



# **Road Management Plan**

**Version 3.0**

**1 May 2009**

<b>Revision History</b>			
<b>Version</b>	<b>Date</b>	<b>Action</b>	<b>Comment</b>
0	27/09/2004	Endorsed by Council	Initial draft released for public comment
1.0	13/12/2004	Formally adopted by Council	Plan simplified in accordance with the Code of Practice. The Road Register and some extraneous information removed
2.0	24/07/2007 26/9/2007	Draft for review by Council Adopted by Council	Intervention levels and inspection frequencies separated from the Plan and included in Appendices. Some extraneous information removed.
3.0	1/05/2009	Review as per Road Management Act Regulations	Minor omissions of references to documents not related to the Road Management Plan

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# 1. Introduction

## 1.1 The Road Management Act

The purpose of the Road Management Act is to reform the law in relation to road management in Victoria. It establishes principles relating to the management of roads by Road Authorities and sets out the rights and duties of road users.

The Act imposes a number of specific obligations on Council as a “Road Authority”. Council is required to establish appropriate asset management practices for its asset portfolio and needs to define and apply targets for asset maintenance. This includes:

- establishing appropriate and affordable condition standards;
- identifying and assessing needs and setting priorities; and
- allocating public money to meet those needs and priorities.

These standards and targets may be included in a Road Management Plan and the plan may be used as evidence of the reasonableness of a road authority’s position. The Ministerial Code of Practice for Road Management Plans advises, “The contents of a Road Management Plan should include determinations of standards for:

- the inspection, maintenance and repair; and
- the prioritisation of inspection, maintenance and repair;

and sets out details of:

- a management system for inspection, maintenance and repair

of roadways, pathways, road infrastructure and road-related infrastructure in respect of the public roads or classes of public roads to which the plan applies.”

## 1.2 Purpose of the Plan

The purpose of this Road Management Plan (RMP) as defined by Section 50 of the Act is to:

- establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and
- set the relevant standard in relation to the discharge of duties in the performance of those road management functions.

In simple terms, this means that certain aspects should be incorporated in any plan:

- clarification of those roads for which Bayside Council is responsible;
- specification of appropriate levels of service to be delivered for those roads;

- an outline of the management system for Council's road management functions, based on policy and operational objectives as well as available resources; and
- schedules of maintenance standards and processes used by Council in the management of its public road network.

### **1.3 Availability of Plan**

This Road Management Plan is available for inspection, free of charge, during office hours, 8.30 am – 5.00 pm each working day at:

Corporate Centre  
Bayside City Council  
76 Royal Avenue  
Sandringham  
Victoria 3191

Phone: (03)9599 4444 or email: [enquiries@bayside.vic.gov.au](mailto:enquiries@bayside.vic.gov.au)

This plan is also available for download from the Council website:  
[www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)

### **1.4 Relationship with Other Strategic Roads Documents**

#### **Council and Community Plans**

The management of Bayside City Council's roads is driven by Council's Corporate Vision, from which both policy direction and strategy are derived. Bayside's Corporate Vision is:

"To preserve and enhance Bayside as a place of connected and healthy communities and environment, safety and security, built and natural heritage and open spaces, urban amenity, culture, the arts, and economic viability."

One of the values underpinning this vision relates to "Our Infrastructure", which refers to "Roads and footpaths".

#### **Asset Management Policy**

The Asset Management Policy Objective adopted by Council for its infrastructure assets is "*Council will effectively manage its physical assets on a sustainable basis to meet the needs of the community now and for the foreseeable future*". The Policy Statement is:

- Council will manage its physical assets to meet the needs of current and future generations.
- Council will provide and maintain its physical assets in a cost-effective manner to suit the service levels required by the community.
- Council will manage its assets to support, enhance and protect the physical, social, environmental and economic fabric of the community.

- Throughout the lifecycle of all physical assets, Council will apply sound asset management practices for the planning, creation, operating, maintenance, refurbishment, upgrading and disposal of those assets.
- Council will consult with the community in the development of asset management plans that outline how Council will manage those assets.”

The stakeholders to which this plan applies include all parties who use Bayside’s road and footpath network.

### **Asset Management Strategy**

A strategy for the management of infrastructure assets, which is linked to the above policy statement, has also been adopted by Council. The strategy focuses on the investigation and review of current practices and it lists actions for the improvement of asset management. These actions are grouped under the headings of information, condition, standards, planning, registers and staffing.

### **Other**

Other relevant documents are listed in Section 5 - References of this RMP

## **1.5 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 and business);
- residents and 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 bicycles, motorised buggies, wheel chairs, prams, etc.;
- users of motorised vehicles such as trucks, buses, commercial vehicles, cars and motorcyclists;
- tourists and visitors to the area;
- emergency service personnel (Police, Fire, Ambulance, VICSES);
- traffic and transportation managers;
- construction and maintenance personnel who build and maintain asset components;
- utility agencies that utilise the road reserve for their infrastructure (eg. water, sewerage, gas, electricity, telecommunications);
- Council as custodian of the asset; and
- State and Federal Government that periodically provide support funding to assist with management of the network.

## **1.6 Obligations of Road Authorities and Road Users**

The Road Management Act 2004, Section 33, defines the role of a road authority as:

“A road authority must in performing road management functions have regard to the principal object of road management and the works and infrastructure management principles.”

In addition the Local Government Act 1989, Section 205, states that Council is to have the care and management of certain roads. These roads include all public highways vested in Council, all roads that Council by resolution declares to be reasonably required for public use and open to public traffic and all roads that Council has agreed to have the care and management of.

Although Bayside City Council uses its best endeavours to provide a safe and efficient road network for the community in keeping with the policy objectives referred to earlier, it cannot protect road users who do not take all reasonable steps to protect themselves from accident. The Road Safety Act 1986, Section 17A, defines the obligations of road users as follows:

- (1) A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all the relevant factors, including (without limiting the generality) the –
  - Physical characteristics of the road
  - Prevailing weather conditions
  - Level of visibility
  - Condition of the motor vehicle
  - Prevailing traffic conditions
  - Relevant road laws and advisory signs
  - Physical and mental condition of the driver.
- (2) A road user other than a person driving a motor vehicle must use a highway in a safe manner having regard to all the relevant factors.
- (3) A road user must -
  - have regard to the rights of other road users and take reasonable care to avoid any conduct that may endanger the safety or welfare of other road users;
  - have regard to the rights of the community and infrastructure managers in relation to 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; and
  - 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 Scope of Roads Assets**

Bayside City Council is responsible for the management of road and traffic assets having a replacement value (excluding land) of approximately \$230million as of July 2006.

For the purposes of this Plan, road assets include assets within the road reserve such as road surface and pavement, bridges, footpaths, roadside drainage, kerb and

channel, traffic management devices and signs. The assets covered by this plan include:

- Roads (355km) (excluding Declared Main Roads and State Highways - VicRoads)
- Footpaths (718km)
- Kerbs (685km) (excluding Declared Main Roads – and State Highways VicRoads)
- Bridges (5)
- Traffic management devices
- Traffic lights (15 sets of signals)
- Shopping centre infrastructure (7 major and 33 minor centres)
- Street furniture, bus shelters, ticket machines etc.
- Car parks (42)
- Laneways/walkways (166)

These assets provide the basic infrastructure that supports the fabric of the municipality. They have been built up over the past 140 years by significant contributions from the local community. An important function of Council is to be an effective and responsible custodian of these assets for the benefit of current and future generations.

## 2. Asset Description

In addition to the road pavement, kerbs and adjacent footpaths, road related assets include traffic management devices, street furniture, street signage and bridges.

### 2.1 Road Pavements

A hierarchy of road classifications has been adopted by Bayside to help identify the typical dimensions and levels of service that can be expected to apply to each category of road. VicRoads is the road authority for all Declared Arterials and Council is the road authority for the other categories. The function that each category serves is listed below.

#### **Declared Arterial**

Roads whose main function is to form the principal avenue of communication for metropolitan traffic movements not catered for by freeways. These include State Highways and Declared Main Roads.

#### **Secondary Arterial**

Roads of this classification primarily provide a linkage between significant residential, industrial and commercial nodes and or the declared road network. These roads have an identifiable origin and destination (eg suburbs, industrial areas or places of significance).

#### **Limited Arterial**

Arterial roads that supplement the Declared Arterial roads, but where traffic volumes have largely stabilised and may fall due to attractiveness of alternative routes.

#### **Collector/Distributor**

These are non-arterial roads that primarily provide a route between and through residential, industrial and commercial areas and convey traffic to Declared Main Roads.

#### **Local**

A road, street or court that primarily provides direct access for abutting residential, industrial and commercial properties to their associated nodes.

#### **Laneways/Walkways**

Strip of land shown on title typically set aside to provide vehicle and/or pedestrian access to the side and rear of adjoining properties.

#### **Unconstructed**

Unmade roads that are not sealed or kerbed, which provide access to abutting properties only.

The length of roads that fall into each of these categories is shown in the following Table 2-1:

<b>Road Hierarchy and Summary Information</b>			
<b>Type</b>	<b>Length km</b>	<b>Responsibility</b>	<b>Function</b>
Declared Arterial	54	VicRoads	Significant through traffic routes
Secondary Arterial	15	Council	Local and through traffic routes
Limited Arterial	18	Council	Significant local access routes
Collector	45	Council	Local access routes
Local Road	276	Council	Property access
Laneways/ Walkways	17	Council	Property access
Unconstructed	1	Council	Property access

Table 2-1 Road Hierarchy and Summary Information

## 2.2 Pathways

Pathways include constructed footpaths adjacent to the road. Bayside's pathways have been classified into two categories generally according to the level of use of the path:

Major – Generally high traffic areas adjoining Bayside's shopping precincts, frontages to schools, pre schools, maternal and child health centres, Council facilities and the foreshore shared path adjacent to Beach Road and The Esplanade. The major pathways are listed in the Road Management Plan Appendices.

Minor – Pathways in road reserves in all other areas not described above.

Council pathways are located along roads listed in the Register of Public Roads. Bayside's pathways are constructed of concrete, asphalt or brickwork. The length of pathways that fall into each of these categories is shown in the following Table 2-2:

<b>Bayside Pathways</b>	
<b>Type</b>	<b>Length km</b>
Concrete	549
Asphalt	165
Brickwork	4

Table 2- 2 Bayside's Pathways

## 2.3 Kerbs

Bayside's kerbs are constructed of concrete or bluestone. The length of kerbing that fall into each of these categories is shown in the following Table 2-3:

<b>Bayside Kerbs</b>	
<b>Type</b>	<b>Length km</b>
Concrete	569
Bluestone	116

Table 2-3 Bayside's Kerbs

## 2.4 Laneways/Walkways

There are 285 open lanes and walkways in Bayside and Council is responsible to maintain 166, or 17km, of these lanes. A list of Council's lanes is located in the Register of Public Roads.

There are about 1 km of Council walkways and 3.5 km of walkways that are the responsibility of VicTrack or Melbourne Water.

## 2.5 Bridges

There are 25 road and footbridges in Bayside, not taking into consideration ornamental structures in parks and reserves. Only five of these bridges are the responsibility of Bayside City Council. They are all located on Elster Creek and are the:

- New Street road bridge
- Brickwood Street foot bridge
- Cochrane Street road bridge
- Asling Street road bridge
- Head Street footbridge

## 2.6 Assets Not Included

The principal objective of road management is to ensure that a safe and efficient network of roads is provided primarily for travel and transport. However, road reserves are commonly made available for other appropriate uses for which Council is not responsible. Roads and assets for which Council does not accept responsibility are described below:

### 2.6.1 Declared Arterial Roads

Whilst this RMP is mainly concerned with the roads where Council is the responsible authority, it also makes reference to roads which are the responsibility of others. These include Declared Arterial Roads and State Highways where VicRoads is the responsible authority. These roads cater for major traffic movements across the municipality and as such are of crucial importance to the community.

An interim agreement between Bayside and VicRoads is in place. A formal agreement is being negotiated and should be finalised by December 2007.

The Declared Arterial Roads within or abutting Bayside are:

- Nepean Highway – State Highway
- Beach Road – Declared Arterial Road
- Esplanade – Declared Arterial Road
- St Kilda Street – Declared Arterial Road
- Glenhuntly Road – Declared Arterial Road
- North Road, (between St Kilda Street and Nepean Highway) – Declared Arterial Road
- North Road, (between Nepean Highway and Thomas Street) – State Highway
- Centre Road – Declared Arterial Road
- South Road – Declared Arterial Road
- Hampton Street – Declared Arterial Road
- Cummins Road – Declared Arterial Road
- Bluff Road – Declared Arterial Road
- Bay Road – Declared Arterial Road
- Balcombe Road – Declared Arterial Road
- Hawthorn Road – Declared Arterial Road

### **2.6.2 Shared Roads**

Shared roads are those that may define boundaries with other municipalities. In most cases the adjoining municipalities are responsible for managing half of the road, depending on the boundary alignment. In many cases it is preferable for one of the abutting municipalities to undertake maintenance for a shared road, with the costs being appropriately shared.

Formalised agreements detailing the responsibilities for managing roads that are shared between Bayside and abutting Councils are currently being prepared as part of the development of this RMP.

The shared roads with adjoining municipalities are:

- Head Street, foreshore to St Kilda Street, (City of Port Phillip)
- Thomas Street, North Road to Nepean Highway, (City of Glen Eira)
- Charman Road, foreshore to railway line, (Kingston City Council)

### **2.6.3 Tram Lines**

The only tramline in Bayside is the one in Hawthorn Road, which is an Arterial Road for which VicRoads is the responsible Road Authority.

### **2.6.4 Bridges and Major Culverts**

There are 20 road and footbridges in Bayside that are the responsibility of other authorities. These authorities include Melbourne Water, VicRoads and VicTrack. Responsibility for these structures is dictated by the Road Management Act (2004)

### **2.6.5 Utility Infrastructure**

Utility infrastructure within a road reserve commonly includes:

- water supply pipes and fittings
- sewerage pipes and manholes
- telecommunications cables, pits and structures
- electricity distribution wires, poles and structures
- gas supply pipes and fittings

The relevant infrastructure may be located underground e.g. pipes and service pits, it can be on the ground e.g. poles and cabinets or it can be above ground e.g. wires and aerials. The care and maintenance of these utility assets are the responsibility of the relevant utility authority whose rights and obligations are contained in specific legislation relating to each utility. In addition the Ministerial Code for Utilities Infrastructure In Road Reserves provides practical guidance to utilities and road authorities, who are expected to work together cooperatively to facilitate the installation, maintenance and operation of road and non-road infrastructure within road reserves.

### **2.6.6 Street Furniture**

Non-council infrastructure in the road reserve include:

- VicRoads signage and signal hardware
- Department of Infrastructure bus shelters
- private direction and advertising signs
- street lighting

The VicRoads signage and hardware are installed in accordance with VicRoads standards to improve overall safety and to minimise any adverse effects to road users.

Other non-council assets are subject to the approval of Council and therefore any safety concerns are addressed at the application stage. The ongoing care of these assets is the responsibility of the asset owner.

### **2.6.7 Vehicle Crossings**

Property owners are responsible for the construction and ongoing maintenance of any vehicle crossing servicing their property. The responsibility extends from the boundary line of the property to the edge of the road pavement, including the footpath section of the vehicle crossing.

### **2.6.8 Street Lighting**

Street lighting plays a primary role in road safety and amenity but although Council funds the street lighting on its roads and shares the cost on the declared main roads, the actual public lighting assets are owned and maintained by United Energy.

## **2.7 Register of Public Roads**

Pursuant to Section 19 of the Act, Bayside City Council is the coordinating road authority for the roads and ancillary areas specified in the *Register of Public Roads*.

The provisions of this Plan apply to those municipal roads, pathways and ancillary areas listed in the *Register of Public Roads*. The intent of this Plan is that Council is the responsible road authority for those road, pathways and ancillary assets that have been constructed by or transferred to Council for the use by the general public.

The Plan is not intended to apply to private roads, unconstructed assets such as foot trodden tracks, laneways, pathways on private land and vehicle entrances from the roadway to private property.

The *Register of Public Roads* establishes a municipal road hierarchy based on the function each road performs. These road hierarchy categories and asset types are used only to differentiate service levels and maintenance standards.

Any arrangements for road management functions between Council and another road authority pursuant to Schedule 1 of the Act are detailed in the *Register of Public Roads*.

## 3. Standards and Guidelines

### 3.1 General

#### 3.1.1 Funding for Roads Assets

Funding for roads must compete against a wide range of services and global funding levels are allocated generally through a capital works program forming part of the annual budget process for the municipality. When allocating funds to roads assets during the budget process, Council aims to:

- maximise the life of the asset through the use of timely maintenance and renewal programs;
- identify risk defects and appropriately rectify them;
- pro-actively maintain the network to the adopted level of service; and
- progressively improve the condition of the road and footpath network according to the adopted program

Projects recommended for adoption by Council are assessed in accordance with Bayside's "Guidelines for Completing Capital Proposals". Within each program area of Council, projects are grouped according to the identified need for the activity, e.g. programmed works such as master plan actions, asset refurbishment/maintenance or discretionary works that typically involve high publicity or high costs. The projects are further classified by the funding priorities listed below:

- work in progress
- recurrent
- Council referred
- discretionary works

A 'weighted score' is then calculated for each project based on answers to a set of common criteria and a prioritised and ranked list of candidate projects is presented for Council consideration and approval.

#### 3.1.2 Service Levels

It is Bayside's aim to align the service levels provided by its roads assets with:

- level of risk related to the adopted hierarchy of the road; and
- community needs and expectations (as far as is affordable).

There are generally two major aspects of service level:

- *community* measures such as those reflecting community survey response to prevailing service levels and how the Council and community receives the service in terms of factors such as assurance and reporting; and

- *technical* measures such as road asset quality, capacity and safety of the road network and specify inspection frequencies, response times and maintenance levels.

The target levels of service for roads reflect a mixture of Council's corporate and strategic goals, statutory obligations and community needs and expectations. Levels of service have been defined in terms of the quality and technical aspects that can be expected in relation to Council's roads assets. They help to clarify what is to be delivered, when it is to be delivered and at what cost. They also assist in measuring and reporting on the performance of services being delivered.

The Road Management Plan Appendices outline the service standards and intervention levels.

### **3.2 Maintenance Standards**

Condition assessment surveys and routine maintenance regimes aim to ensure that the quality and safety of the roads assets are adequately maintained and that the data used for projecting future works programs is accurate. The adopted standards for Bayside are as per the Road Management Plan Appendices.

## 4. Roads Management System

### 4.1 General

Bayside has established a number of systems for the management of road infrastructure. Historically the systems were standalone systems kept in various parts of the organisation. These different systems are however systematically being integrated into an integrated asset management system.

### 4.2 Responsibility

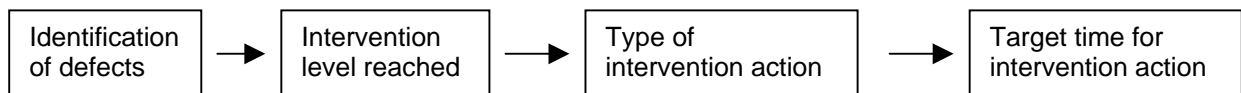
The primary organisational responsibilities for the management of road assets lie within the Infrastructure Services Division of Council.

These functions in relation to roads include:

- drainage maintenance and cleaning
- street sweeping
- road, kerb and footpath maintenance
- laneway maintenance
- management of maintenance contractors
- footpath capital works renewals
- traffic management design and maintenance
- pavement management system
- drainage investigations
- capital works design and construction management, roads, traffic management and drains
- enforcement of traffic restrictions and Local Laws

### 4.3 Maintenance Management System

Council has developed an integrated management approach for inspection, maintenance and repair of road infrastructure as shown diagrammatically below



Identification by

- Inspection
- Notification by the public
- Notification by others

Intervention level as per the RMP Appendices

Intervention action as per the RMP Appendices

Target times for intervention action as per the RMP Appendices

### **4.3.1 Service Requests**

There are four ways in which requests for repair are made to Council. They are:

- by direct contact
- telephone
- by mail
- by email or via the Internet.

The procedures to address the requests are as follows.

#### **Direct Contact**

Predominantly direct contact occurs with customers visiting the Corporate Centre to discuss an issue. In the majority of cases the Customer Relations staff will log the request onto Council's Customer Service Request system. The request will be categorised according to the service standards contained in the system. Response times vary depending upon an assessment of the level of risk associated with the issue.

Where an issue is complex, a staff member may be called to discuss the issue with the customer. If the staff member considers that action is warranted then a request is created on the Customer Service Request system.

Other direct contacts may occur with staff working at other Council facilities or during site visits within Bayside. Similar to above, if the staff members considers that action is warranted then a request will be created on the Customer Service Request system.

#### **Telephone**

Customer Relations staff answer calls to Council's general telephone number. They will generally forward requests for road and footpath repairs to Council's Infrastructure Maintenance Contractor who will create the request on the Customer Service Request system. If the Contractor's phone line is busy then the Customer Relations staff will create the request, which will include detailed information regarding the type, time and nature of the request.

Where an issue is complex, the call will be forwarded to the responsible department for a staff member to discuss the issue with the customer. If the staff member considers that action is warranted then a request is created on the Customer Service Request system.

#### **Mail**

All external correspondence is registered and filed by Council's Records department. The correspondence is then forwarded to the Civil Infrastructure Coordinator for action. The correspondence is recorded in the Infrastructure Maintenance correspondence spreadsheet before being forwarded to the Infrastructure Maintenance Contractor. The contractor provides a written response, outlining any proposed action, to the initial author in accordance with the timeframes of the Bayside Customer Service Charter with a copy sent to the Civil Infrastructure

Coordinator who updates the correspondence register and places the copy on the relevant records file.

#### **Email or via the Internet**

All requests received by email or via the Internet are processed and logged onto the Customer Service Request system by Customer Relations staff in accordance with the procedures outlined above.

#### **Auditing**

On the completion of the customer request for road or footpath repairs the issue is closed on the Customer Service Request system. At the monthly contract meeting with the Infrastructure Maintenance Contractor a review of all customer requests is undertaken. Using reports from the Customer Request system and a review of the correspondence register an assessment of compliance with Council's Customer Service Standards is undertaken. All outstanding requests and all requests that were deemed to require no action are reviewed.

### **4.3.2 Emergency Response and Call-Out System**

#### **Emergency Response**

The Infrastructure Maintenance Service contractor maintains staff able to respond to emergency situations, regarding road and drainage infrastructure, 24 hours per day, 52 weeks per year. The contractor must immediately on notification provide the staff, plant, signage and other materials to contain an identified emergency, make the area safe, undertake temporary repairs and minimise further risk. After the event the contractor records the details of the emergency on Council's Customer Request and Records Management System.

#### **After Hours Emergency Call-Outs**

Council maintains an after hours emergency phone number. Calls are directed to the Council officer on duty, who can call out the Infrastructure Maintenance contractor if necessary. The current contract provisions require the contractor to respond in accordance with the above standard.

### **4.3.3 Proactive Inspections**

Council's service providers perform proactive inspection in accordance with the inspection frequencies identified in the Road Management Plan Appendices. Any defects above the intervention levels are recorded and programmed for rectification in accordance with the target times for intervention action.

## **4.4 Condition Rating**

Road asset condition rating frequencies are as per the Appendices. The data collected for road surface, pathways and kerb and channel is captured in Council's Pavement Management System (PMS) to store road pavement information, prepare forward works programs and develop financial reports on its roads and footpaths.

Data related to the extent and severity of defects in road pavements, kerbs and footpaths are recorded on the system that predicts deterioration and forecasts work programs and budgets based on renewal costs and available funding. The program can also produce annual depreciation reports.

Asset attribute and condition data is regularly updated in the PMS as a result of new works undertaken and through an ongoing asset inspection process.

#### **4.5 Records**

Council has an integrated asset management system where all data in relation to road infrastructure is recorded. This information includes identifiers for all road infrastructure, all defects identified during proactive inspections, details of rectification works as well as asset condition captured during condition rating.

#### **4.6 Community Survey**

The annual community surveys undertaken by the Department of Victorian Communities clearly identified the need for improvement to the municipality's footpaths as the major issue. Although Council has not set specific targets for response levels for future surveys, the subsequent increase in funding for footpaths outlined in the report on road asset sustainability referred to earlier, aims to address the concerns of residents in this area.

## 5. References

References that may assist in the interpretation of this Plan include:

- Bayside Register of Public Roads
- Road Management Plan Appendices
- Bayside's Council Plan
- Bayside Asset Management Policy
- Bayside Asset Management Strategy
- Code of Practice for Road Management Plans – 16 September 2004