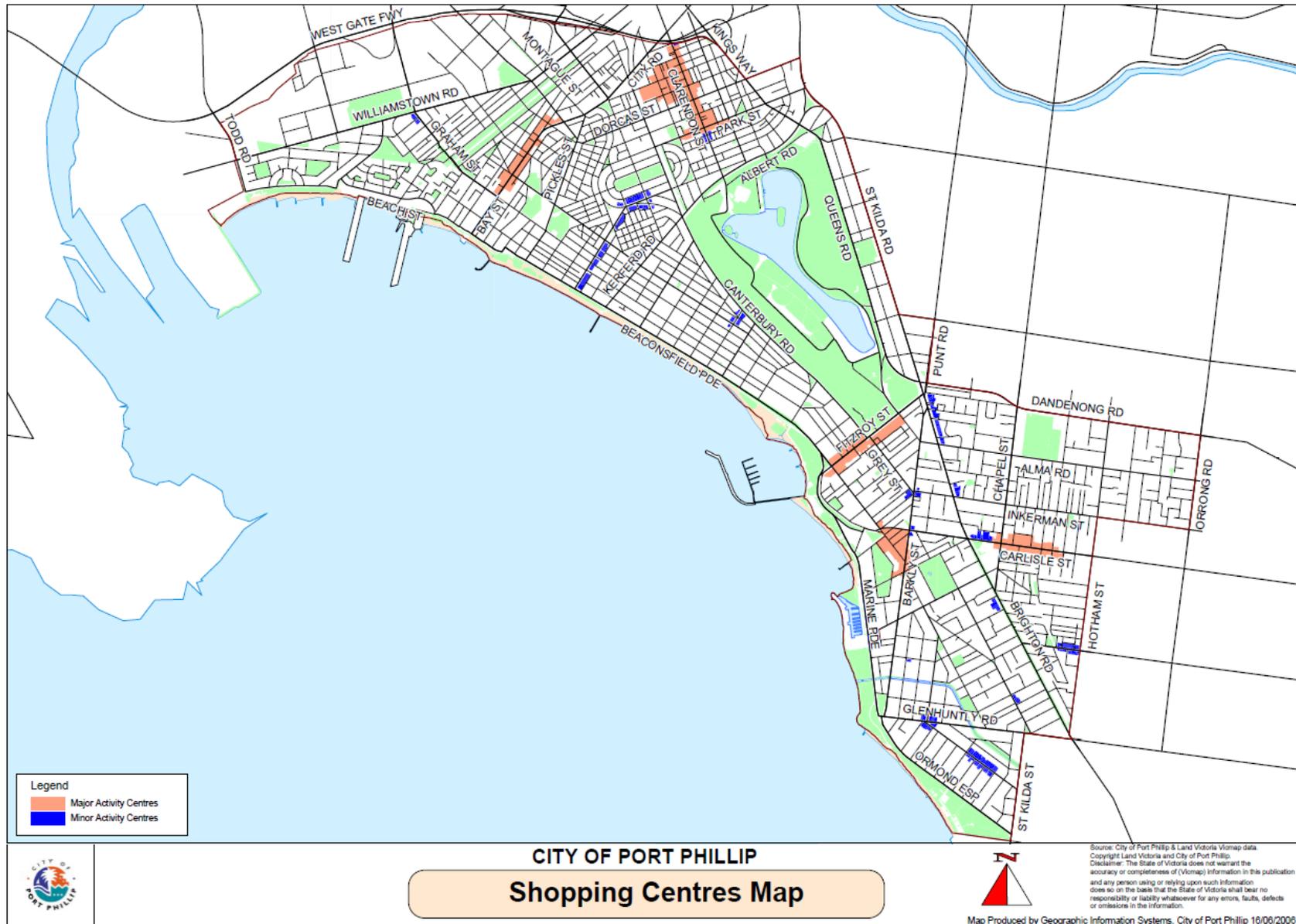
<b>Asset type</b>	<b>Frequency</b>
Road Pavements (including Right of Ways)	3 yearly
Kerb and Channel/edging	3 yearly
Footpaths and Paved areas	3 yearly
Bridges (Level 2 Inspection )	3 yearly

**APPENDIX E: LIST OF STATE ARTERIAL ROADS**

<b>Road Name</b>	<b>Start</b>	<b>End</b>	<b>Location</b>
Albert Road	Kingsway	Canterbury Road	South Melbourne
Bay Street	Beach Street	Pickles Street	Port Melbourne
Beach Road (Beaconsfield Parade/Jacka Boulevard / Marine Parade/Ormond-Esplanade)	Bay Street	Head Street	Albert Park – Middle Park – St Kilda West – St Kilda – Elwood
Barkly Street (Hoddle Main Road)	Ormond Esplanade	St Kilda Road	Elwood – St Kilda
Canterbury Road	Albert Road	Fitzroy Street	Middle Park – St Kilda West
Carlisle Street	Barkly Street	Hotham Street	St Kilda - Balaclava
City Road	Pickles Street	West Gate Freeway	South Melbourne - Southbank
Clarendon Street	West Gate Freeway	Albert Road	Southbank – South Melbourne
Ferrars Street	City Road	Kerferd Road	South Melbourne – Albert Park
Fitzroy Street	St Kilda Road	Canterbury Road	St Kilda
Glen Eira Road	Brighton Road	Hotham Street	Ripponlea
Glenhuntly Road	Marine Parade	St Kilda Street	Elwood
Glenhuntly Road (east bound lane)	St Kilda Street	Nepean Hwy	Elwood
Graham Street	Williamstown Road	Bay Street	Beacon Cove – Port Melbourne
High Street (west bound lane)	St Kilda Road	Punt Road	Melbourne
Hotham Street (north bound lane)	Brighton Road	Inkerman Street	Balaclava
Hotham Street	Inkerman Street	Dandenong Road	St Kilda East
Kings Way	Queens Road	St Kilda Road	Melbourne
Montague Street	West Gate Freeway (ramp)	City Road	South Melbourne - Port Melbourne
Normanby Road	Ingles Street	West Gate Freeway	South Melbourne
Plummer Street	Graham Street	Prohasky Street	Port Melbourne
St Kilda Road (north bound c/way)	Dorcas Street	High Street	South Melbourne - Melbourne
St Kilda Road	High Street	Dandenong Road	Melbourne
St Kilda Street (north bound lane)	Ormond Esplanade	Glenhuntly Road	Elwood
Todd Road (south bound lane)	West Gate Freeway (ramp)	Williamstown Road	Port Melbourne
Union Street	Queens Road	St Kilda Road	Melbourne
Williamstown Road	Ingles Street	Todd Road	Port Melbourne

## APPENDIX F: LIST OF SHOPPING CENTRES

SHOPPING CENTRES	CLASS
Acland Street - from Barkly St. to Robe St. (With Esplanade intersections, Carlisle Street to Barkly Street, and Shakespeare Grove)	Major
Bay Street - from Graham St. to Ingles St., (with Crockford St. between Bay St. and Ingles St. including Graham St. intersection)	Major
Bridport Street – from Ferrars Street to Merton Street (with Dundas Pl and Montague Street to O'Grady Street)	Major
Carlisle Street – from St Kilda Road to Carlisle Avenue (with Camden Street and Nelson Street between Carlisle St and Alfred St)	Major
Clarendon Street – from Westgate Street to Napier Street	Major
Fitzroy Street – from St Kilda Road to The Esplanade (With Grey Street to Dalgety Street)	Major
South Melbourne Market - (York Street and Coventry Street between Ferrars Street and Clarendon Street, Cecil Street between York Street and Coventry Street)	Major
Armstrong Street – from Canterbury Road to Neville Street	Local
Barkly Street - from Blessington Street to Inkerman Street with Grey Street to Gurner Street	Local
Centre Av – from Howe Parade to Dunstan Parade	Local
Glen Eira Road – from Hotham Street to Rail line	Local
Ormond Road – from Glen Huntly Road to Pine Avenue	Local
Park Street – from Moray Street to Cecil Street	Local
Victoria Avenue – from Beaconsfield Parade to Richardson Street (right hand side)	Local
Victoria Avenue – from Moubray Street to Merton Street	Local
City Road and Montague Street (B/w Boundary Street and Thistlethwaite Street and with Montague Street intersection)	Local
Corner Addison Street and Meredith Street	Local
Corner Montague Street and Park Street	Local
Corner Williamstown Road and Graham Street	Local
Cowderoy Street and York Street Roundabout	Local
St Kilda Road - Argyle Street to Inkerman Street (outbound)	Local
St Kilda Road - Octavia Street to Alma Road (outbound)	Local
Tennyson Street - Scott Street to Coleridge Street	Local
Station Pier Street	Local
Corner Wellington Street and St Kilda Road	Local
Corner Chapel Street and Dandenong Road	Local
Blessington Street both sides with Barkly Street Intersection	Local
Brighton Road - Milton Street and Hennessy Avenue	Local
Brighton Road - Chapel Street to Brunning Street	Local
Corner Inkerman Street to Hotham Street	Local



**APPENDIX G: ROAD CLASSIFICATION:**



**APPENDIX H: FOOTPATH HIERARCHY**

