

1.1.1 Draft Road Management Plan

Directorate: Infrastructure and City Services

Appendix:

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Purpose

To establish a management system for the road management functions of Council.

Recommendation

That Council

1. Publish the revised 2017 Draft Road Management Plan for public exhibition for a period of eight weeks.
 2. Receive a further report to adopt the Road Management Plan following the public exhibition period.
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Summary

Hobsons Bay City Council (Council) has developed its Road Management Plan (RMP) to meet the legislative requirements of the *Road Management Act 2004* (the Act) and the strategic directions adopted by Council. Council is the Road Authority for municipal roads in which this RMP applies to the maintenance and operational activities of municipal roads only. A separate Road Asset Management Plan (RAMP) is currently being developed to address long term capital works demand for renewal, new and upgraded assets.

The inaugural RMP was first adopted by Council in November 2004 with subsequent revisions in December 2006, June 2009 and November 2013.

The 2017 RMP identifies responsibilities, inspection regimes, defect intervention standards, response times and management systems required to manage civil liability as well as demonstrate that the Council, as the road authority, is responsibly managing the road assets under its control. Assets covered under this plan include the road pavement and surface, kerb and channel as well as footpaths on the road reserve.

As part of the revised 2017 RMP a rigorous risk based approach will be implemented to inspect the road network. A criticality risk analysis of the network has been undertaken with the roads and footpaths categorised as “High”, “Medium” and “Low” criticality. The “High” criticality roads and footpaths are those with high utilisation and risk consequences regardless of their current road classification (i.e. access, collector, link etc.).

The RMP will be audited annually and formally reviewed every four years to ensure that the Council can continue to demonstrate that it is responsibly managing its road assets.

Background

Council is responsible for the management of road and traffic assets having a replacement value (excluding land) of approximately \$458 million. The road network covers approximately 433km.

The Act provides the opportunity for councils to develop a RMP to establish a management system to prioritise road functions.

In accordance with Sections 50 and 52 of the Act, the purpose of this RMP is to:

- establish a management system for the road management functions of Council which is

based on policy and operational objectives and available resources

- specify the relevant standards or policies in relation to the discharge of duties in the performance of those road management functions
- detail the management systems that Council proposes to implement in the discharge of its duty to inspect, maintain and repair public roads for which Council is responsible.

Discussion

A review of Council's 2013 Road Management Plan was undertaken by the Asset Planning Department in accordance with the Act and the *Road Management (General) Regulations* (2016).

The following activities were undertaken as part of the review process:

1. Workshops conducted with internal departments (Roads Maintenance, Risk Management, Asset Planning, Capital Works departments) to review the 2013 RMP inspection frequencies, defect intervention levels, maintenance standards and response times.
2. Assessment of advice received from Council's Risk management / Insurance Branch and Civic Mutual Plus (Council's public liability insurer) on suggested improvements / enhancements to Council's RMP 2013 version.
3. Assessment of asset criticality and high risk locations for roads and footpaths.

The RMP (Appendix A) has been developed to establish a management system for the local road functions that are the responsibility of Council. The management system is based on policy and operational objectives and recognises resource limitations in undertaking the necessary 'levels of service' and 'performance targets' outlined in the RMP.

Implementation of the RMP involves a rigorous risk based approach to the management and inspection of the road and footpath network. Inspection frequencies and defect response times will vary based on the level of risk and criticality rating of "High", "Medium" and "Low".

"High" criticality rating roads and footpaths are those located near and adjacent to activity centres, schools, parks, foreshore and other high serviced areas. These locations will be inspected more frequently with earlier defect response times to ensure asset risks are appropriately managed.

The provision of all activities required under the RMP is performed by an external contractor under a fully outsourced service model. The contractor is responsible for conducting all the activities required under the RMP including undertaking asset inspections and maintenance rectification works on identified defects. The optimal service delivery model is currently being reviewed with a future report provided to Council on the various options.

Strategic Alignment

The implementation of the RMP achieves the following goals and strategic objectives of the Hobsons Bay 2030 Community Vision, the Council Plan 2017-21, the Disability Access and Inclusion Strategy 2013-17 and the Integrated Transport Plan 2017-30.

Priority two: community wellbeing and inter-connection

Priority five: Activate sustainable practices

Priority six: an accessible and connected community

This report specifically addresses the following goals and objectives of the Council Plan 2017-21:

Goal 3: A well designed, maintained and environmentally sustainable place

3.2 Deliver and maintain well-designed, accessible and environmentally sustainable community assets

Policy and Previous Council Reports

The inaugural RMP was first adopted by Council in November 2004 with subsequent revisions in December 2006, June 2009 and November 2013.

Implementation of the RMP will be in accordance with the principles set out in the asset management policy for maintaining assets.

Legal/Statutory Obligations/Risk

A review of Council's 2013 RMP was undertaken in accordance with the Act and the *Road Management (General) Regulations* 2016.

The Act provides the opportunity for councils to develop a RMP to establish a management system to prioritise road functions. Sections 50 and 52 of the Act outline the purpose of the RMP.

The *Road Management (General) Regulations* 2016, under PART 3, Division 1- Review of Road Management Plans, Clause 3, states that a municipal Council must conduct and complete a review of its road management plan within the period referred to in section 125(1) of the *Local Government Act* 1989 or, if that period is extended in accordance with section 125(4) of that Act, within that extended period.

Section 206 of the *Local Government Act* 1989 (LGA) also deals with the powers of Council in relation to roads in its municipal district (including footpaths). The powers relevantly include the power set out in clause 1 of schedule 10, namely, the power to *make and fix and alter the level of roads*.

Sections 40 and 41 of the *Road Management Act* 2004 (RMA) provide that Council (as the relevant road authority) may determine the standard to which roads and footpaths will be maintained and repaired, and Council is not otherwise under a duty to establish or upgrade a particular road/footpath or to maintain a particular pathway to a standard which is higher than the current standards.

Financial and Resource Implications

Implementation of the RMP activities will be funded by the Infrastructure and City Services operating budget.

There may be potential financial implications in order to comply with the revised RMP to implement a more rigorous risk based approach.

The civil roads maintenance contract is currently under review for the purpose of tendering out the service and appointing a contractor by the end of the 2017-18 financial year. The successful contractor would be required to comply with the new requirements of the RMP. A future report will be provided to Council on the tender outcomes including the cost of providing the service.

Environmental/Social/Economic Impacts

Council's strategic asset management approach has positive environmental, social and economic impacts. Long term asset planning and timely maintenance of infrastructure assets will (i) provide safe, accessible, fit for purpose assets and networks for present and future communities, (ii) avoid increased replacement costs in the future due to the deferral of works and (iii) contribute to the health and wellbeing of the community.

Consultation and Communication

Internal consultation and engagement has been undertaken with service managers and key officers responsible for the implementation of the RMP and ongoing management of the roads and footpaths.

Officer Declaration of Conflict of Interest

Section 80C of the *Local Government Act* 1989 requires members of Council staff and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.

Council officers involved in the preparation of this report have no conflict of interest in this matter.