



Frankston City Council Road Management Plan (2025)

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Definitions

Term	Definition
Arterial Road	Refers to freeways, highways and declared main roads, which are managed by the Victorian Government, through Head of Transport for Victoria (as the co-ordinating road authority).
Co-ordinating road authority	The organisation which has the responsibility to co-ordinate works. Generally, if the road is a freeway or arterial road, this will be Head of Transport for Victoria. Generally, if the road is a municipal road, this will be Council.
Council	Refers to Frankston City Council
Demarcation agreement	A formal agreement between Council and another organisation that defines areas of responsibility.
Motor vehicle	Refers to a vehicle that is propelled by an in-built motor and is intended to be used on a roadway. This does not include a motorised wheelchair or mobility scooter which is incapable of travelling at a speed greater than 10 km/h and is solely used for the conveyance of an injured or disabled person.
Municipal road(s)	Road for which the municipal council is the co-ordinating road authority. The Road Management Act 2004 imposes specific duties on the municipal council with respect to the inspection, repair and maintenance of these roads and associated road-related infrastructure.
Non-road infrastructure	Refers to infrastructure in, on, under or over a road, which is not road infrastructure. This includes (but is not limited to) such items as gas pipes, water and sewerage pipes, cables, electricity poles and cables, tram wires, rail infrastructure, bus shelters, public telephones, mailboxes, roadside furniture and fences erected by utilities, or providers of public transport.
Other roads	Include roads in state forests and reserves, and roads on private property. Municipal councils are not responsible for the inspection, repair or maintenance of these roads.
Pathway	Refers to a footpath, bicycle path, shared path or other area that is constructed or developed by Council for members of the public (not motor vehicles) to use. Pathways may be further categorised as: • Footpaths – pathways designated solely for use by foot traffic (and limited mobility devices such as wheelchair users) • Bicycle pathways – pathways designated solely for use by cyclists, scooters and the like but excluding foot traffic, and • Shared pathways – pathways designated for use by riders of bicycles, the riders of electric scooters and pedestrians.

Term	Definition
Public Road	As defined by the Road Management Act 2004 and includes a freeway, an arterial road, a municipal road declared under section 14(1) of the Act and a road in respect of which Council has made a decision that it is reasonably required for general public use and is included on the Register of Public Roads.
Plan	Refers to this Road Management Plan.
Responsible Road Authority	The organisation which has the responsibility of performing road management functions have regard to the principal object of road management and the works and infrastructure management principles. Generally, if the road is a freeway or the through traffic on an arterial road, this will be Head of Transport for Victoria. Municipal roads and parts of the arterial roadway not used by through traffic will be Council.
Road	Has the same meaning as in the Road Management Act 2004, being inclusive of any public highway, any ancillary area and any land declared to be a road under section 11 of that Act or forming part of a public highway or ancillary area.
Road infrastructure	Refers to infrastructure which forms part of a roadway, pathway or shoulder, which includes structures and materials.
Road-related infrastructure	Refers to infrastructure installed or constructed by the relevant road authority to either facilitate the operation or use of the roadway or pathway, or support or protect the roadway or pathway.
Road Reserve	Refers to the area of land that is within the boundaries of a road.
Roadside	Refers to any land that is within the boundaries of the road (other than shoulders) which is not a roadway or pathway. This includes land on which any vehicle crossing or pathway, which connects from a roadway or pathway on a road to other land, has been constructed. Example: any nature strip, forest, bushland, grassland or landscaped area within the road reserve would be considered roadside.
Roadway	Refers to the area of a public road that is open to, or used by, the public, and has been developed by a road authority for the driving or riding of motor vehicles. This does not include a driveway providing access to a public road, or other road, from adjoining land.
Shoulder	Refers to the cleared area, whether constructed or not, that adjoins a roadway to provide clearance between the roadway and roadside. This does not refer to any area that is not in the road reserve.

1. Introduction

The Frankston City Council Road network consists of over 715 kilometres of roads, 944km of footpaths and 78 km of shared paths. These roads and footpaths service local transport demands. They provide access to residential homes, local businesses, community services and amenities. The roads also distribute traffic onto State arterial and non-arterial roads found within the municipality.

1.1. What is the purpose of this Plan

Section 50 of the Road Management Act 2004 sets the following objectives for a municipal road management plan:

- 1) To establish a system for our road management functions, which is based on policy, operational objectives and available resources.
- 2) To set a performance standard for our road management functions.

Although it is termed a 'plan' in the legislation, it is functionally an operational protocol document – describing the systems and rules we use to make decisions and meet obligations within our available resources. The plan forms part of a larger Asset Management Framework related to maintenance and operations.

For the avoidance of doubt, this Plan is a road management plan for the purposes of s.39 of the Road Management Act 2004.

1.2. Legislation guiding this Plan

In addition to the Road Management Act 2004, the plan also considers the following Acts, regulations and codes of practice:

- Local Government Act 2020
- Ministerial Codes of Practice
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015
- Road Safety Act 1986
- Wrongs Act 1958.

1.3. What is covered in this Plan?

The Plan is divided into seven sections:

1. Introduction.
2. Rights and Responsibilities – covers legislation and local laws relevant to road management.
3. Road Assets - how we classify roads, streets and footpaths – known as our asset hierarchy.
4. Road Management Systems – the plans and processes we use to maintain roads and road-related infrastructure.
5. Register of Public Roads – what's in it, how to access it and the process for making changes.
6. Technical References.

7. Attachments:

- a. Attachment 1, Inspection Requirements
- b. Attachment 2, Inspection Frequencies
- c. Attachment 3, Defect Intervention Levels and Repair Timeframes
- d. Attachment 4, Central Activity District Boundary
- e. Attachment 5, Amendments to previous versions of this document

1.4. Updating the Plan

This Plan must be updated within a set period following a Council election. Outside of this cycle, changes may be required from time to time.

The following process will be used to manage these changes:

- If material changes are made to standards and specifications, a report will be presented to Council, along with a brief explanation as to why such changes are necessary. The review process must follow the steps as set out in the Road Management (General) Regulations 2016 Part 3 – Road Management Plans.
- When changes do not alter these technical aspects of road management, changes will be approved by the Director – Infrastructure and Operations.

These changes will be made in accordance with the processes prescribed by the Road Management Act 2004. To assist with version control, these changes will be numbered as follows:

- Versions presented to Council will be renumbered by whole numbers – for example, from Version 1.00 to 2.00.
- Those approved by the Director will be renumbered by decimals – for example, from Version 1.00 to 1.01.

1.5. Exceptional Circumstances

Council will make every effort to meet its commitments under this Plan.

However, there may be situations or circumstances that affect Council's business activities to the extent that it cannot deliver on the service levels of the RMP. These include but are not limited to: natural disasters, such as fires, floods, or storms, or a prolonged labour or resource shortage, due to a need to commit or redeploy Council staff and/or equipment elsewhere or due to the effects of pandemic and or government intervention.

1.5.1. Suspension of the Plan

In the event that the Chief Executive Officer (CEO) of Council has considered the impact of such an event on the limited financial resources of Council and its other conflicting priorities, and determined that the Plan cannot be met, then pursuant to Section 83 of the Wrongs Act 1958, the CEO will write to Council's Officer in charge of the Plan and inform them that some, or all, of the timeframes and responses in Council's Plan are to be suspended.

1.5.2. Communication and documentation around Plan Suspension

Council will provide information/statements to residents about the suspension or reduction of the services under its Plan, including:

- How the work that will be done has been prioritised; and
- The period for which it is likely to be affected.

This information will be provided by the Council on its website where its Plan is located and other channels as appropriate such as press releases or social media.

Where Council has suspended, in part or whole, its Plan, associated documents (e.g. communications, meeting minutes, schedules, etc.) will be recorded and stored.

1.5.3. Inspections and repairs during Suspension of Plan

The suspension of the Plan will not necessarily mean that all inspections and repairs halt. However, it may mean that only certain categories of inspections and repairs are undertaken. These will be based on a risk assessment and resources available to the Council, taking into account the resources needed to address the impact of the trigger event. For example, some reactive inspections may take place and repair (temporary or permanent) of roads/footpaths which pose a high risk may be undertaken, depending on the resources available to the council and the accessibility of each asset.

1.5.4. Responsibility for the Plan

Overall responsibility for administering and implementing the Plan rests with the Manager Operations.

2. Rights and Responsibilities

2.1. Public Roads

Public roads are defined in the Road Management Act 2004 as including:

- a freeway
- an arterial road
- a road declared under section 204(1) of the Local Government Act 1989
- a municipal road declared under section 14(1) of the Road Management Act 2004
- a road in respect of which Council has made a decision that it is reasonably required for general public use and is included on the Register of Public Roads.

2.2. Key stakeholders

The key stakeholders impacted by this Plan include:

- the general community (for recreation, sport, leisure and business)
- residents and businesses adjoining the road network
- pedestrians
- vehicle users with motorised vehicles, such as trucks, buses, commercial vehicles, cars and motorcycles
- users of smaller, lightweight vehicles, such as pedal-powered bicycles, motorised buggies, wheelchairs, prams and so on
- tourists and visitors to the area
- emergency agencies (Victoria Police, Country Fire Authority, Ambulance Victoria, State Emergency Services)
- the military (in times of conflict and emergency)
- traffic and transportation managers
- managers of the road network asset
- construction and maintenance personnel, who build and maintain asset components
- utility agencies using the road reserve for infrastructure (water, sewerage, gas, electricity, telecommunications)
- state and federal governments, who periodically provide funding for roads.

2.3. Coordinating & Responsible Road Authority

Section 35 of the Road Management Act 2004 provides that a road authority has power to do all things necessary or convenient to be done for or in connection with the performance of its functions under the Act.

Section 36 of the Road Management Act 2004 outlines which road authority is the coordinating road authority. According to subsection (c), the coordinating road authority:

If the road is a municipal road, the municipal council of the municipal district in which the road or part of the road is situated.

However, there are instances where several authorities are responsible for components of the road within the road reserve. Section 37 of the Road Management Act 2004 identifies who is the responsible road authority in particular circumstances.

2.4. General Functions of a Road Authority

The general functions of a road authority are described within Section 34 of the Road Management Act 2004.

2.5. Rights of the Road User

The rights of public road users, which are legally enforceable, are set out in Sections 8 to 10 of the Road Management Act 2004.

2.6. Obligations of Road Users

2.6.1. General Usage

The common law requires that a road user must take reasonable care for their own safety (see *Ghantous v Hawkesbury City Council*)

The *Road Safety Act 1986* sets out obligations on road users, including section 17A which requires that a person who drives a motor vehicle on, or uses, a highway must drive in a safe manner have regard for all relevant factors, including without limiting their generality, the following:

- (a) physical characteristics of the road
- (b) prevailing weather conditions
- (c) level of visibility
- (d) the condition of any vehicle the person is driving or riding on the highway
- (e) prevailing traffic conditions
- (f) the relevant road laws and advisory signs
- (g) the physical and mental condition of the driver or road user.

Section 17A of the *Road Safety Act 1986* also requires that a road user must take reasonable care:

- (h) to avoid any conduct that may endanger the safety or welfare of other road users
- (i) to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve
- (j) to avoid conduct that may harm the environment of the road reserve

2.6.2. Incident Claims

If a person proposes to make a claim in relation to a public road or infrastructure for which Council is the responsible road authority, that person should contact Council and Council will initiate respective investigation and insurance reporting processes.

In accordance with Section 110 of the Road Management Act 2004, Council is not legally liable for property damages where the value of the damage is equal to or less than the threshold amount.

In cases where the claim relates to assets Council does not own or is not responsible for on the road reserve, the person who proposes to make a claim must refer the claim to the other authority or person responsible for those assets.

2.6.3. Permits for Work Within a Road Reserve

In cases where an individual or organisation proposes to carry out works within the road reserve that may impede public access, or interfere with road infrastructure, they must apply for a 'works within road reserve' permit. There are some exemptions, as noted in the Road Management (Works and Infrastructure) Regulations 2015.

Local laws also require property owners to apply for a vehicle crossing permit if they plan to build a driveway.

In both cases, a fee applies to cover the costs of the administration and inspection of the work.

2.6.4. Obligation of Others

There are several assets within the road reserve that Council does not have an obligation to inspect and/or maintain. These include:

- **Non-road infrastructure** – This includes (but is not limited to) such items as gas pipes, water and sewerage pipes, cables, electricity poles and cables, tram wires, rail infrastructure, bus shelters, public telephones, mail boxes, roadside furniture and fences erected by utilities, or providers of public transport.
- **Single property stormwater drains** – for drains constructed within the reserve that carry water from a single property to an outlet in the kerb, or other drain. The property owner is responsible for construction and maintenance to Council standards at the property owner's cost.
- **Utilities** – including, but not limited to; telecommunication, power, water, gas and rail authority assets.
- **Roadside** – as per Section 107 of the Road Management Act, Council has no "statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road or to maintain, inspect or repair the roadside", described as "any land that is within the boundaries of the road (other than shoulders) which is not a roadway or pathway". This includes landscaped tree plots within the footpath/pathway where the surface of the tree plot is not constructed with the intention of providing a trafficable pedestrian surface.

- **Vehicle driveways** – the vehicle crossing (including Cross-over), located between the carriageway and the property boundary, must be maintained by the adjoining property owner, even in instances where it may service more than one property or building. However, Council is responsible for the portion of the driveway where the constructed pathway is reasonably required by the public and the section of the vehicle crossing that forms parts of the kerb and channel (layback) in accordance with the following diagram:

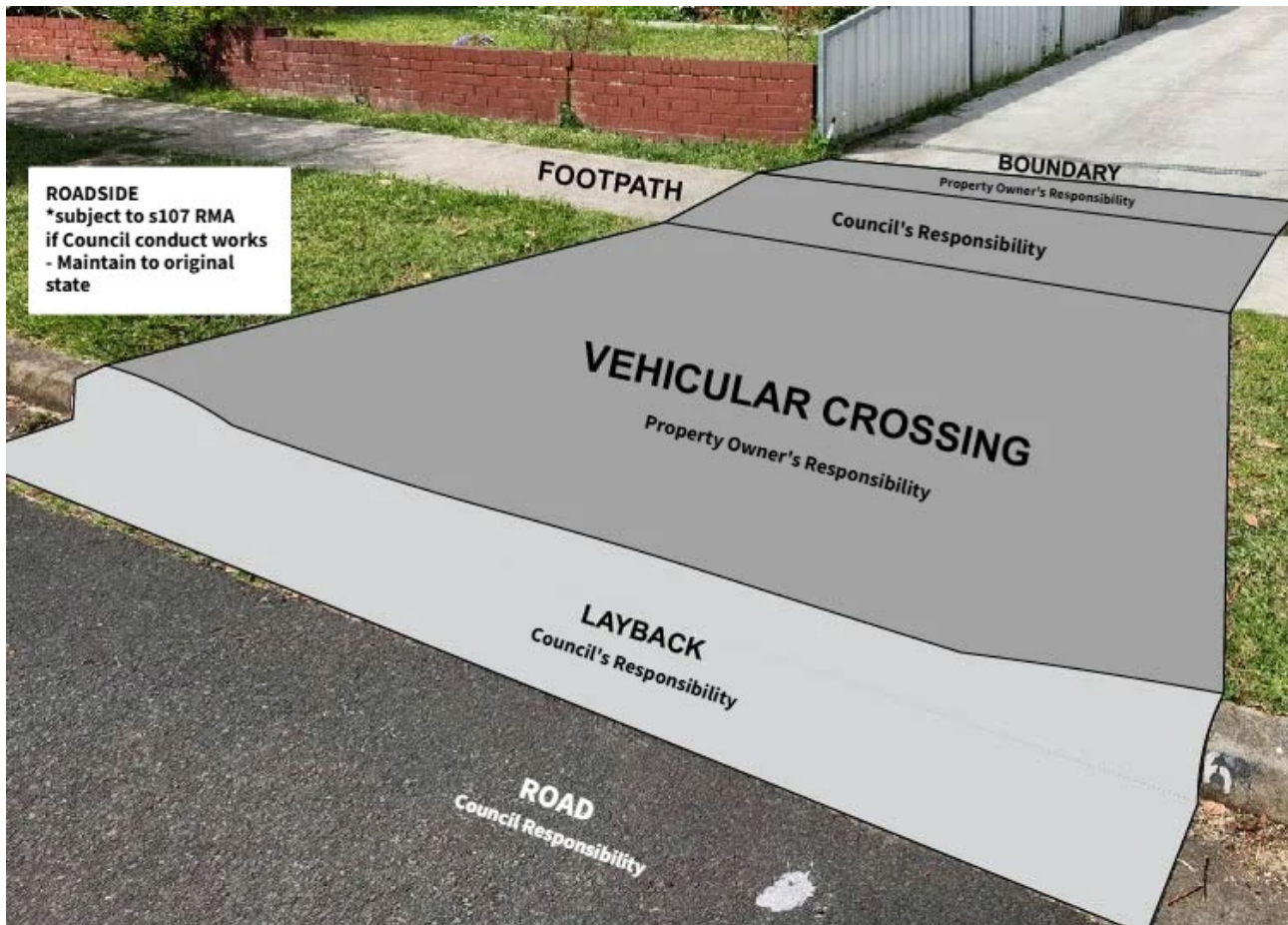


Figure 1 - Responsibility of Council and owners around Vehicular Crossing

Where Council becomes aware of a hazard created by the defective condition of assets / infrastructure owned by another party, Council may at its absolute discretion:

- If located within assets / infrastructure for which Council is responsible (e.g. footpaths, road surfaces, etc.), or otherwise presents an immediate and significant risk to members of the public, undertake temporary measures to reduce the risk to members of the public until such time as the respective owner can implement permanent repairs (subject to Council's available resources).
- Report in writing (e.g. email or letter) the presence of the hazard to the responsible party and request that repairs be implemented within a reasonable timeframe.
- Where repairs are not completed by the responsible party within the respective timeframe, Council may complete necessary repairs and invoice the responsible party for the costs.

However, where another party has a duty in relation to the asset / infrastructure, and Council has a discretionary power to take remedial action in relation to that matter, only that other party with the duty is liable in a subsequent proceeding, in accordance with s.104 of the Road Management Act 2004.

3. Road Assets

Council is responsible for a range of infrastructure assets which supports its road management functions includes the road, footpaths, shared paths, kerb and channel, local area traffic management, bridges, and street signage.

All roads and footpaths within the municipal road network are classified according to a hierarchy that takes into account how they are used, who uses them and how often.

The hierarchy classification is used to determine the levels of service required, prioritise works programs and determine defect intervention responses.

3.1. Municipal Road Network

3.1.1. Road Hierarchy

The road network hierarchy is divided into the categories shown in the table below.

Table 1 - Road Hierarchy Classification

Road Hierarchy Classification	Description
Major Roads	Act as through traffic routes. Connect to the Department of Transport arterial road network. Carry traffic between major commercial, industrial and residential areas. High to moderate use by heavy vehicles. Bus routes may be provided on these roads.
Collector Roads	Concentrate locally generated traffic to an outlet. Provide safe and efficient connection to commercial and residential areas from Major Roads, or directly from the Department of Transport arterial network. Provide direct access to the local road network. Not intended to act as a through traffic routes. Carry local traffic to shops, schools, commercial districts, hospitals, sporting and other local facilities. May provide access to abutting properties. Moderate to low use by heavy vehicles. Bus routes may be provided on these roads.
Industrial Roads	Provide access to local light industries concentrated in small areas within the municipality. Abutting properties are primarily industrial. High to moderate use by heavy vehicles. Bus routes may be provided on these roads.
Local Access Roads	Provide safe access to abutting properties (primarily residential).

Road Hierarchy Classification	Description
	Low speed environment Bus routes may be provided on these roads.
Laneway/ Right of Way	Provide access primarily for abutting properties. Property access generally limited to the rear or side of properties. Land may contain drainage easements. Abutting property is often commercial or residential. Often used for the delivery of goods to commercial sites.
Fire Tracks	Provide access for fire authority vehicles only
Key Central Activity Area (CAA) Roads	Provide access to, from and within the designated Central Activity Area ¹ . Includes shared use areas with restricted vehicle access. Public amenity and aesthetic aspects of these roads take priority over speed and ease of movement of vehicles.
Service Roads	Roads, which run parallel to VicRoads arterial roads in order to provide access from an arterial road to the municipal road network and abutting properties.
Unsealed Roads	These roads have gravel/crushed rock surface. They may function as Major, Collector or Local Access road. Following formal construction of a sealed pavement, these roads will be re-classified into the appropriate class in accordance with their functional, physical and traffic characteristics.

3.1.2. Municipal Path Hierarchy

A hierarchy has been developed for all paths within the municipality. The purpose of the path hierarchy is to facilitate consistency in Council's approach to management of Council's path networks. The hierarchy aims to differentiate high use areas that may require a greater level of service.

Council is the responsible road authority for pathways adjacent to arterial roads and maintains these on behalf of Department of Transport and Planning (DTP). Footpaths through Council facilities or open spaces are not considered as part of this Plan and have their own maintenance regimes however are listed within Council's hierarchy of Footpaths.

The hierarchy of footpaths maintained by Council are as follows:

¹ The boundaries of the Central Activity Area are illustrated in Attachment 4

Table 2 - Footpath Hierarchy Classification

Footpath Hierarchy Classification	Desired Function
Key Central Activity Area (CAA) Footpaths	Located within or adjacent to the Central Activity Area ² . Cater for high to medium volume pedestrian traffic with diverse needs.
Key Access Footpaths	Provide direct access to shopping and service precincts, transport hubs, schools, preschools, recreational facilities, parks, community centres, childcare centres tourist attractions, religious centres, hospitals, facilities for seniors, and other public attractions. Cater for high to medium pedestrian traffic volumes with diverse needs.
Industrial Access Footpaths	Located within industrial precincts Withstand heavy vehicles
Reserve Footpaths³	Located within Council open space reserves, including the Foreshore. Cater for variable volumes of pedestrian traffic.
Local Access Footpaths	Service predominantly suburban residential areas. Cater for low volume pedestrian traffic with diverse needs.

The hierarchy of shared paths maintained by Council are as follows:

Table 3 - Shared Path Hierarchy Classification

Shared Path Hierarchy Classification	Desired Function
Primary Shared Paths	Provide an alternative to the road system for pedestrians and cyclists travelling through the City. Cater for high to medium pedestrian and cyclist volumes and high speed cyclists.
Secondary Shared Paths	Provide an alternative to the road system for pedestrians and cyclists travelling locally within the municipality. Cater for moderate pedestrian and cyclist volumes

3.2. Our Road Network

More information about Council's Road network is shown in the tables below.

² The boundaries of the Central Activity Area are i

³ Paths located in Council reserves may not be managed in accordance with maintenance and inspection service levels set out in Appendix 1-3

Table 4 - Road Length by Hierarchy - date last updated 30/06/2024

Hierarchy	Length (km)	% of Network
Major Roads	75.7	10.6
Collector Roads	56.4	7.9
Local Access Roads	497.3	69.5
Key Central Activity Area (CAA) Roads	4.4	0.6
Industrial Roads	22.8	3.2
Laneway/Right of Way	6.5	0.9
Fire Tracks	0.6	0.1
Service Roads	23.1	3.2
Unsealed Roads	28.8	4.0
Total	715.6	100

Table 5 - Road Length by Surface Type – date last updated:30/6/2024

Surface Type	Length (km)	% of Network
Sealed	684.7	95.7
Unsealed	30.9	4.3
Total	715.6	100

4. Background and Process

Road asset management involves managing both physical assets, and uses and operation that have the potential to impact their condition. It applies to all road assets, including:

- the road – pavement and surface, as well as footpaths, kerb and channel
- structures – bridges, culverts and traffic management devices
- road infrastructure – traffic signals and on-road electrical assets.

The aim of our road management system is to deliver a safe and efficient road network and meet community needs to the best of our ability, within available resources.

To create a road asset management system that would best meet our needs when inspecting, maintaining and repairing public roads, we used the following nationally-recognised asset management frameworks:

- International Infrastructure Management Manual (IIMM) 2015, IPWEA
- IPWEA National Asset Management Systems (NAMS+)
- Other references, as listed in Technical References.

The system is designed to set the direction for our asset management activities. It is also linked to the annual business planning cycle.

4.1. Maintenance Management System

Council has responsibilities to all road users and the community to maintain public roads to a reasonably safe and suitable standard, within our available funds and resources. By developing long-term maintenance programs for our assets, we are better able to plan how we do this.

The following maintenance requirements shape our annual program and budget:

Routine maintenance standards

Standards vary across the network depending on the asset type and relevant risk factors, such as traffic volumes and composition, operating speeds, the susceptibility of assets to deterioration and the cost effectiveness of repairs. Competing priorities for funding are also relevant.

Defect intervention levels have been established using the *VicRoads Standard Specification Section 750* and adapting it to local conditions.

The standards will be reviewed periodically to make sure they are adequate (see section 1.4).

Repair and maintenance works

Works must be completed within a specified time, depending on the severity and location of the defect. Response times are determined using local knowledge and experience and past performance as a guide.

Response times are monitored and will be periodically reviewed (see section 1.4).

Temporary mitigation measures

These are temporary works designed to reduce the risk of an incident, until such time as repair or maintenance works can be completed.

Response times and safety measures – for example warning signs, flashing lights, and safety barriers – are determined by reference to the risk to safety, road type and traffic volume.

Emergency works

Works that result from emergency incidents and must be undertaken immediately, for the safety of road users and the public.

Emergency works might include traffic incident management, responses to fires, floods, storms and spillages, and any assistance required under the Victorian State Emergency Response Plan and Municipal Emergency Management Plan.

4.2. Asset Management Plans

Our asset management plans guide the development of long-term asset renewal programs, helping us to plan and finance asset renewal and replacement.

4.3. Maintenance Surveys and Inspections

A four-tier regime is used to inspect our road network assets. It covers safety issues, incidents, defects and condition inspections.

1. Reactive inspections (Request for Service or RFS)

These inspections are conducted in response to requests from the community. The inspection is carried out by a Council employee and assessed according to the Hazard intervention levels, contained within Attachment 2.

2. Proactive Inspections

Regular timetabled inspections that are scheduled depending on traffic flow, the types of defects likely to impact the asset and the perceived risks of these defects.

3. Condition Inspections

These inspections identify structural integrity issues which, if untreated, are likely to adversely affect the network overall. These issues may impact short-term serviceability, as well as the ability of the asset to perform for the duration of its intended life span.

These inspections are carried out in accordance with the Council's asset management plans. They are undertaken by suitably qualified external contractors on a four yearly schedule.

4.3.1. Maintenance Responsiveness and Performance Targets

The following information is recorded when we receive a Request for Service (RFS) from the community:

- Date the request was received

- Details of the request, including the location and nature of the reported hazard/defect (including any specific measurements if provided), name of the person making the request, copies of any photographs provided, etc.
- The personnel / department to which the request has been assigned for action
- Date by which the request must be actioned (based on the target response times specified in Attachment 3)
- Date when the request was actioned and/or completed (this typically involves someone carrying out an RFS inspection, as described in section 4.3, followed by any necessary repair works conducted).

By recording this information, we can monitor compliance against target response times – that is, the time it takes from receiving a request to carrying out an inspection and ultimately completing necessary works.

Customer requests will be inspected and assessed in accordance with timeframes specified in Attachment 3. Following are some possible outcomes from a reactive inspection:

- If a defect identified exceeds a *Description / Intervention level* specified in Attachment 3, a work order would be created with a date for completion of works in line with respective specified repair timeframes.
- If repairs are significant – for example, rehabilitation works are required – temporary mitigation measures may be undertaken to reduce the risk posed by the hazard/defect until the proper works can be undertaken (and subject to available resources).
- If the defect is assessed as below the *Description / Intervention Level* specified in Attachment 3, it would be noted (including why), but no remedial action will be conducted.

In all cases, the action taken would be noted against the original request.

Target response times and intervention times are based on ‘normal’ conditions. The same level of service would not apply in cases where the Plan has been suspended, under Section 1.5.

4.4. Asset Levels of Service

Five elements are taken into account when determining appropriate levels of service for the road network. These are:

- Community expectations;
- Technical standards;
- Organisational capacity;
- Performance measures and targets;
- Safety of road and footpath users.

5. Register of Public Roads

Council maintains a register of public roads – called the Register of Public Roads – with the details of all public roads and ancillary areas for which we are responsible.

The Register of Public Roads is available on Council's website. A hard copy is made available at our Customer Service Centre, Frankston Civic Centre, 30 Davey Street, Frankston, upon request.

5.1. Maintenance Demarcation (Boundary) Agreements

Where there are boundary agreements between us and other road authorities or private organisations, the schedule of roads affected, and agreements are listed in the Municipal Road Register.

We have agreements with the following authorities in relation to roads:

Authority	Purpose
Department of Transport and Planning	Shared responsibility on arterial roads
Kingston City Council	Shared responsibility for Leamonth Road, Wadsley Road, Eel Race Road and transport infrastructure over the Eel Race Drain.
Mornington Peninsula Shire Council	Shared responsibilities for Humphries Road and Golf Links Road
Linking Melbourne Authority	Interface with Peninsula Link
Public Transport Victoria	Bus Infrastructure
Metro Trains Melbourne/VicTrack	Rail interface agreements for the Frankston and Stony Point Lines

5.2. Roads not Listed on the Register

The following roads are not listed on our Register of Public Roads:

- Roads which are the full responsibility of the state government, or a private enterprise.
- Unused roads for which we have not accepted responsibility.
- Roads drawn out on a plan of subdivision, until such time that we accept responsibility for these roads.
- Roads which we have not determined are reasonably required for general public use.

6. Technical References

- i. AS ISO 31000:2018 – Risk Management – Guidelines
- ii. Integrated Asset Management Guidelines for Road Networks (AP-R202) 2002, Austroads Inc.
- iii. International Infrastructure Management Manual (IIMM) 2015, IPWEA
- iv. VicRoads Risk Management Guidelines
VicRoads Standard Specification Section 750 – Routine Maintenance

Attachment 1: Inspection Requirements

Inspection Type	Purpose	Inspection Requirements
Reactive – Request for Service/Initial Assessment	Reactive inspections are designed to confirm the nature of defects/hazards reported by members of the public or Council employees, and identify any that exceed the intervention levels specified in Attachment 3.	Performed by a Council representative with knowledge of Description / Intervention Levels (Attachment 3) and road maintenance techniques who may then call in a higher level of expertise if necessary. All Reactive inspections are conducted on foot, with defects measured and photographed as specified in Council's Road Asset Inspectors Manual
Proactive Inspection	Inspection undertaken in accordance with a formal programmed inspection schedule to determine if the road asset complies with the levels of service as specified. A record of each asset is to be completed detailing the name of the inspector, the inspection date, and a description of any defects found that exceed the intervention levels specified in Attachment 3. In addition, details of the inspection will be electronically recorded against the particular asset inspected.	Proactive Inspections of roads are conducted via a slow moving vehicle, while Proactive Inspections of all other asset types are conducted on foot, with defects measured and photographed as specified in Council's Road Asset Inspectors Manual. Performed by a dedicated Plan inspector.

Attachment 2: Inspection Frequencies

NOTES:

1. If a Proactive Inspection Frequency elapses on a Weekend or Public Holiday, the actual due date will be the next Working Day.
2. A tolerance of 1 month is permitted for routine defect inspection. That is, for an activity that occurs on a 12 month cycle and is due on the 15 December, it can be completed on the 15 January and still be considered compliant.

Inspection Type	Description	Hierarchy Category	Reactive Inspection Timeframe	Proactive Inspection Frequency
Road & Road Related Assets	Sealed Road Surfaces, Road Furniture, Drainage (External), Local Area Traffic Management Devices, Roadside Vegetation, Signs (Regulatory and Warning)	Major Roads	2 days	6 Months
		Collector Roads		12 Months
		Industrial Roads		24 Months
		Local Access Roads		24 Months
		Laneways/Right of Ways		24 Months
		Firetracks		Nil – Reactive Only
		Key Central Activity Area Road		6 Months
		Service Roads		24 Months
Path & Path Related Assets	Footpaths, Shared Paths, Kerb & Channel ⁴ , Road Furniture, Drainage (External), Local Area Traffic Management Devices, Roadside Vegetation, Signs (Regulatory and Warning)	Unsealed Roads		12 Months
		Primary Shared Paths	2 days	6 Months
		Secondary Shared Paths		12 Months
		Key Central Activity Area Footpaths		1 Month
		Key Access Footpaths		6 Months
		Industrial Access Footpaths		24 Months
		Local Access Footpaths		24 Months
Bridges & Major Culverts	All Council managed road and pedestrian bridges within roads listed in Council's Public Road Register	All	2 days	6 Months
Unsealed Road Surface	All Council Unsealed Road Surfaces listed within Council's Public Road Register.	All	2 days	3 months

⁴ Where there is no footpath adjacent to the kerb and channel, kerb and channel will be inspected in line with local access footpath hierarchy timeframes.

Attachment 3: Defect Intervention Levels and Repair Timeframes

NOTES:

1. All Days stated are in working days, excluding weekends, public holidays and any days Council designates as non-working days
2. If a Repair Timeframe elapses on a Weekend or Public Holiday, the actual due date will be the next Working Day.
3. In cases where a defect is not due to be repaired in less than 4 weeks, temporary measures, such as installing warning signage, erecting barriers, or painting the defect with a bright contrasting colour, may be implemented at the time of identification to reduce the risk as much as is reasonably practicable until permanent repairs can be completed in line with the specified Repair Timeframes.
4. Given current resources and funding, a margin of 10% is considered acceptable for all reactive maintenance activities. That is, an activity with a target response time of 100 working days can be completed within 110 days and still be considered compliant.

Sealed Roads

Defect Type	Defect Intervention Level	Repair timeframe
Pothole Repair (on-road cycle path)	Potholes >25mm deep and/or >150mm diameter on designated on-road cycle path	20 days
Pothole Repair	Potholes >50mm deep and/or >150mm diameter in trafficable lane	20 days
Edge Repair	Edge break >5m long & >50mm deep &/or extends/protrudes 75mm laterally into trafficable area	20 days
Edge/Shoulder Drop	US-003 Edge drops from traffic lane to shoulder >50mm over 20m length under a 1.5m straight edge	30 days
Pit Covers	Broken or missing pit covers	5 days
Pit Grates	Broken or missing pit grates	5 days
Damaged Pit Lids and surrounds	Cracks considered likely to cause the pit lid or surrounds to collapse	10 days
Roadside Vegetation – Overhead clearance	Roadway height clearance <4.5m	30 days
Roadside Vegetation – Obstructing sightline	Vegetation within sight clearance triangles as per Austroads Guidelines	30 days

Unsealed Roads

Defect Type	Defect Intervention Level	Repair timeframe
Rutting and Corrugations	Rutting and corrugations exceeding 100mm over 50% of the unsealed road or shoulder length	30 days
Potholes	Potholes >300mm diameter and 150mm deep over 50% of the unsealed road or shoulder length	30 days

Traffic Control Devices

Defect Type	Defect Intervention Level	Repair timeframe
Vegetation - Obstructing Signage	Foliage obstructing regulatory and warning signs	30 days
Missing/Damaged Signage	Damaged/ faded signs to an extent that makes them unreadable	14 days
Missing/Damaged Signage	Missing sign face	14 days
Missing/Damaged Signage	Graffiti covering >10% of the sign face rendering it unreadable	14 days
Missing/Damaged Fencing/Guardrail	Fencing rotten/ corroded/ broken poses hazard to public	60 days
Missing/Damaged Fencing/Guardrail	Fencing posts, rails, strainers, wire or panels is not operational and is facilitating unrestricted access	60 days
Missing/Damaged Fencing/Guardrail	Guardrail non-functional or deformed by >500mm	60 days
Missing/Damaged Fencing/Guardrail	Loss of >50% of guardrail reflectors	60 days
Missing / Damaged Pavement Markings	RS-008 Faded Statcon pavement marking (<50% effective reflectivity)	30 days
Missing / Damaged Pavement Markings	Faded other line marking (<50% effective reflectivity)	30 days

Footpaths

Defect Type	Defect Intervention Level	Repair timeframe
Vertical Displacement	Vertical displacement/ tripping hazard >25mm	40 days
Cracking	Cracks >25mm wide and 200mm long	40 days
Potholes (Asphalt)	Potholes >25mm deep and 150 mm diameter	40 days
Potholes (Constructed Unsealed)	Potholes >50mm deep and 150 mm diameter	40 days
Undulations	Undulations (depressions/bumps) >100mm in depth/height under a 1.5m straight edge.	40 days
Dislodge/missing pavers	Loose, missing or dislodged pavers with gaps >20mm	40 days
Corrugations	Corrugations/ subsided areas >50mm deep	40 days
Dislodge/missing tactile indicator	Damaged tactile pavers (cracked or worn) that could be hazardous to pedestrians affecting > 50% of the tiles	40 days
Vertical Displacement in Local Area Traffic Management Devices	Vertical displacement/ tripping hazard >25mm within designated pedestrian walkways and pedestrian refuge areas	40 days
Vegetation Overhead Clearance	Constructed Path Height Clearance < 2.5 m and minimum 1m trafficable width with vegetation not exceeding 25mm in height representing a trip hazard	30 days
Pit Covers	Broken or missing pit covers	5 days
Pit Grates	Broken or missing pit grates	5 days
Damaged Pit Lids and surrounds	Cracks considered likely to cause the pit lid or surrounds to collapse	10 days

* Pram crossings / ramps providing transition between road and footpath levels are treated as part of the footpath for the purposes of the application of description / intervention levels.

Shared & Bicycle Pathways

Defect Type	Defect Intervention Level	Repair timeframe
Vertical Displacement	Vertical displacement/ tripping hazard >25mm	40 days
Cracking	Cracks >25mm wide and 200mm long	40 days
Potholes	Potholes >25mm deep and 150 mm diameter	40 days
Undulations	Undulations (depressions/bumps) >100mm in depth/height under a 1.5m straight edge.	40 days
Dislodge/missing tactile indicator	Damaged tactile pavers (cracked or worn) that could be hazardous to pedestrians affecting > 50% of the tiles	40 days
Vertical Displacement in Local Area Traffic Management Devices	Vertical displacement/ tripping hazard >25mm within designated pedestrian walkways and pedestrian refuge areas	40 days
Vegetation Overhead Clearance	Constructed Path Height Clearance < 2.5 m and minimum 1m trafficable width with vegetation not exceeding 25mm in height representing a trip hazard	30 days
Pit Covers	Broken or missing pit covers	5 days
Pit Grates	Broken or missing pit grates	5 days
Damaged Pit Lids and surrounds	Cracks considered likely to cause the pit lid or surrounds to collapse	10 days

* Pram crossings / ramps providing transition between road and pathway levels are treated as part of the pathways for the purposes of the application of description / intervention levels.

Kerb and Channel

Defect Type	Defect Intervention Level	Repair timeframe
Vertical Displacement	Vertical displacement >50 mm	120 days
Vertical Displacement in a Local Area Traffic Management Device	Vertical displacement >50 mm of a Local Area Traffic Management Device	120 days

Bridges and Culverts

Defect Type	Defect Intervention Level	Repair timeframe
Bridge and Major Culverts	Component damage or deterioration is presenting a hazard to road or path users	5 days (temporary repair) 150 days

Attachment 4 - Central Activity Area Boundary

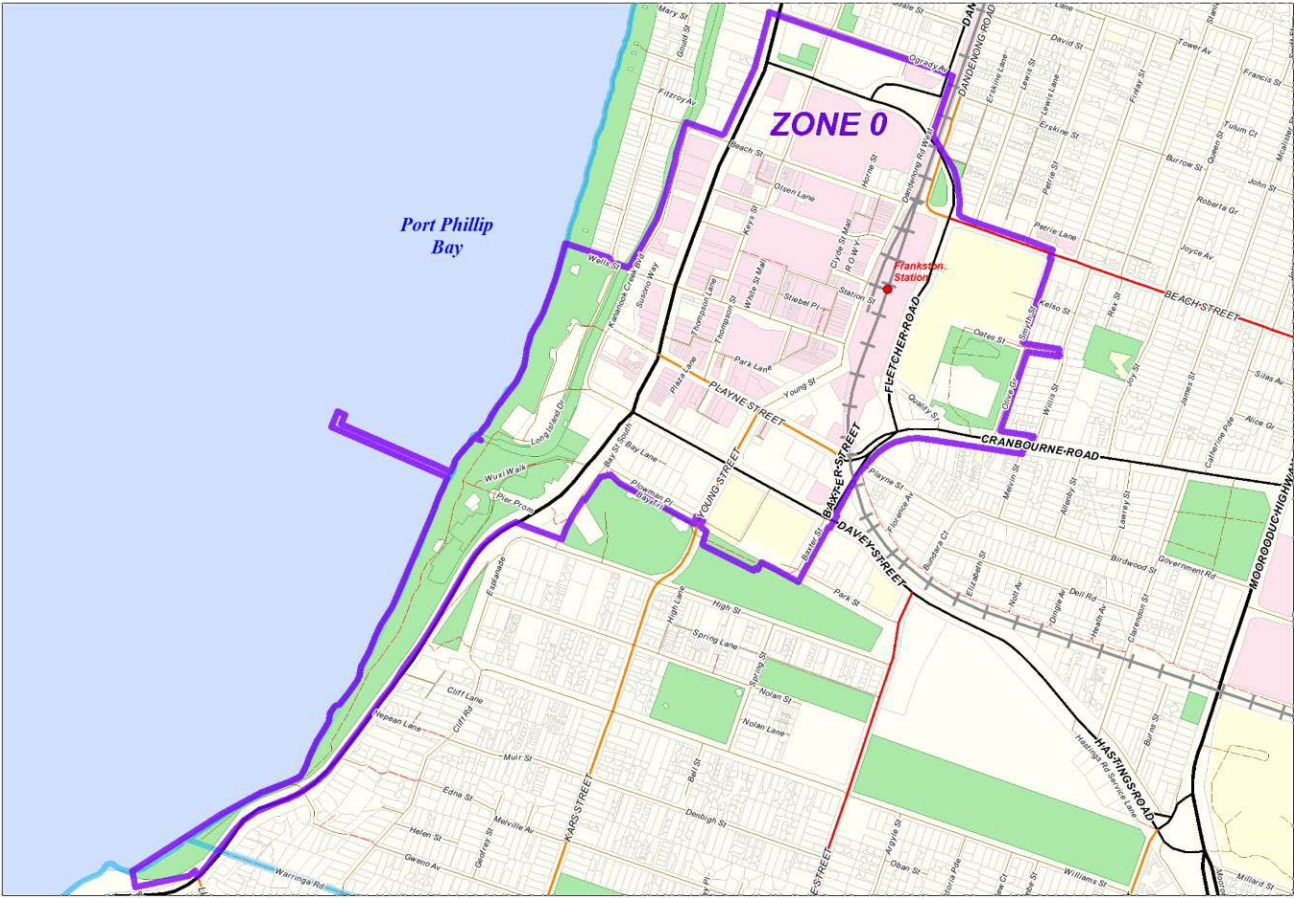


Figure 2 - Central Activity Area Boundary

Attachment 5 - Amendments To Previous Versions of this Document

Amendment 6

Table 6 - Details of Proposed Amendment No. 6: 23/06/2025

RMP Section (version 3.0 adopted by Council 26/04/2022)	Description of Amendment	Section of Current RMP (v 4)
Whole Document	Updated the document to incorporate as much as the Municipal Association Victoria Insurance Template as possible, where appropriate.	Whole Document
1.0 Introduction	Updated purpose of the plan to align with MAV template and legislation.	1.0
	Removed Council's Strategic Framework	Removed
	Updated of Legislative Framework to align with MAV template.	1.0
	Moved functions of road authority and obligations of Road Users to Section 2 Rights and Responsibilities	2.0
	Added What's Covered in this plan to align with MAV template	1.0
	Updated of the Asset to which this plan applies to align with MAV template	1.0
	Updated of the Plan development & Review to align with MAV template	1.0
2.0 Register of Public Roads	Updated of Register of Public Roads to align with MAV template.	2.0
3.0 Road & Path Hierarchies	Removed 3.4 updating of hierarchies.	Removed
	Removed 3.5 application of hierarchies.	Removed
	Added of Road Network lengths based on hierarchy and surface	3.0
4.0 Road Management at Frankston	Updated Force Majeure/Exceptional Circumstances to align with MAV template and move from section 4.3 to 1.5	1.0
	Updated of Road Management At Frankston to align with MAV template	4.0

RMP Section (version 3.0 adopted by Council 26/04/2022)	Description of Amendment	Section of Current RMP (v 4)
Appendix B - Road & Path Hierarchies	Updated of Road & Path Hierarchies content to align with MAV template and move to section 3.0.	3.0
	Removed of detailed road hierarchy tables in appendix B1	Removed
	Removed of detailed path hierarchy tables in appendix B2	Removed
Appendix C - Responsibilities for Assets in Road Reserves	Updated of Vehicle crossing demarcation diagram Moved demarcation of driveways and obligation of others from Appendix C to Section 2 of main document in line with MAV template	2.0
Appendix D - Demarcation Agreements	Moved demarcation agreements to align with MAV template to Section 2.0	2.0
Appendix E - Road Maintenance Management Plan	Amendments as identified in the RMP Review Report relating to defect definition, intervention levels and inspection frequencies. (refer to Attachment 1 of the 2025 Review Report).	Attachment 2 & Attachment 3

Amendment 5

Table 7 - Details of Amendment No. 5: 26/04/2022

RMP Section (version 2.0 adopted by Council 01/04/2019)	Description of Amendment	Section of Current RMP (v 3)
2.0 Register of Public Roads	Public Road Register extracted from RMP document and updated with planning controls. Public Road register has been updated, including road hierarchical changes and recognition of gifted assets. Frequency of Public Road Register updates to be a minimum of 12 months. Date of creation and date of cessation separated into two columns.	2.0 and Public Road Register
3.0 Road & Path Hierarchies	Desirable physical features of roads and footpaths updated to be at Council's discretion	3.0
4.0 Road and Footpath Maintenance Category	Include reference to the reporting and monitoring framework including RMP service levels and works management performance to ensure compliance to the RMP and enable any deficiencies to be identified and rectified promptly	4.0
Appendix C – Responsibilities For Assets in Road Reserves	Water meters included in assets managed by utility service providers. Further detail provided on management of hazards and safety issues caused by other service authorities' assets. Updated relevant regulations and figure 5 in relation to vehicle crossovers.	C
Appendix E –Road Maintenance Management Plan	Amendments as identified in the Staff Feedback section (Attachment A of the 2021 RMP Review) relating to defect definition, intervention levels, inspection frequencies and hierarchies (for further detail refer to Attachments A of the 2021 Review).	E

Amendment 4

Table 8 - Details of Amendment No. 4: 29/01/2019

RMP Section (version 1.2 adopted by Council 29/09/2014)	Description of Amendment	Section of Current RMP (v 2)
1.0 Introduction	Updated alignment to the Council Plan. Updated reference to Road Management (General) Regulations 2016.	1.0
2.0 Register of Public Roads	Register exclusions updated to specify vehicle crossovers adjoining hammerhead courts. Public Road register has been updated, including the declaration of Rutherford and Lathams Road as arterial roads.	2.0
3.0 Road & Path Hierarchies	Equestrian Trails removed from the Path Hierarchy. Update to Local Access Roads to recognise that they may function as bus routes. Updated reference to ISO31000:2018.	3.0
4.0 Road and Footpath Maintenance Category	The text was revised and updated. Equestrian Trails removed from Path Hierarchy	4.0
Appendix A – Public Road Register	Public Road register has been updated, including the declaration of Rutherford and Lathams Road as arterial roads.	A
Appendix B - Road & Path Hierarchies	Equestrian Trails removed from Path Hierarchy	B
Appendix C – Responsibilities For Assets in Road Reserves	Updated text regarding responsibility for connections to pipes, pits and kerb and channel. Updated text regarding illegal connections. Updated reference to Road Management (General) Regulations 2016.	C
Appendix E –Road Maintenance Management Plan	Amendments as identified in the Staff Feedback section (Attachment 1 of the 2017 RMP Review) relating to defect definition, intervention levels, inspection frequencies and hierarchies (refer to Attachments 4-6 of the 2017 Review).	E

Amendment 3

Table 9 - Details of Amendment No. 3: 29/09/2014

RMP Section (version 2.0 adopted by Council 7/5/07)	Description of Amendment	Section of Current RMP (v2)
1.0 Purpose	This information was incorporated into Section - 1. Introduction The last two paragraphs were deleted. The remaining text was revised. The new Section - 1 includes subsections to describe: - Functions of a Road Authority; Obligations of Road Users; Legislative Controls; Assets to which this Plan Applies; Road Management Plan Adoption and Review Process.	1.0
2.0 Terms	The section was deleted.	-
3.0 Register of Public Roads	This section was replaced by Section - 2 Register of Public Roads. Paragraphs 3, 4, 6 were deleted. The remaining text was revised. The new Section - 2 includes subsections to describe: - Public Road Register Details, Register Inclusions, Register Exclusions, Demarcation of Road Authority Responsibilities, Approach to Maintaining the Public Road Register.	2.0
4.0 Road and Footpath Maintenance Category	This section was replaced by Section - 3. Road & Path Hierarchies The new Section - 3 includes subsections to describe: Desired Function/ Features of each Road and each Path Hierarchy Classification; Council's approach to using and reviewing the hierarchies.	3.0
5.0 Road Asset Register	This section was deleted. The text was revised and incorporated into a new Attachment C- Responsibilities for Assets in Road Reserves.	C
6.0 Assets that are the Responsibility of Others	This section was deleted. The text was revised and incorporated into a new Attachment C- Responsibilities for Assets in Road Reserves.	C
6.1 Abutting Landowners or Occupiers	This section was deleted. The text was revised and incorporated into a new Attachment C- Responsibilities for Assets in Road Reserves.	C
6.2 Service Utilities and Public Transport Facilities	This section was deleted. The text was revised and incorporated into a new Attachment C- Responsibilities for Assets in Road Reserves.	C
7.0 Duty of the Road User	This section was deleted. The duty of the road user is described in Section 1- Introduction and includes extracts from the Act	1.3.2
8.0 Management System	Section – 4. Road Management at Frankston was created to describe Council's current approach to the following: ☐ Levels of Service ☐ Implementing the Inspection and Maintenance Programs ☐ Force Majeure ☐ Performance Monitoring & Review	4.0
8.1 Policy Framework	The section was deleted. Council's policy framework is described in Section 1- Introduction	1.2
8.2 Service Delivery - CAD	This section was deleted. The description of Service Delivery –CAD is no longer applicable.	E

RMP Section (version 2.0 adopted by Council 7/5/07)	Description of Amendment	Section of Current RMP (v2)
	This section is replaced by information in a new Attachment E – Road Maintenance Management Plan.	
8.3 Road Maintenance	This section was deleted and replaced by information in a new Attachment E – Road Maintenance Management Plan.	E
8.4 Information Management System	This section was deleted.	-
9.0 Risk Assessment	This section was deleted. A description of the risk assessment process is included in the new Attachment E - Road Maintenance Management Plan.	E.3
10.0 Construction Expansion Upgrading Renewal and Refurbishment Priorities, Standards and procedures	This section was deleted. This information will be revised and included in future revisions of Councils Road Asset Management Plan (RAMP). Renewal is discussed in Appendix E5	-
11.0 Financial Resources	This section was deleted. Future revisions of Councils Road Asset Management Plan (RAMP) will consider financial resources available for overall road management.	-
12.0 Asset Management Strategy	This section was deleted. Council has a separate document that describes Council's Asset Management Strategy.	-
13.0 Performance Management	This section was deleted. Section 4 - Road Management at Frankston, includes a subsection Performance Management to describe Council's approach to performance management; specific to the delivery of the Road Management Plan.	4.4
14.0 Plan Review	This section was deleted. The approach to reviewing the Plan described in Section 1- Introduction	1.5
15.0 Supporting Documents	This section was deleted.	-
15.1 Technical References	This section was deleted.	-
15.2 Council Documents	This section was deleted. Council's Strategic Framework is illustrated in Section 1 - Introduction	1.2
15.3 Appended Documents	This section was deleted. All new attachments (A to E) are listed in the main table of contents	Table of Contents
Appendix A - Road Classification	This section was deleted and replaced with new Attachment B- Road & Path Hierarchies.	B
Appendix B - Road Maintenance Standards	This section was deleted and replaced with a new Attachment E – Road Maintenance Management Plan that provides greater clarity regarding Council's road maintenance standards and maintenance management approach. Comments regarding 10% margin for response times and inspection frequencies (p17 and 16 of version 1.2 of the RMP), and comments regarding temporary works i.e. # "Where, because... limit)". And notes on p 30 regarding trees i.e. # Where, existing trees...safe clearance have been retained.)	E

RMP Section (version 2.0 adopted by Council 7/5/07)	Description of Amendment	Section of Current RMP (v2)
Appendix C - Central Activities District	This section was deleted. The area is shown on relevant maps in new Attachment B - Road & Path Hierarchies.	B
Appendix D - Amendments to Plan Version 1.1	Contents moved to Attachment F- Schedule of Road Management Plan Amendments.	F
Appendix E - Amendments to Plan Version 1.2	Contents moved to Attachment F - Schedule of Road Management Plan Amendments.	F

Table 10 - New Attachments to the Road Management Plan V1.2

RMP Section (version 1.2)	Description of Attachment
Attachment – A. Public Road Register	The public road register, as at 13 th May 2014
Attachment – B. Road & Path Hierarchies	Includes tables to describe the locations and desirable features of each road and path hierarchy classification.
Attachment - C. Responsibilities for Assets in Road Reserves	Indicates the asset categories that will be managed in accordance with the service levels described in the Road Management Plan (RMP). Indicates the assets that are excluded from the RMP. - o road reserves with no constructed vehicular or pedestrian access - o common property access ways - o private roads (maintained by body corporate or similar) - o off-street car parks - o general horticultural management of trees (including tree health) Indicates policy position regarding: - o Driveways (vehicle crossovers) - o Household drains
Attachment – D. Demarcation Agreements	Includes reference to all existing agreements with other Road Authorities
Attachment - E. Road Maintenance Management Plan	This Road Maintenance Management Plan (RMMP) improves the clarity of the information presented in the current RMP and better describes Council's maintenance approach. Contents of this Attachment include: ☐ Introduction ☐ Definitions ☐ Routine Defect Inspections - o Defect Intervention Levels - o Routine Defect Inspection Frequencies ☐ Public Safety Risk Assessment Process ☐ Maintenance Activities - o Reactive Maintenance - o Routine Maintenance ☐ Approach to Managing Unexpected Renewal Works ☐ Service Delivery Approach During Exceptional Situations
Attachment - F. Schedule of Road Management Plan Amendments	This attachment summarises changes made to all adopted versions of the RMP.

Amendment 2

Summary

The principal objective of road management is to ensure that a safe and efficient network of roads is provided to the community.

The introduction of the Road Management Act in June 2004 provided Council with an opportunity to review its road management systems and service standards based on its policy framework, operational objectives and available resources at that time.

The initial Road Management Plan developed from this review was adopted by Council on 13/12/2004.

A minor review of the Plan in December 2005 did not reduce the standards for inspection or maintenance and was therefore exempt from the requirement to advertise and seek public submissions.

The Plan and service standards have now been in operation for 2 years. In that time, a considerable amount of data has been generated and recorded.

This review of the Plan is based on an analysis of this data and identified improvements in the efficient and effective use of available resources without compromising risks to the public from the use of the road network.

Table 11 - Details of Amendment No. 2: 7/5/2007⁵

RM Plan Reference	RM Plan Version 1.1	RM Plan Version 1.2
4. Road and Footpath Maintenance Category	Categories are Extreme (E), High (H), Medium (M) and Low (L)	Categories are Major Roads (MR), Collector Roads (CR), Bus Routes (BR) and Local Roads (LR).
5. Road Asset Register	Council's Management system records	Council's Maintenance Management System records
6. Assets the Responsibility of Others	5.1 Abutting Landowners	Include landscaping, letter boxes, house and business signage.
7. Management System	7.1 Policy Framework	General update on Council Plan 2006-2010, policies and added Community Consultation
	7.3 Road Maintenance	7.3.1 Inspections – update on (a) Hazard Identification, add (b) Night Inspections and (c) Road Patrol
15. Supporting Documents	14.1 Technical References	General update on list of references.

⁵ This is an extract from Road Management Plan version 1.2, Appendix E

RM Plan Reference	RM Plan Version 1.1	RM Plan Version 1.2
Appendix A: Road Functional Classification		Revised description to accord with hierarchy of roads in Melway Edition 33 – 2006.
Appendix B: Road Maintenance Standards		Update category to reflect new definitions in clause 4 of the Plan. Hazard Response Table updated to include Road Patrol, Footpath and Drainage Response hazard priority. A. Condition Assessment Inspections – inspection frequencies for Cat 5 Local road decreased from 6 months to 12 months (MR), increased from 36 months to 12 months (BR). B. Hazard Identification Inspections – inspection frequencies decreased from 6 months to 12 months (MR), increased from 36 months to 12 months (BR) Road Patrol Inspections – inspection frequencies decreased from 1 week to 4 weeks (CR), introduce new inspection 12 weeks (BR) 1. Sealed Road Pavement Hazard Response – surface cracking: hazard priority reduced from H5 to H6 (increase in response time) 3. Drainage Hazard Response – response time increased to 150 weeks for all hazards and maintenance categories (except pit covers – no change) 6. Concrete/Asphalt/footpaths – response time 50 weeks for all hazards and maintenance categories MR, CR, BR; 150 weeks for all hazards in category LR 10. Emergencies – Road Patrol: response time immediate for all hazards/maintenance categories

Amendment 1

Table 12 - Details of Amendment No. 1: 31/12/2005⁶

RM Plan Reference	RM Plan Version 1.0	RM Plan Version 1.1
5.0 Road Asset Register		After “Kerb and channel” add “including vehicle crossing laybacks 600 mm from invert of channel as per FCC Standard Drawing 310” After “Roadside furniture” add “(bins, seats, bike stands, parking machines)’ After “Street lighting” add “(non-standard and metered supply)” After “Other structures e.g. retaining walls, barriers,” add “steps” Add the following items to the list: Fire hydrant/plug marker post and surround Bus shelters (Council owned) Roadside (fire hazards, grass over footpaths, clearance to roads and pathways only)
6.0 Assets that are the Responsibility of Others	6.1 Abutting Land Owners or Occupiers	After “Vehicle driveways connecting the roadway to private property” add “ - between the private property boundary to the footpath (if any) and from the footpath (if any) to the layback as per FCC Standard Drawing SD 310” After “Property drainage pipes” add “ (stormwater) connecting to Council’s or Melbourne Water main drains or kerb and channel” Add the following to the list: “Pipes/conduits/valves etc. delivering utility services to properties e.g. gas, water, power, telephone, cable TV, data, etc.” At the end of the last paragraph, add: “Trees located in private property that cause damage Council assets e.g. footpath, drains, etc may have to be contained or removed by the property owner. “

⁶ This is an extract from Road Management Plan version 1.2, Appendix D

RM Plan Reference	RM Plan Version 1.0	RM Plan Version 1.1
	6.2 Service Utilities and Public Transport Facilities	After “Powerlines and poles” add “(except for non-standard and metered lights)” Add the following item on the list” Permanent survey markers and other non-road infrastructure of any kind Delete “Bus stop signs and timetable information boards” and replace with “Train, and bus stop assets including posts, signs and timetable information boards and other signs, structures and furniture associated with the service.” Permanent survey markers and other non-road infrastructure of any kind Delete “Bus stop signs and timetable information boards” and replace with “Train, and bus stop assets including posts, signs and timetable information boards and other signs, structures and furniture associated with the service.”
8.0 Management System		After “policy framework” add “the service delivery arrangements,”
		Insert new section “8.2 Service Delivery – CAD”
	8.2 Road Maintenance Standards	Road Maintenance Delete first paragraph and substitute three new paragraphs “Road Assets
	8.2.1 Inspections	Inspections Change “(a) Hazard Inspection” to “(a) Hazard Identification” Add new paragraph “In addition.....” Change (b) Road Condition Assessments” to “(b) Condition Assessments”
	8.2.2 Response to Hazards	Response Time New first paragraph “Where.....” Second paragraph to begin “For hazards identified through the Hazrad Identification inspections.....” In paragraph three, delete “Default” and substitute “Reactive” Add new paragraph four “Where time frames
	8.3 Information Management System	Information Management System Add new section “8.4.1 InfraServe – CAD” Add new section heading “8.4.2 Council”
13.0 Performance Management		Insert new section “13.1 InfraServe – CAD” Add new section “13.2 Council – PRIDE”

RM Plan Reference	RM Plan Version 1.0	RM Plan Version 1.1
14.0 Plan Review		Delete all text after “reviewed” and add “in accordance with regulation 301 of the Road Management (General) Regulations 2005 by: commencing a review by 1 January 2009, and completing the review by 30 June 2009 “
15.0 Supporting Documents	15.1 Technical References	Add “(n) Road Management (General) Regulations 2005” and “(o) Road Management (Works and Infrastructure) Regulations 2005”
Appendix A : Road Classification		Class: 9 Description: Private Road – add “or vehicle crossing or carpark” Road Type: A road – add “access to private property or parking area” – Which has not been constructed by Council; and Which is not maintained by Council - add “Which is in private ownership” Common Description: Internal road – add “or carpark” of a private development.
Appendix B: Road Maintenance Standards		Change “Condition Inspection” to “Condition Assessment Inspection” After “kerb and channel replacement “ add “pathway or footpath replacement”; Delete “Footpath Safety Inspection Program, Pavement Safety Inspection Program” Change “Hazard Inspection” to “Hazard Identification Inspection” After “pathway” add “footpath” Hazard Priority and Response Times In second paragraph, delete “default” and substitute “reactive”

RM Plan Reference	RM Plan Version 1.0	RM Plan Version 1.1
	Inspection Frequencies and Response Mechanism	Add "A. Condition Assessment Inspections" Under Inspection Frequencies: Asset Component Inspected Delete "Kerb and Channel" and "Footpath" Inspection Frequency in Months by Road Classification Road Class 5 – delete "36" and substitute "See below" Add new Table "Road Classification 5 – Local Road" Add "B. Hazard Identification Inspections" Under Inspection Frequencies: Footpath – Inspection frequencies "E" delete "12" and substitute "6" Add new Table "Road Patrol Inspections" Under Response Mechanism: 1. Sealed Road Pavement Hazard Response Unsealed Shoulder – Inspection frequencies "L" delete "250W" and substitute "150W" Add "Surface Cracking" Under Response Mechanism: 2. Unsealed Road Pavement Hazard Response – Inspection frequencies "E" delete "4W" and substitute "N/A" (no unsealed roads in this maintenance category) Under Response Mechanism: 4. Traffic Management Facilities Hazard Response –