Road Management Plan

Management System to Inspect, Maintain and Repair Public Roads.
Standards of Performance for Road Management Functions.

2022

Version 5

Adopted by Mornington Peninsula Shire Council: 6 September 2022

Date of Effect: 30 September 2022

MORNINGTON PENINSULA
Shire

Document version control

Version No.	Approval Date	Government No.	Government Issue Date	Gazette Page No.	Date of Effect
1	6 December 2004	G51	16 December 2004	3384	17 December 2004
2	12 September 2011	G49	8 December 2011	2874	9 December 2011
3	29 August 2016	G36	8 September 2016	2190	9 September 2016
4	22 May 2018	G23	7 June 2018	1241	8 June 2018
5	6 September 2022	G39	29 September 2022	3958	30 September 2022

Review of Road Management Plan

For the purposes of section 54(5) of the Road Management Act, the Mornington Peninsula Shire Council, as a road authority that has a Road Management Plan, has conducted a review of its Plan (Version 4, approved by Council on 22 May 2018).

In conducting the review of its Road Management Plan, the Shire has ensured that the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and classes of road to which the Road Management Plan applies are appropriate.

The Shire has produced a written report summarising the findings and conclusions of the review and made the report available for copying or inspection.

On completing the review of the Road Management Plan, the Shire has decided that it will amend the Road Management Plan in a manner that does not require notice to be given under regulation 10 of Road Management (General) Regulations 2016.

The Shire has recorded on this Plan the substance of the amendments and the date of effect of the amendments.

Date of effect of amended Road Management Plan

This amended Road Management Plan will take effect on the day after publication of notice in Victoria Government Gazette.

Amendments

(Incorporated in Version 5)

Amendment Section	Amendment Description
Various	Minor editorial changes, including grammatical changes, minor adjustment to diagrams and updating statistical figures and references
3.4	Changes to identified stakeholders
3.6	Align RMP with key elements of the new Council Plan
5	Add Public Transport Infrastructure to list of assets to which RMP applies
5.1.1	Addition of Service Classification to Tables 1 & 2.
5.1.3	Rectify anomaly with Medium Profile Car Parks
6.8	The Shire will maintain the pathway section of approved vehicle crossings and adjacent kerb and channel
6.11	Inserted standards for on-road Bicycle Lanes.
6.12	Inserted standards for designated Roadside Mountain Bike Trails
6.14	Inserted standards for vegetation clearance envelope for pathways
6.15	Introduce a new section for Street Name Signs – Private Developments
7.2.1 7.2.2	Clarification of inspections for road not constructed to standard
7.3.1	Inclusion of levels of service for roads not listed in the Shire's Register of Public Roads with unmaintainable roads and refining those levels of service
7.3.3	Inclusion of levels of service for on-road car parks
7.3.4	Clarification of the responsibility of private property owners for vegetation
7.3.5	Inclusion of levels of service for Roadside Mountain Bike Trails
7.3.7	Inclusion of new section to address levels of service for Public Transport Infrastructure
7.3.8	Inclusion of new section to address levels of service for Roadside Vegetation
8	Update section to reflect current practices and updating of workflow process diagram
9	Update section to reflect current practices and updating of workflow process diagram
Appendix 2	Traffic Islands - Clarification of the step or misalignment that will apply to the footpath section of traffic islands
Appendix 2	Pits and Drainage Structures - Clarification of working for intervention levels
Appendix 2	Pavement Markings, Guard Fence FGF, Fences, Bollards and Handrails, and Electrical Hardware - Clarification of working for intervention levels
Appendix 2	Sealed Paths – Increase levels of service for Medium and Low Profile footpaths
Appendix 2	Sealed Paths – Increase levels of service for cracks in paths
Appendix 2	Roadside Vegetation (Road Reserve) – Include reference to assessment by Shire's professional arborist
Appendix 2	Roadside Vegetation – Increase to level of service
Appendix 2	Roadside Vegetation (Roadways) – Include reference to assessment by Shire's professional arborist

Contents

1 Purpose and Scope

In accordance with Division 5 of the Road Management Act 2004 the Mornington Peninsula Shire, as a road authority, has developed and published this Road Management Plan.

The Road Management Plan for the Mornington Peninsula Shire's roads and associated infrastructure assets is a communication tool used to document current levels of service and management practices. The Plan provides a transparent and a network wide approach to managing the roads.

This plan will be implemented to fulfil the Shire Council Plan objectives in regard to infrastructure assets and is in line with the Asset Management Policy and Strategy.

This plan will enable the Shire to fully comply with the requirements of the Road Management Act 2004, (referred to hereafter as the 'Act'). The primary objective of the Act closely aligns with the Shire's Asset Management Policy objective to promote the sustainable management of the Shire's assets to support the delivery of services to a level determined by Council

Section 4 of the Act states:

> *"The primary object of this Act is to establish a coordinated management system that will promote safe and efficient road networks at State and local levels and the responsible use of road reserves for other legitimate purposes".*[1]

The three main requirements to which the Shire needs to comply are the establishment of:

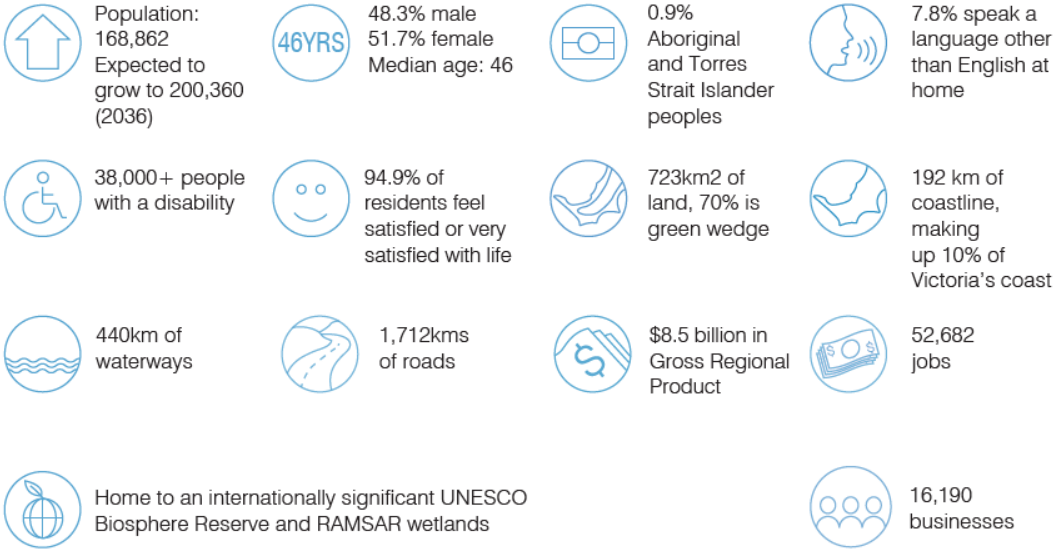
1. A Register of Public Roads
2. Levels of Service/Standards
3. A Management System

This document is and remains a stand-alone and all-encompassing policy document of the Mornington Peninsula Shire Council (for the inspection, repair and maintenance of public roads, paths and road infrastructure within the municipality of the Mornington Peninsula Shire Council) without recourse to any other policy, practice, procedure, act, matter or thing done (or purported to be done) by or on behalf of the Mornington Peninsula Shire Council in relation to the performance of the Mornington Peninsula Shire Council's public road, path and road infrastructure management functions.

To the extent any other policy, practice, procedure, act, matter or thing done (or purported to be done) by or on behalf of the Mornington Peninsula Shire Council in relation to the performance of the Mornington Peninsula Shire Council's public road, path and road infrastructure management functions adopts (or purports to adopt) a standard which is in conflict, or inconsistent, with the standards specified by the existing Road Management Plan (other standards), the standards specified by the existing Road Management Plan are to prevail over the other standards, and the other standards have no force or effect.

[1] Road Management Act 2004, s. 20(1).

2 About the Mornington Peninsula



[Extract from Council & Wellbeing Plan 2021-2025.]

3 Road Facts

3.1 Purpose of Asset:

A network of roads is provided primarily for the movement of persons and goods as part of an integrated transport system and that road reserves are available for other appropriate uses. This might include for example provision for nature strips, remnant vegetation, native animal corridors, and utilities.

3.2 Description:

The Shire's municipal road network has approximately 3,800 separate roadways with a total length of approximately 1,700 km. This is made up of:

- 1,364 km of local roads with a sealed surface
- 336 km of local roads with an unsealed or unformed surface

These road lengths do not include the freeways and arterial roads controlled and maintained by VicRoads or Southern Way.

The roads indicated in green and black are Freeways and Arterial Roads that are managed by VicRoads. Peninsula Link Freeway is managed by Southern Way. The major municipal roads managed by the Shire are shown in brown.

In addition to the above length of roads, the following road assets form a significant component of the road network that the Shire has responsibility for:

- Kerbs approx. 2,038 km
- Shoulders: approx. 467 km

- Roundabouts: approx. 167 No.
- Medians: approx. 1,527 No.
- Pathways: approx. 664 km
- Car parks: approx. 558 No.
- Road bridges: 6 No.
- Major culverts: approx. 32 No.
- Drainage Pits: approx. 56,926 No.
- Drainage Pipes: approx. 1,434 km

3.3 Works:

- The maintenance of bitumen surface pavements and shoulders requires attention by service providers to repair corrugations, potholes, depressions and scouring. Intervention levels have been specified for road failures and, when repaired, must comply with Shire standards.
- Maintenance for unsealed pavements and shoulders is as above plus road and shoulder grading and dust suppression.
- Service providers carry out regular inspections to identify failures that need to be repaired as well as responding to failures that have been identified by concerned members of the community.
- The service provider also provides a street sweeping program and maintenance of drainage systems to ensure that the road operates effectively and to help maximise the useful life of the pavement.
- A percentage of the road network is resealed and rehabilitated annually in order to achieve across the network the specified pavement performance outcomes of the road maintenance services contract (for example, Pavement Condition Indices). In order to identify and prioritise roads for treatment, a three-yearly cycle of independent road pavement inspections is undertaken. The resultant data is modelled through the service providers Pavement Management System in order to determine the annual works program. This program is subject to approval and sign-off by appropriate Shire representatives prior to commencement of annual works. If the required performance outcomes are not achieved and verified by subsequent condition assessments, an approved rectification program of works are undertaken to bring the network back to the specified standard.
- Agreements for works have been established for:
  - Municipal boundary roads between the Shire and the two abutting municipalities, Frankston City and the City of Casey.
  - Operational works maintenance (VicRoads)
  - Bus stops (Department of Transport, Planning and Local Infrastructure / Public Transport Victoria)
  - Railway level crossings [Safety Interface Agreements] (Metro Trains Melbourne Pty Ltd)
  - Assets adjoining Peninsula Link Freeway (Southern Way)

- Utilities will also do works on their own infrastructure which can involve Shire assets, such as having to dig up a section of road. The utilities are required to comply with the Road Management Act Code of Practice for Management of Infrastructure in Road Reserves.
- New roads and other assets that are constructed by developers as part of new subdivisions do not become the responsibility of Mornington Peninsula Shire Council until assessed by Shire Officers as meeting required standards.

3.4 Stakeholders:

A stakeholder is any person or group having an interest in the service provided by the asset. The following key stakeholders have been identified:

- Mornington Peninsula Shire Council
- Shire residents
- Local community groups
- Bicycling groups
- Public transport operators
- Commerce and industry groups
- Tourism operators
- Equestrians
- Dept. of Environment Land Water & Planning
- State Road Authorities
- Abutting municipalities
- Dept. of Transport Planning & Local Infrastructure / PTV
- Utilities
- Emergency and disaster services
- Road developers and consultants
- Civil contractors
- Committees of management
- Foreshore committees of management
- Shire's insurer

The management of the municipal road network requires extensive resources from the Shire. The following is a list of Shire staff, units or contractors that have involvement in various stages of road management.

- Mornington Peninsula Shire Council
- Executive
- Safer Local Roads Contract Coordinator
- Safer Local Roads Service Provider
- Infrastructure Services Contract Coordinators
  - Parks & Roadsides
  - Signs & Street Furniture
  - Cleansing
- Infrastructure Services Service Providers
  - Parks & Roadsides
  - Signs & Street Furniture
  - Cleansing
- Infrastructure Strategy
- Asset Management
- Safety & Service Quality Auditors
- Infrastructure Planning
- Traffic & Transport
- Special Charge Schemes
- Buildings & Facilities
- Project Delivery
- Project Management
- Development Engineering
- Infrastructure Delivery & Protection
- Climate Change Energy & Water
- Geographic Information Systems
- Finance
- Insurance & Risk Management
- Corporate Planning
- Sport & Recreation
- Family Services & Community Planning
- Aged and Disability Services
- Disability Advisory Committee
- Social Planning and Community Development
- Environment Protection
- Property & Strategy
- Customer Service
- Information Services

All have the opportunity to provide input into the delivery of a safe and efficient road network. Apart from the commitment of these people the other resource that is required is adequate funding.

3.5 Funding:

Given the long-term contracts with external service providers for the delivery of asset maintenance services on Shire controlled assets, the Mornington Peninsula Shire Council as part of their annual budget process provides operational funding to cover monthly contractual payments to the service providers. The monthly payments are primarily a lump sum with a small amount payable under Schedule of Rates arrangements for any minor discretionary works outside lump sum maintenance works.

Included in the annual operational budget is an allowance for growth to reflect additional assets being added to the contracts through subdivision, capital projects and directions from strategic plans. In addition, included in the annual operational budget is an allowance for annual indexation adjustment (variation) to the contract payments to allow for rise and fall in the cost of service delivery.

Mornington Peninsula Shire Council as part of the annual budget also provides funding towards ongoing annual programs involving asset renewal / rehabilitation. Annual programs include funding for such programs as crushed rock re-sheeting of unsealed roads, replacement of kerb & channel / kerbing, footpath replacement and drainage rehabilitation. The level of funding is set by Mornington Peninsula Shire Council and programs delivered per annum are limited to the available funds.

In addition to the operational funds Mornington Peninsula Shire Council provides through its budget process, Mornington Peninsula Shire Council may receive grant funding from State or Federal Governments Programs (e.g. Blackspot funding and Roads to Recovery) for specific projects / works. Ratepayer generated funding through the Local Government Act contributory scheme process can also be used to fund construction of paths, roads and/or drainage etc.

The functions required to be exercised by the Mornington Peninsula Shire Council, as a road authority, are limited by the financial and other resources that are reasonably available to the Council. The Mornington Peninsula Shire Council must also give consideration to the broad range of other services it provides to the community.[2]

This Road Management Plan is otherwise (in relation to the construction, inspection, maintenance and repair of those public roads within the municipal district of the Mornington Peninsula for which the Mornington Peninsula Shire Council is the responsible road authority (including in relation to suitable prioritisations for the maintenance and repair of road infrastructure on public roads)) a policy document of the Mornington Peninsula Shire Council and is based substantially on financial, economic, political, social or environmental considerations. The Mornington Peninsula Shire Council formally records that the funding which it has provided to implement the existing Road Management Plan has been substantially influenced by (and the Council has expressly taken into account) budgetary allocations and the constraints which they entail in terms of the allocation of Council resources.

3.6 Relevance of Plan to the Council Plan:

The Road Management Plan is consistent with the key elements of the Council and Wellbeing Plan.

The Strategic Objectives extracted from the Council and Wellbeing Plan that have the strongest relationships with the Shire's road infrastructure assets are indicated below:

Theme 1: - A healthy natural environment and well-planned townships

Strategic Objective 1.3

A sustainable built environment that respects the natural environment and protects community wellbeing from the impacts of climate change.

Strategic Objective 1.4

An accessible built environment that supports diverse current and future community needs.

[2] Wrongs Act 1958, section 83.

Theme 2: - A thriving, innovative and diverse economy

Strategic Objective 2.4

We create opportunities by being open and supportive of existing businesses, new investment, and innovation, encouraging green and renewable possibilities.

Theme 3: - A healthy natural environment and well-planned townships

Strategic Objective 3.3

A community where people from all generations, backgrounds and abilities have access to local services that meet their diverse needs.

Strategic Objective 3.4

A community with thriving arts, culture, sport, and recreation opportunities which promote connection and participation across generations, backgrounds and abilities.

4 Legislative Control and Framework

4.1 Road Management Act:

The "Road Management Act" (referred to hereafter as the 'Act') was developed by the Victorian Government to establish improved road management legislation to provide a more efficient and safer road network for all Victorians.

The Road Management Act places a statutory duty on a road authority to inspect, maintain and repair a public road to a standard specified in the road management plan.[3]

The statutory duty does not create a duty to upgrade a road or to maintain the road to a higher standard than the standard to which the road is constructed.

The statutory duty to inspect applies to any part of a public road which is a roadway, pathway, shoulder or road infrastructure.

A road authority does not have a 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 of any public highway (whether or not a public road).[4]

The Shire is NOT responsible for:

Nature strips, driveways, foot trodden tracks, non-road infrastructure, private landscaping areas, or stormwater drain connections from private property.

4.2 Road Safety Act:

Obligations of road users:

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

17A Obligations of road users

(1) A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all the relevant factors.

(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.

(2A) For the purposes of subsections (1) and (2) and without limiting their generality, the relevant factors include the following—

(a) the physical characteristics of the road;

(b) the prevailing weather conditions;

(c) the level of visibility;

(d) the condition of any vehicle the person is driving or riding on the highway;

(e) the prevailing traffic conditions;

[3] Road Management Act 2004, s. 40.

[4] Road Management Act 2004, s. 107.

(f) the relevant road laws and advisory signs;

(g) the physical and mental condition of the driver or road user.

(3) A road user must—

(a) take reasonable care to avoid any conduct that may endanger the safety or welfare of other road users;

(b) take reasonable care to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve;

(c) take reasonable care to avoid conduct that may harm the environment of the road reserve.

(4) In subsection (3), non-road infrastructure, road infrastructure and road reserve have the same meanings as in section 3(1) of the Road Management Act 2004.

4.3 Wrongs Act:

83 Principals concerning resources, responsibilities etc. of public authorities

In determining whether a public authority has a duty of care or has breached a duty of care, a court is to consider the following principles (amongst other relevant things) –

(a) The functions required to be exercised by the authority are limited by the financial and other resources that are reasonably available to the authority for the purpose of exercising those functions;

(b) The functions required to be exercised by the authority are to be determined by reference to the broad range of its activities (and not merely by reference to the matter to which the proceeding relates);

(c) The authority may rely on evidence of its compliance with the general procedures and applicable standards for the exercise of its functions as evidence of the proper exercise of its functions in the matter to which the proceeding relates.

5 Assets to which this Plan Applies

The Road Management Plan will cover in detail roads, footpaths and car parks. To a lesser degree many other road assets are included as the Shire has a complete register of all other assets, grouping is shown below:

Infrastructure Assets

- Roadways
  - Sealed
  - Unsealed
- Road Shoulders
  - Sealed
  - Unsealed
- Car Parks
  - Sealed
  - Unsealed
- Kerb & Channel
  - Barrier
  - Mountable
  - Semi mountable
  - Open inverts
  - Kerb only
  - Channel only
  - Edge strips
- Paths/Trails
  - Footpaths
  - On-road Bicycle Lanes
  - Shared Paths
  - Equestrian Trails
- Roundabouts
- Medians
- Vehicle access strips
- Traffic Islands
- Signs
  - Regulatory Signs
  - Warning Signs
  - Guide Signs
  - Hazard Markers
  - Advisory Signs
- Bridges
  - Road Bridges
  - Footbridges
  - Major Culverts
- Road Drainage
  - Pits
  - Pipes
  - Culverts
  - Structures
  - Open Drains
  - Soak Pits
- Fences
  - Guard Fence
  - Pedestrian Fencing
  - Median Fencing
  - Bollards
  - Handrail
- Structures
  - Retaining Walls
  - Walls
  - Stairs
- Traffic Control
  - Local Area Traffic Management (LATM) Devices
  - Pavement Marking and Line Marking
  - Guide Posts
  - RRPMs
  - Rumble Bars
  - Pedestrian/children's crossings
  - Traffic signals (Shire controlled)
- Street Lighting
  - Shire controlled
- Public Transport
  - Bus Passenger Facilities
  - Bus Bays
  - Rail Tracks (Railway Level Crossings)

All assets have Minimum Inspection Frequencies (see Appendix 1), and standards for Maintenance and Repair (Mandatory Intervention Levels, Type of Intervention Action, Maximum response times) (see Appendix 2).

5.1 Classification:

5.1.1 Road Hierarchy:

The Shire engaged ARRB Transport Research to investigate the functional hierarchy and service levels for sealed and unsealed roads. Working closely with Shire staff, and building on the experience from the Safer Local Roads contract, the following road classifications have been developed. (ARRB Doc. Ref RC3534, Shire Doc. Ref A6876112). "(G. Giummarra). Report for Mornington Peninsula Shire Council – Development of Roads Classifications, Design Standards, Maintenance/Intervention Levels and Access Provision Guidelines (2004)".

The purpose of a road hierarchy is to ensure that appropriate management, risk management, engineering standards and planning practices are applied to a road based on its function. It also enables more efficient use of limited resources by allocating funding to those roads that are in greater need and on which expenditure is better justified. The functional local road classifications cover both urban and rural areas. Shire officers have reviewed the road network and reclassified the hierarchy based on these functional types and standards of construction:

Figure 1. Schematic Diagram of Mornington Peninsula Shire Council Road Classification System – Rural

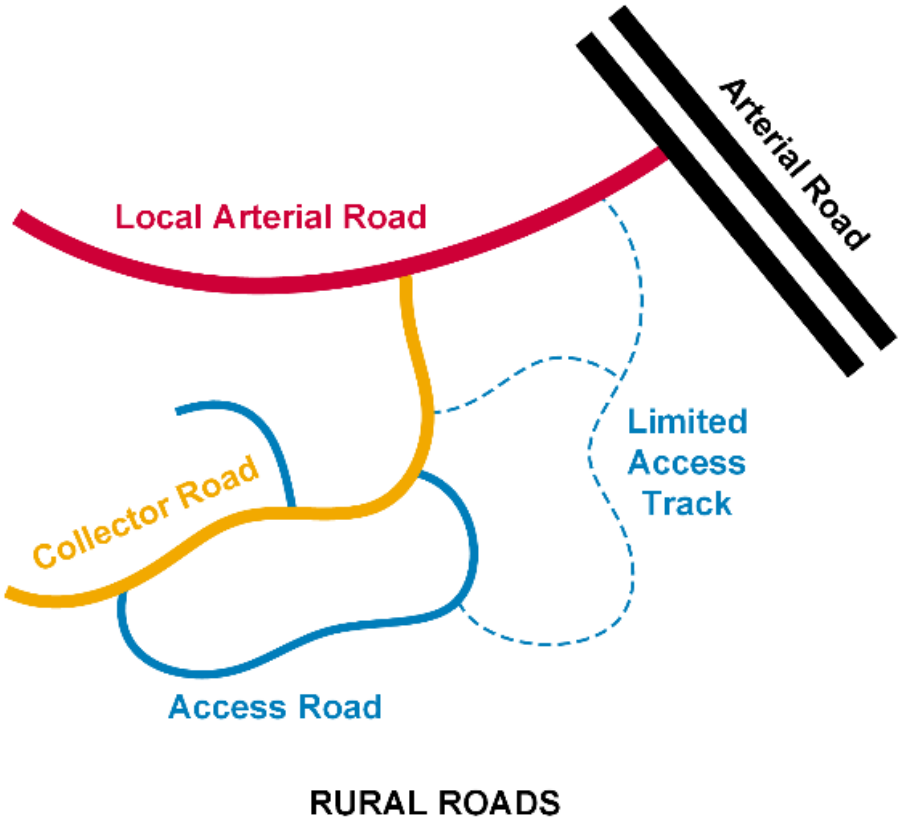


Table 1. Road Classifications in Rural Areas

Road Class	Class Type	Service Function Description	Brief Description RURAL AREAS	Service Classification
4A	Rural Arterial	Provides primarily for the main connection from town centres and local areas to the wider State main road network.	Two-way, two-lane, mainly sealed.	A
4B	Rural Collector	Provides for collecting and distributing traffic and acting as a feeder service to local arterial roads.	Two-way, two- lane, sealed or unsealed road.	B
4C	Rural Access	Provides predominantly for direct access to properties, recreational areas and industries in rural zones.	Two-way, mainly two-lane, sealed or unsealed road.	C
4CS	Rural Access - Substandard	Provides similar functions to rural access roads, however not constructed to Shire standards but to a maintainable standard. Once the road becomes uneconomic to maintain it will be reclassified as 4CN.	Generally, a two lane, two-way sealed road not constructed to Shire standards.	CS
4CN	Rural Access - Not Maintainable	Provides similar functions to rural access roads, however not constructed to Shire standards and cannot be economically maintained.	Generally, a single lane, two-way, unformed or unsealed road of low construction standards that cannot be economically maintained.	CN
4D	Rural Limited Access	Provides primarily for limited access and in rural areas using four wheel-drive vehicles.	Two-way, unformed, single lane road with limited geometry and possible access restrictions imposed.	D
4DS	Rural Limited Access - Substandard	Provides similar functions to rural limited access roads, however not constructed to Shire standards but to a maintainable standard. Once the road becomes uneconomic to maintain it will be reclassified as 4DN.	Generally, a single lane, two-way, sealed road not constructed to Shire standards.	DS
4DN	Rural Limited Access - Not Maintainable	Provides similar functions to rural limited access roads, however not constructed to Shire standards and cannot be economically maintained.	Generally, a single lane, two-way, unformed or unsealed road of low construction standards that cannot be economically maintained.	DN

Figure 2. Schematic Diagram of Mornington Peninsula Shire Council Road Classification System – Urban

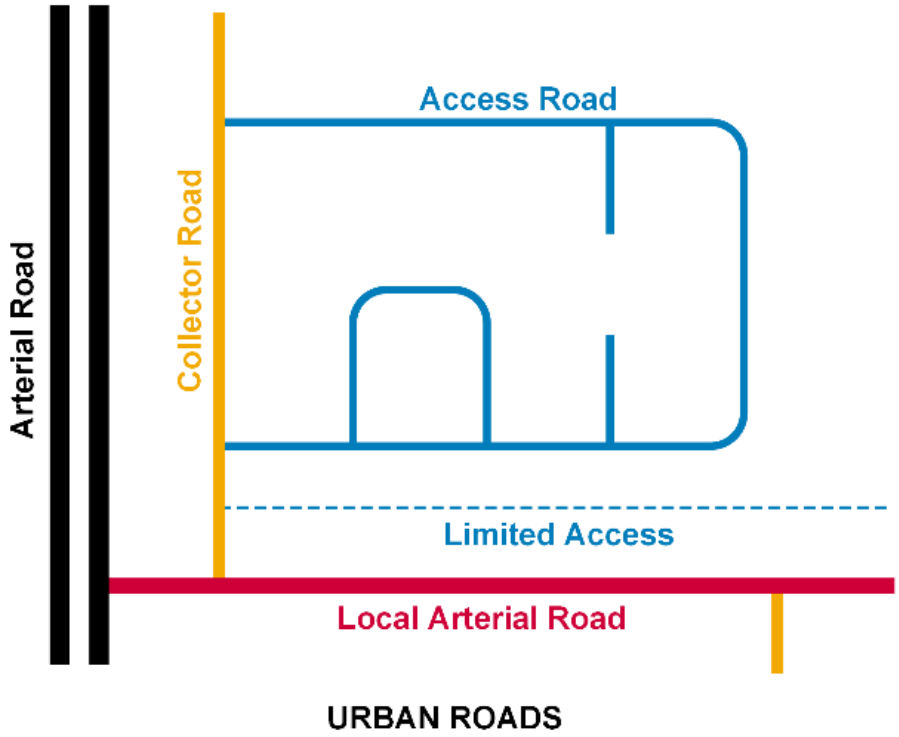


Table 2. Road Classifications in Urban Areas

Road Class	Class Type	Service Function Description	Brief Description URBAN AREAS	Service Classification
8A	Urban Local Arterial	Provides primarily for the main connection from urban centres and local areas to the wider State arterial road network.	Generally, a four-lane, or two-lane, two-way sealed road.	A
8B	Urban Collector	Provides for collecting and distributing traffic and acting as a feeder service to local arterial roads.	Mainly a two lane, two-way sealed road.	B
8C	Urban Access	Provides predominantly for direct access to properties, recreational areas and industries in urban zones.	Generally, a two lane, two-way sealed road, or unsealed road.	C
8CS	Urban Access - Substandard	Provides similar functions to urban access road, however not constructed to Shire standards but to a maintainable standard. Once the road becomes uneconomic to maintain it will be reclassified as 8CN	Generally, a sealed two-way road not constructed to Shire standards.	CS

Road Class	Class Type	Service Function Description	Brief Description URBAN AREAS	Service Classification
8CN	Urban Access - Not Maintainable	Provides similar functions to urban access roads, however not constructed to Shire standards and cannot be economically maintained.	Generally, an unformed or unsealed two-way road of low construction standards that cannot be economically maintained.	CN
8D	Urban Limited Access	Provides primarily for limited access to rear of properties or within recreational parks	Generally, a single lane, two-way roads at the rear of properties or informal road within a recreational park.	D
8DS	Urban Limited Access - Substandard	Provides similar functions to urban limited access road, however not constructed to Shire standards but to a maintainable standard. Once the road becomes uneconomic to maintain it will be reclassified as 8DN.	Generally, a sealed single lane, two-way road not constructed to Shire standards at the rear of properties.	DS
8DN	Urban Limited Access - Not Maintainable	Provides similar functions urban limited access road, however not constructed to Shire standards and cannot be economically maintained.	Generally, an unformed or unsealed single lane, two-way road of low construction standards that cannot be economically maintained.	DN

Appropriate geometric design guidelines for Class A, B and C roads have been established. The standards take into account road user requirements relating to operational comfort, convenience and safety and the funding resources available to Council.

Maintenance intervention levels for sealed and unsealed road pavements are provided based on an extensive review of the maintenance of its assets. This review involved input from the community to ensure maintenance service standards and service levels reflected the expectations of the community.

5.1.2 Off-Road Car Park Hierarchy:

The purpose of the Off-Road Car Park Hierarchy is to ensure that appropriate management, risk management, engineering standards and planning practices are applied to a car park based on its function. It also enables more efficient use of limited resources by allocating funding to those car parks that are in greater need and on which expenditure is better justified.

A review of car park hierarchies was undertaken in 2016 by the Shire to ensure that car park inspections are undertaken at a frequency that is consistent with the surrounding footpath infrastructure and the associated risk profile (Shire Doc. Ref A6392154).

- CP 1 – High Profile

  An off-road car park adjacent to a High-Profile Pathway.

- CP 2 – Medium Profile

  An off-road car park adjacent to a Medium Profile Pathway.

- CP3 – Low Profile

  All other off-road car parks.

5.1.3 Pathway Hierarchy:

The purpose of the Pathway Hierarchy is to ensure that appropriate management, risk management, engineering standards and planning practices are applied to a pathway based on its function. It also enables more efficient use of limited resources by allocating funding to those pathways that are in greater need and on which expenditure is better justified.

A review of pathway hierarchies was undertaken in 2014 by the Shire to ensure that pathway inspections are undertaken at a frequency that is consistent and in alignment with the associated risk profile of their usage (Shire Doc. Ref A4965219).

Pathways are classified into three categories:

- High Profile
- Medium Profile
- Low Profile

P 1 – High Profile

A pathway immediately adjacent to:

- Shopping Precincts (3 or more shops in a strip or group)
- Primary Schools
- Secondary Schools
- High use Parks (refer to Appendix 3)
- High use Foreshore areas (refer to Appendix 3)

P 2 – Medium Profile

A pathway immediately adjacent to:

- Shops (less than 3)
- Hospitals and Medical Centres
- Nursing Homes
- Retirement Villages
- Pre-Schools – (Kindergartens, Day Care Centres & Crèches)
- Tertiary Institutions
- Premier Sporting Reserves (refer to Appendix 3)
- Community Centres

P3 – Low Profile

All other pathways.

5.2 Register of Public Roads:

As a road authority, the Shire must keep a Register of Public Roads in accordance with the Road Management Act to record the details of the Public Roads and Ancillary Areas for which it is responsible. For a road to be a public road within the meaning of the Road Management Act 2004, Council must have first made a decision that the road is 'reasonably required for general public use' (section 17(3) decision) or to have declared the road to be a public highway under section 204(1) of the Local Government Act 1989. For further information on the Shire's interpretation of the term "Public Road" and demarcations at interfaces with private developments refer to the Shire's of Register of Public Roads Policy and associated Background Paper.

Other authorities that have responsibility for some road infrastructure within the Shire include VicRoads, Department of Environment, Land, Water & Planning, Department of Transport, Planning & Local Infrastructure and VicTrack. For a current list of VicRoads roads refer to the VicRoads website: www.vicroads.vic.gov.au – search for Register of Public Roads.

The Shire may be the Responsible Road Authority for certain assets in roads where the Shire is not the Coordinating Road Authority. Refer to the RMA Code of Practice – Operational Responsibilities for Public Roads (version S174, 30 May 2017) or to individual agreements. Where this occurs, it will be noted in the Shire's Register of Public Roads.

Mornington Peninsula Shire Council will not become the road authority for new subdivisions until all works are completed to Council's standards and it has made a section 17(3) decision.

The compilation of the register is an ongoing process. Asset details are refined, new assets are created, assets are found, and demarcation issues resolved with other road authorities.

The Shire has also developed and published a Register of Public Roads Policy and associated explanatory Background Paper. These documents set out the process by which Mornington Peninsula Shire Council determines which roads or areas of land are 'reasonably required for general public use' and considered to be Public Roads as defined in the Road Management Act, and hence are to be included in the Register.

In accordance with the Road Management Act 2004 (Section 19(5)), the Shire's Register of Public Roads is available for inspection by members of the public—

(a) free of charge;

(b) during normal business hours;

(c) at the place or places determined by the road authority.

Copies of the Register, and the Policy and associated Background Paper are available for viewing on the Shire's website and in person at Customer Service Centres.

A sample of the Register of Public Roads is shown below:

Table 3. Example of Register of Public Roads

ROAD ID	BLOCK ID	ROAD NAME	ROAD TYPE	LOCALITY	ALTERNATIVE ROAD NAME	FROM	TO	LENGTH	DATE BECAME PUBLIC ROAD	DATE CEASED TO BE A PUBLIC ROAD	ROAD CLASS	MAINT/CONTROL DESCRIPTION	AGREEMENTS, PLANS ETC.	COMMENTS
211100	1	BELEURA HILL	ROAD	MORNINGTON		JOHN ROWELL	ROTHESAY	145	1/7/2004		URBAN COLLECTOR			
211100	2	BELEURA HILL	ROAD	MORNINGTON		ROTHESAY	CHANNEL	140	1/7/2004		URBAN COLLECTOR			
206031	36A	BUNGOWER	ROAD	SOMERVILLE		111 m WEST OF ROUNDABOUT	TYABB-TOORADIN ROAD	85	1/7/2004		RURAL ARTERIAL			Previously in register as part of 206031/036
301960	2	EATONS CUTTING		DROMANA		END OF GRAVEL	BOUNDARY ROAD	2029	1/7/2004	4/8/2016				Access restricted - Fire Access Track only
301871	3	GLENMARLIN	ROAD	CAPE SCHANCK		EASTERN GREY	TWAY END	446	1/7/2004		RURAL ACCESS (Substandard / Maintainable)		Planning & Environment Act 1987, s 173 Agreement applies.	Hierarchy change 4C to 4CS, 29/8/2016, Limited Routine Pavement Maintenance Only - Refer MPSC RMP
204397	7	HUMPHRIES	ROAD	FRANKSTON		MOUNTAIN AVENUE	MOOROODUC SERVICE ROAD	748	1/7/2004		URBAN ACCESS BOUNDARY ROAD (Subject to Maintenance Agreement)	MPS/City of Frankston Shared Municipal Boundary		Refer MPS Road Management Plan – 'Boundary Roads' for maintenance agreement
301589	1	KINWENDY	ROAD	ROSEBUD		BROWNS ROAD	TWAY END	270	1/7/2004		RURAL ACCESS (Substandard / Not Maintainable)			Hierarchy change 4C to 4CN, 29/8/2016, Minimal Routine Pavement Maintenance Only - Refer MPSC RMP
303270	1	MARINE DRIVE	SERVICE ROAD	MOUNT MARTHA	MARTHA COVE DRIVEWAY ACCESS ROAD	No. 3 BRUCE ROAD	No. 206 MARINE DRIVE	258	22/6/2017		URBAN ACCESS	Transfer of Road Management Function (Retaining Wall) from Council to VicRoads under s 15 RMA (12/4/2010)		
211430	1	MCLAREN	PLACE	MORNINGTON	MORNINGTON CENTRAL CAR PARK	RAILWAY GROVE (south)	RAILWAY GROVE (north)	227	1/7/2014		URBAN CAR PARK (and Car Park Access) HIGH PROFILE			Hierarchy change 8C to 8CP1 22/6/2017
204637	3	NOAH	WAY	SOMERVILLE		START CONCRETE TWAY	END CONCRETE TWAY	22	16/6/2018		URBAN LIMITED ACCESS		PS715102G	
406603	2	POINT NEPEAN	ROAD	ROSEBUD	POINT NEPEAN TOURIST ROAD, B110	LONSDALE ST	BARTELS ST	573			URBAN STATE ARTERIAL (VicRoads)	Coordinating Road Authority - VicRoads		Refer RMA Code of Practice - "Operational Responsibility for Public Roads"
211650	1	SHANDON	STREET	MORNINGTON		HERBERT	LUCERNE	170	1/7/2004		URBAN ACCESS			
211650	2	SHANDON	STREET	MORNINGTON		LUCERNE	BELEURA HILL	180	1/7/2004		URBAN ACCESS			
211650	3	SHANDON	STREET	MORNINGTON		BELEURA HILL	AMELIA	117	1/7/2004		URBAN LOCAL ARTERIAL			
211650	4	SHANDON	STREET	MORNINGTON		AMELIA	NEPEAN	242	1/7/2004		URBAN LOCAL ARTERIAL			

6 Demarcation

6.1 State Roads:

Guidance on the physical limits of operational responsibility between State Road Authorities, e.g. VicRoads, and municipal councils for different parts or elements of the road reserve is provided in the Road Management Act Code of Practice – Operational Responsibility for Public Roads.

6.1.1 Car Parking Bays on Arterial Roads:

VicRoads is responsible for any part of the roadway that could be used by through traffic. Distances of less than 200 metres are considered to be of limited use for through traffic.

Therefore, the Shire is responsible on Arterial Roads for maintaining isolated parking areas of lengths less than 200 metres between kerb outstands. [5]

6.2 Boundary Roads:

The Shire has entered into agreements with abutting municipalities where a Municipal Road defines the boundary between the two Councils.

6.2.1 City of Frankston:

The Shire has a letter of agreement, dated 30 June 2004, with the City of Frankston concerning municipal boundary road responsibilities. (Shire Doc. Ref A6206476)

6.2.2 City of Casey:

The Shire has entered into a Memorandum of Understanding, dated 24 December 2004, with the City of Casey concerning the management of boundary roads.
(Shire Doc. Ref A6206481)

6.3 Intersecting Municipal Roads with Different Classifications:

The line of demarcation between two intersecting Municipal Roads with different road hierarchy classifications will be determined by following the principles outlined in the RMA Code of Practice – Operational Responsibilities for Public Roads – Physical Limits of Responsibility Between VicRoads and Municipal Councils at intersections.

When interpreting the demarcation diagrams, the road that has the higher classification of the two intersecting roads will substitute for the Arterial Road and the lower classified road will substitute for the Municipal Road.

[5] Road Management Act 2004, Code of Practice for Operational Responsibility for Public Roads (30 May 2017), p. 22.

6.4 Public Transport:

6.4.1 Bus Passenger Facilities:

Mornington Peninsula Shire Council has an agreement with the Department of Transport, Planning & Local Infrastructure for the supply and maintenance of bus shelters and some DDA compliant bus shelter pads at specific locations throughout the Shire.
(Shire Doc. Ref A10183694)

The service agreement is for the full asset management of the shelters and pads, including routine maintenance along with cleaning and also periodic maintenance along with structural integrity maintenance.

Mornington Peninsula Shire Council also has an extensive network of DDA compliant bus stop pads and bus shelters that are not part of the abovementioned service agreement. Mornington Peninsula Shire Council directly manages these pads and shelters with respect to asset management incorporating routine and periodic maintenance along with asset renewal.

6.4.2 Bus Bays:

Responsibilities for bus bays are described in RMA Code of Practice, Operational Responsibility for Public Roads, dated 30 May 2017.

6.4.3 Rail Tracks (Railway Level Crossings):

Responsibilities of public transport operators and the road authority for roads with rail crossings are set out in a Safety Interface Agreement (SIA) between the two parties. The SIA clearly defines which authority is responsible for maintenance and renewal of assets relating to rail crossings, both level and grade-separated.

Generally, the Rail Infrastructure Manager has maintenance responsibility for the roadway surface within 3.0 m from each outer rail of its tracks at level crossings.
(Shire Doc. Ref A10073778 and A10073780)

6.5 Bridges:

Generally, a bridge includes all structures, including culverts, on, over, or under a road that have a single span or diameter of 1.8 metres or greater, or have a waterway area of 3 sq. m or greater and includes all structural components and associated pathways, within the limits of the structure, but excludes approach embankments. [6]

The Mornington Peninsula Shire Council is responsible for inspecting, maintaining and repairing all road bridges constructed by the Shire, including pathways, on Municipal Roads listed on the Shire's Register of Public Roads.

The Shire is also responsible for any footbridge on an Arterial Road if it is a separate bridge constructed at the Shire's expense.

[6] Road Management Act 2004, Code of Practice for Operational Responsibility for Public Roads (30 May 2017), p. 7.

6.6 Street Lighting:

Standard unmetered street lighting is generally the responsibility of the electricity distributer. The standard of lighting, provision and funding of the lighting tariff is the responsibility of the road authority.

The Shire is responsible for supplying parts for non-standard unmetered lighting in specific areas such as subdivisions and major commercial areas. The Shire intends to replace non-standard unmetered light poles with standard unmetered light poles in residential areas.

Non-standard metered lighting is the responsibility of the Shire.

The Shire works with the relevant electricity distributer to ensure the regular inspection and repair or replacement of lights and poles as required.

6.7 Utilities:

The Shire and utilities work together cooperatively to facilitate the installation, maintenance and operation of road and non-road infrastructure within road reserves. This work is undertaken in accordance with the Road Management Act 2004, Code of Practice for Management of Infrastructure in Road Reserves. Consent for works on a road must be obtained in accordance with Road Management (Works and Infrastructure) Regulations 2015.

6.8 Vehicle Crossings:

The Road Management Act provides that a road authority is not liable for private vehicle crossings (driveways). This applies in both urban and rural areas.

This is consistent with the general principle in the Road Management Act that the owner of an asset is responsible for the condition and maintenance of that asset and any associated infrastructure. This does not, however, prevent the Council from issuing consent and imposing conditions on the construction of a driveway.

The adjacent property owner is responsible for the construction and maintenance of their vehicle crossing, along with any associated infrastructure, with the following exception. The Shire will maintain the pathway section of the approved vehicle crossings only and the adjacent kerb and channel. The property owner is also responsible for pathways on road reserves that provide access to land adjoining a road. The Shire will undertake inspections of the sections of pathway and kerb & channel traversed by a vehicle crossing. Damage to the pathway or kerb & channel is the responsibility of the adjacent property owner to repair.

The adjacent property owner is responsible for a culvert crossing including end walls.

Vehicle crossings must comply with the relevant Shire standards.

For further details refer to the Shires' Register of Public Roads Standards. [7]

6.9 Pathways:

The Shire is responsible for all pathways on its reserves and road reserves that appear on its asset register where the Shire is identified as having "control".

[7] Mornington Peninsula Shire Council. Register of Public Roads Policy – Background Paper (adopted by Council 28 November 2017), p. 17-22.

A “foot trodden track” is not considered to be a pathway as defined by the Road Management Act 2004.

6.10 Pedestrians on Roadways:

In areas shared between vehicles and pedestrians such as Shared Zones, Pedestrian Crossings, School Crossings and pedestrian routes across roadways, the Level of Service at these and similar locations will be the same as specified for a roadway, not a pathway.

6.11 On-Road Bicycle Lanes:

The Shire will maintain the surface of an on-road Bicycle Lane to the same standard as the adjacent lane used by through traffic, unless specified elsewhere in this Plan.

6.12 Roadside Equestrian and Mountain Bike Trails:

The Shire will only be responsible for trails designated by the Shire as Roadside Equestrian or Mountain Bike Trails for use by members of the public.

A horse trodden track over roadside land is not an Equestrian Trail unless designated by the Shire as one.

The location of designated Roadside Equestrian and Mountain Bike Trails is outlined in the Shire’s Roadside Mountain Bike and Equestrian Trails Strategy. Copy available on the Shire’s website.

6.13 Fire Access Tracks:

Nominated Fire Access Tracks in the Shire are not Public Roads and are not covered by the standards set in this Road Management Plan.

Information on Fire Access Tracks can be obtained from the Shire’s Operations and Maintenance Plan for Fire Access Tracks (Shire Doc. Ref A9989785).

A Fire Access Track is a track constructed and maintained expressly for fire management purposes. A Fire Access Track is signed at each entry point, having a drivable surface for two-wheel drive vehicles in summer with vegetation cut-back to 4 m width and 4 m height supported by signed passing bays sufficient for large CFA trucks every 200 m and a vehicle turn-around at any dead-end.

6.14 Roadsides:

The statutory duty imposed by the Road Management Act to inspect does not apply to any roadside that has not been developed by a road authority for use by the public as a roadway or pathway. A road authority is not under a duty to maintain roadside bushland, except where it extends into the roadway or pathway clearance envelope and is a safety concern.[8]

At its discretion, the Shire has included some roadsides standards in this Road Management Plan where it is considered a vegetation defect is a high risk to road users.

[8] Road Management Act 2004, s. 40(4)(b), s. 107.

6.15 Street Name Signs - Private Developments:

As a public safety measure the Shire installs on Public Roads (at the developer's expense) street name blades to assist emergency services locate properties within large private developments.

This only occurs in larger developments where the Common Property has been allocated a street name.

For clarity, the street name blades should include the words "COMMON PROPERTY" below the street name where applicable. The signs may include the Shire logo as the signs are an asset the Shire will maintain.

7 Levels of Service

7.1 Specifications and Standards:

The Shire has specifications and standards for constructed assets that are the Shire's responsibility, or will become so. The standards cover all areas of construction, OH&S, traffic management and quality systems.

The Infrastructure Project Delivery Unit and Safety & Service Quality Unit ensure that new assets are constructed to these specifications and standards. At the end of the assigned defects liability period they make sure the assets at handover are serviceable. The specifications and standards can be viewed at the Shire's web site - http://www.mornpen.vic.gov.au .

7.2 Inspection and Maintenance:

The Shire has a process in place for inspection frequencies, intervention levels and time to complete works. Higher risk areas have a higher inspection frequency, tighter intervention levels and quicker response times, e.g. footpaths around schools or shopping centres are inspected more frequently than footpaths in residential areas. The response times have been developed giving consideration to matters such as the type of infrastructure, public usage, community expectations, risk analysis, and the resources available. Nominated inspection and audit regimes are an integral part of pro-active service delivery and risk management.

The nominated response times have been developed as a maximum response time that will be achieved at all times in all circumstances within the control of the Shire. It is not the desirable level of service but a level of service that it is intended to achieve in all circumstances. In most circumstances, it is expected that a higher level of service will be achieved. Refer to Events Beyond Control of Council: on page 29.

The Shire's service providers must plan and implement programs of inspections of the road network which:

- are undertaken at an agreed minimum frequency,
- identifies defects,
- prioritises defects giving consideration to potential risk,
- are responsive to reports or complaints,
- are carried out at intervals designed to establish programs of periodic maintenance.

The Shire's service providers respond to three types of inspections:

7.2.1 Programmed Inspections

Where each asset type is inspected at a specified minimum frequency, the minimum frequency of inspection for all road infrastructure assets can be viewed in Appendix 1

The following roads do not have programmed inspections undertaken on them and are only inspected reactively:

- 4CN: Rural access – not maintainable
- 4DN: Rural limited access – not maintainable
- 8CN: Urban access – not maintainable
- 8DN: Urban limited access – not maintainable

7.2.2 Reactive Inspections

Inspections of individual assets are undertaken in response to reports, complaints, notifications or other representations made to the Shire or inspections by work crews.

7.2.3 Triggered Inspections

Inspections of certain assets following defined events notified to the Shire or of which the Shire is aware. These could include events such as the movement of an abnormally heavy load, a road opening, special event, or events likely to cause defects in an asset.

7.3 Standards of Maintenance and Repair:

A table of Standards of maintenance and repair, including compulsory intervention levels, type of intervention action and maximum response times can be viewed in Appendix 2.

7.3.1 Unmaintainable Roads and Municipal Roads not on the Register of Public Roads

Standards for maintenance and repair for unmaintainable roads (Type 4CN, 4DN, 8CN and 8DN), and Municipal Roads not on the Register of Public Roads, will be as follows:

- Only a minimal standard of maintenance will be delivered.
- An attempt will be made to make a road passable by a standard model two-wheel drive vehicle (e.g. Toyota Camry or Mazda 6) at very low speed in the following circumstances:
  - Primary access to a:
    - property where people reside;
    - Shire recognised community facility; or
    - other authority's facility.
  - Dry weather access only.
  - Work can be undertaken economically within available road maintenance resources.
- The road will not be upgraded or maintained to a higher standard than the standard to which the road is constructed.[9]
- Any assessments and decisions taken by the Council following reactive inspection will be made considering the existing level of risk and safety to the community from any current road conditions.
- Response time for reactive inspections: 7 days.
- Response time for repairs or removing hazard: 28 days.

7.3.2 Unsealed Road Shoulders:

Grading of unsealed road shoulders will only be undertaken on roads nominated on the Shire's Unsealed Road Shoulder Program.

The copy of the Program can be viewed on the Shire's website.

[9] Road Management Act 2004, s. 40(2).

Roads not included on the Program will not receive unsealed shoulder grading.

7.3.3 Car Parks

Standards for Maintenance and Repair for Off Road Car Parks will be as follows:

- High Profile Off-Road Car Parks (CP 1) are the same as Type C roads.
- Medium Profile Off-Road Car Parks (CP 2) are the same as Type C roads.
- Low Profile Off-Road Car Parks (CP 3) are the same as Type D roads.

Standards for Inspection, Maintenance and Repair for On Road Car Parks will be as follows:

- On-Road Car Parks adjacent to a Type A or B road will be maintained to the same standard as a Type C road.
- On-Road Car Parks adjacent to a Type C or D road will be maintained to the same standard as a Type D road.

7.3.4 Pathways:

Vegetation clearance on pathways is not undertaken by the Shire for vegetation growing on private property and spreading out over the road reserve.

The Shire does however undertake Area Vegetation Pruning on a minimum 6 yearly cycle, and when completing these works any identified private vegetation encroaching into the road envelope over the pathway is recorded for referral to Shire's Environment Protection team for subsequent contact with the property owner.

Where property owners have been issued with a permit to undertake landscaping works in the nature strip, they will be required to keep the vegetation clear from the pathway and the roadway in accordance with the Shire's Private Works on Nature Strips and Road Reserves Policy 2014.

The Shire will be responsible for the maintenance of street trees planted in the nature strip by the Shire.

7.3.5 Roadside Equestrian and Mountain Bike Trails:

No intervention levels apply to the ground surface on these trails. Intervention levels only apply to vegetation clearance.

7.3.6 Fire Access Tracks:

Nominated Fire Access Tracks in the Shire are not Public Roads and are not covered by the standards set in this Road Management Plan.

Information on Fire Access Tracks can be obtained from the Shire's Operations and Maintenance Plan for Fire Access Tracks (Shire Doc. Ref A9989785).

7.3.7 Public Transport Infrastructure:

Standards for the inspection, maintenance and repair of Public Transport Infrastructure that is the responsibility of the Shire will be as follows:

- Passenger waiting areas (sealed and unsealed) are the same as the standards for the adjacent pathway. If there is no adjacent pathway, then the standard applicable is a Low Profile pathway.
- Connecting pathways including ramps to bus stops are the same as the standards for the adjacent pathway. If there is no adjacent pathway, then the standard applicable is a Low Profile pathway.
- Bus stopping areas adjacent to a Type A or B road are the same as the standards for a Type C road.
- Bus stopping areas adjacent to a Type C or D road are the same as the standards for a Type D road.
- Bus lanes are the same as the standards for the adjacent roadway on which the bus service operates.
- Roadways crossing rail tracks are the same as the standards for the adjacent roadway.
- Pedestrian crossings at rail tracks are the same as the standards for the adjacent pathway. If there is no adjacent pathway, then the standard applicable is a Low Profile pathway.

7.3.8 Roadside Vegetation:

Reported vegetation hazards are assessed by a Shire appointed professional arborist using a risk-based approach. The analysis considers the Likelihood of nominated defects occurring and the Consequences that may result. A Risk Rating is then allocated.

Reactive intervention is undertaken where the allocated Risk Rating is Extreme or High. Where lower risk ratings result, works will be undertaken as part of the Shire's programmed roadside vegetation maintenance program.

7.4 Reseal and Rehabilitation:

The Safer Local Roads service provider's Pavement Management System is utilised to determine the annual local sealed roads reseal and rehabilitation program (see 3.3 Works:). Factors taken into account when optimising expenditure to achieve SLR pavement performance outcomes are roughness, rutting, surface texture depth, crocodile cracking, pavement defects, flushing, stripping, surface age and traffic loading. Various surface and pavement treatment options are considered in order to achieve best performance outcomes.

The current status of the local sealed road network within SLR is indicated by the Pavement Condition Index (PCI), an index that takes into account condition related data. The PCI is a useful method for comparison of the network condition during three-year assessment cycles, however it cannot be used as a 'universal' scale of comparison between other municipalities.

7.5 Events Beyond Control of Council:

Council will make every endeavour to meet all aspects of its Road Management Plan. However, in the event of natural disasters and other events, in consideration of Section 83 of the Victorian Wrongs Act, 1958, as amended, Council reserves the right to suspend compliance with its Road Management Plan.

Natural disasters and other events might include but are not limited to fires, wind storms, high rain events and floods, as well as human factors, but not limited to lack of Council staff or suitably qualified contractors.

The Chief Executive Officer of the Council will consider the impact of such an event on the limited financial and other resources of the Council and the Council's other competing priorities and budgetary constraints. They will determine if any standards of, or requirements in, the RMP cannot be adequately met. If this is the case, then pursuant to and reliant on the principles set out in Section 83, they will write to Council's officer in charge of its Road Management Plan. They will inform them that some, or all, of the timeframes and response times are to be suspended.

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

Refer to Shire's Road Management Plan Procedure – Activating the "Events Beyond the Control of Council" (Force Majeure) Clause (Shire Doc. Ref A5779667).

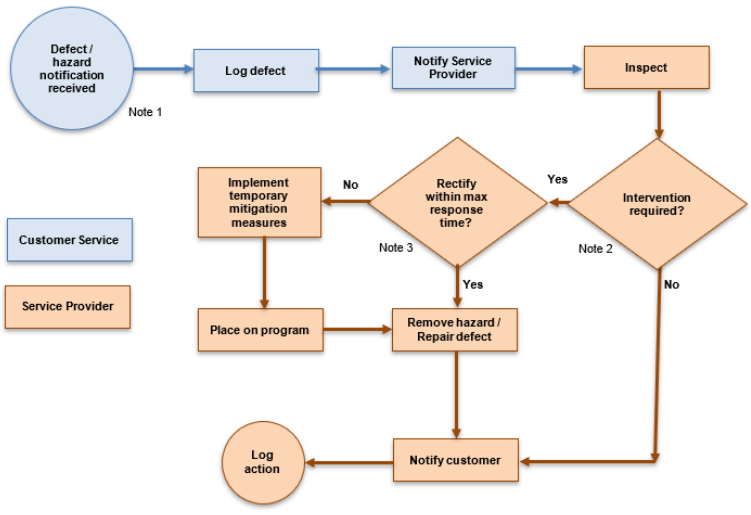
8 Data Management System

Service Providers are responsible for the maintenance of roads, footpaths, kerb & channels, bridges, major culverts and other infrastructure assets. To achieve the contract standards and inspection frequencies the service providers have implemented various systems. The maintenance contractors run maintenance management systems that follow works from inception to completion. Once the maintenance management system has had all assets entered into it, the system can be used to create inspection and conditions schedules. The system can be used to record any defects reported by customers or inspectors. Inspectors have Portable Global Positioning System (GPS) technology in the field which can be uploaded to the maintenance management system so that each defect for infrastructure assets can be logged and provided with a works repair response timeframe dependant on asset type and intervention levels. This means it is there for future reference, such as supervisor audit, customer inquiry or, if it is a failure that happens repeatedly, then further investigation can be carried out.

Council audits to ensure compliance with requirements are undertaken utilising a risk management approach. The service provider's data management system and its ability to log defects and provide all necessary action reports is audited along with other specified criteria (refer Mornington Peninsula Shire Infrastructure Services Contract Auditing Guidelines (V4) (A8519034) including:

- Infrastructure Maintenance Contract Requirements
- Mornington Peninsula Shire policies, procedures and design standards
- Service Provider policies, procedures and management systems
- Service Provider Data Management Systems
- Australian Standards
- Laws and regulations
- Relevant Codes of Practice
- Mornington Peninsula Shire Road Management Plan

The following diagram illustrates the Shire's management system for inspection, maintenance, and repair of road infrastructure.



Notes:

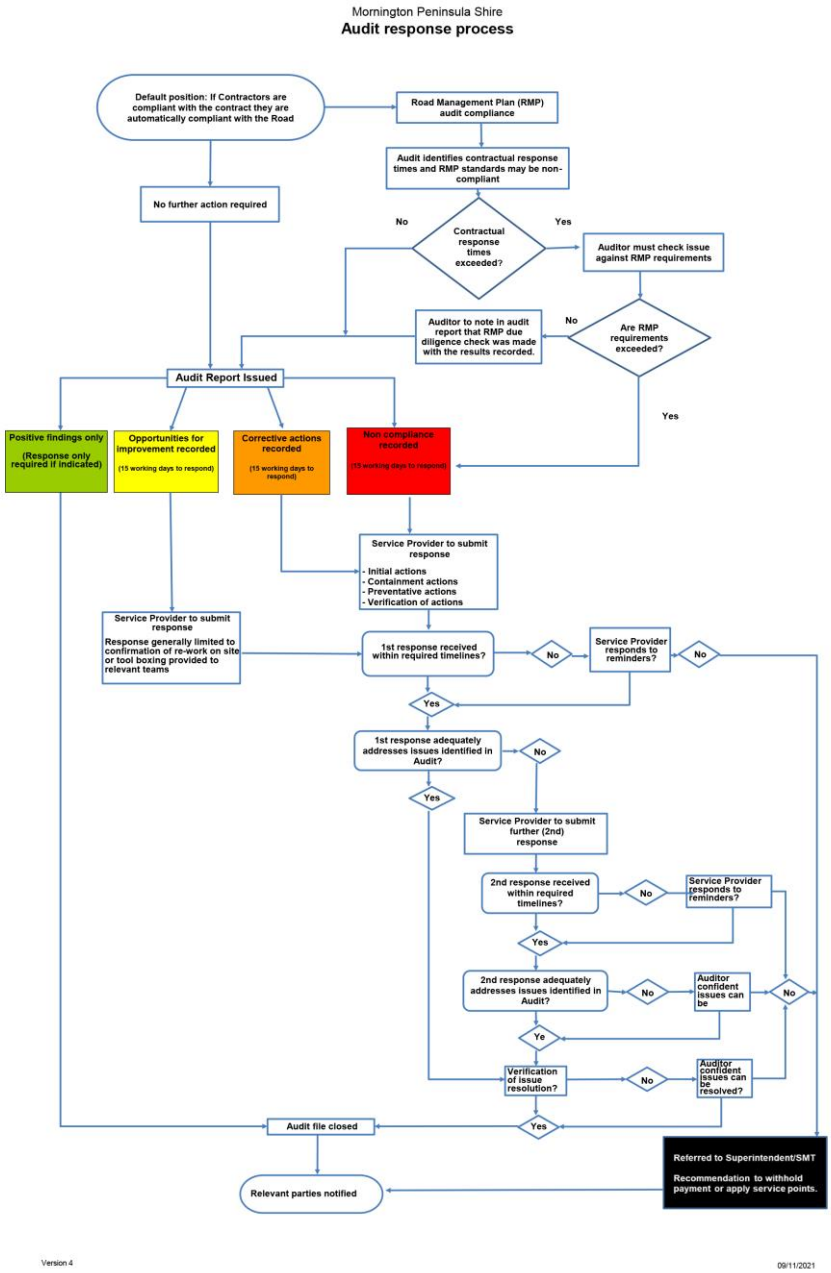
1. Defect notification may be by:
   - inspection, or
   - notification by member of the public.

   The defect response time commences when the notification is received by the Shire.
2. The Council, as a road authority, determines the matters that are to be treated as defects requiring repair or warning, and the circumstances in which intervention action is to be taken. The Council also determines the type of intervention action that is to be taken.
3. The Council determines the maximum response time within which the intervention action is to be taken.

In the case of customer requests or staff-initiated activities; they will be generated by the Shire's customer service software. The service providers will tag all works generated by the customer request ID so that the activity is tracked from inception to completion. Giving a full history as described earlier for feedback to customers if required. This data can also be used by the contract supervisor for auditing quality of works, response times and customer relations.

9 Auditing Compliance with the Road Management Plan

Council audits for compliance with Safer Local Roads, Parks and Roadside and Signs and Furniture contractual standards are undertaken on a program basis and are ongoing in accordance with the Infrastructure Services Contract Auditing Guidelines (V4) (A8519034). If contractors are compliant with their contracts, they are automatically compliant with the Road Management Plan. Where contractual response times are exceeded, the following extract of the Contract Auditing Guide Appendix E (V4) indicates existing audit response processes to address compliance with the Plan (Shire Doc. Ref A8519600).



10 Plan Improvement and Monitoring

The area of roads and asset management has been rapidly changing over several years and will continue to do so in the future. Therefore, there is a need to continually improve the Shire's Road Management Plan and to update amendments as required by the Road Management Act. Improvement will come from monitoring changes in:

- Legislation
- Technology
- Community needs
- Methodology
- Resources
- Liability claims
- Dispute resolution and
- Agreement finalisation.

The Road Management Plan will be reviewed in compliance with legislation and any changes or amendments made will be put forward for public review and gazettal as required

11 Glossary

Unless inconsistent with the context or subject matter, the following terms are used in this Road Management Plan.

TERM	MEANING AS USED IN THIS PLAN
Day	Refers to all calendar days
Week	Refers to 7-day week
Month	Refers to calendar month.
Year	Refers to calendar year.
Bridge	Includes all structures, including culverts, on, over or under a road that have a single span or diameter of 1.8 metres or greater, or have a waterway area of 3 m^2 or greater and includes all structural components (e.g. abutments, retaining walls, traffic safety barriers), and associated pathways, within the limits of the structure, but excludes approach embankments.[10]
Defect	A defect, fault, error, omission, or tother condition that has reached or given rise to an Intervention Level.
Hazard	The potential occurrence of a natural or human-induced physical event or trend or physical impact that may cause loss of life, injury, or other health impacts, as well as damage and loss to property, infrastructure, livelihoods, service provision, ecosystems, and environmental resources.

[10] Road Management Act 2004, Code of Practice for Operational Responsibility for Public Roads (30 May 2017), clause 5.

TERM	MEANING AS USED IN THIS PLAN
Inspection	• Proactive Inspection An inspection undertaken on a programmed basis at a set frequency dependent on asset type. Refer to Appendix 1. • Reactive Inspection An unplanned inspection undertaken as a result of a service request • Defect Inspection An inspection undertaken to determine the need for some preventative or remedial action. • Condition Inspection An inspection undertaken to measure an asset's physical integrity, which can be used to estimate its remaining useful life and appropriate treatment options.
Intervention Level	The point at which the Shire will implement action to address a defect with an item of infrastructure.
Pathway	A footpath, bicycle path or other area constructed by or developed by a road authority for use by members of the public other than with a motor vehicle but does not include any path – (a) which has not been constructed by a road authority (e.g. a foot trodden track); or (b) which connects to other land. (e.g. a path that connects from a roadway or footpath to privately owned land would not be a pathway.)
Public Road	A road that the Council decides is reasonably required for general public use and is then registered on the Shire's Register of Public Roads.
Repair	The taking of any action to remove or reduce a risk arising from a defect, including – (a) reinstating a road to its former standard. (b) providing a warning to road users of a defect.
Road	Any public highway; Any ancillary area; Any land declared to be a road under section 11 of the RMA or forming part of a public highway or ancillary area.
Road Reserve	All the area of land that is within the boundaries of a road.

TERM	MEANING AS USED IN THIS PLAN
Roadside	Any land that is within the boundaries of a road (other than the shoulders of the road) which is not a roadway or a pathway and includes the 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 roadside.
Roadway	(a) In the case of a public road, the area of the public road that is open to or used by members of the public and is developed by a road authority for the driving or riding of motor vehicles; (b) In the case of any other road, the area of the road within the meaning of road in section 3(1) of the *Road Safety Act 1986* — but does not include a driveway providing access to the public road or other road from adjoining land;
Vehicle Crossing	An improved area between the carriageway of any Road to the adjacent property line of private property and includes culverts, kerb and channel laybacks and pavement thickening of footways, that provides safe, all weather access to properties and prevents damage to services and other assets located within the Road Reserve. [11]

[11] Mornington Peninsula Shire Council. Local Law No. 5 – Streets and Roads (2005) (Repealed in 2012).

12 Appendices

Appendix 1
– Standards for Inspection

Table 4. Standards for Defect Inspections

Asset	Classification	Minimum Inspection Frequency
Roadway, kerb & channel, road shoulders, roundabouts, medians, traffic islands, open drains	A B C / CS D / DS CN / DN	1 month 1 month 1 year 1 year Reactive Only
Off Road Car Parks	CP1 – High Profile CP2 – Medium Profile CP3 – Low Profile	3 months 6 months 1 year
Paths	High Profile Medium Profile Low Profile Other	6 months 1 year 2 years Reactive only
Equestrian Trails	Designated Trails Other	1 year Reactive only
Signs, Guide Posts, Bollards, Pavement Marking, Electrical Hardware [e.g. traffic signals (Shire controlled)], Street Lighting (Shire controlled) Day	A B C / CS D / DS CN / DN	1 year 1 year 3 years 3 years Reactive only
Night	A B C / CS D / DS CN / DN	3 years 3 years 6 years 6 years Reactive only
Street Furniture, Guard Rails, Fencing (excluding Bollards) and Handrails	A B C / CS D / DS CN / DN	1 year 1 year 3 years 3 years Reactive only
Bridges • Road Bridges • Footbridges • Major Culverts	Level 1	18 months
Drainage (located within roads) – pits (Underground drains located within easements and culverts, piped drains and drainage structures located within roads will be inspected by reactive methods only.)	All	5 years
Soak Pits (located within roads)	All	1 year
Vegetation Clearance – Roadways • Vehicle Envelope • Restricted line of sight (appropriate for speed limit) at intersection or pedestrian crossing	A B C / CS D / DS CN / DN	6 years 6 years 6 years 6 years Reactive Only

Asset	Classification	Minimum Inspection Frequency
• Restricted line of sight (appropriate for speed limit) to regulation or warning sign		
Vegetation Clearance – Pathways and Shared Paths • Pedestrian and cyclist envelope	High Profile Medium Profile Low Profile Other	6 years 6 years 6 years Reactive Only

Table 5. Standards for Condition Inspections

Asset	Classification	Minimum Inspection Frequency
Roadway (sealed), kerb & channel	All	5 years
Car Parks (sealed)	All	5 years
Paths (sealed)	All	5 years
Street Furniture, Guard Rails, Fencing and Handrails	All	5 years
Bridges • Road Bridges • Footbridges • Major Culverts	Level 2	5 years
	Level 3	Triggered by Level 2 Inspection as per the VicRoads Roads Structures Inspection Manual
Drainage (located within roads) – culverts, pits, piped drains, structures.	All	Not Assessed

Appendix 2
– Standards for Maintenance and Repair

Table 6. Reactive maintenance levels of service

Type of Defect & Intervention Level	Intervention Action	Service Classification	Maximum Response Time
OBSTRUCTIONS AND SUBSTANCES IN TRAFFIC LANES			
Materials fallen from vehicles. Dead animals. Wet clay and other slippery substances Hazardous materials	Remove hazard	A	24 hours
		B	24 hours
		C / CS	7 days
		D / DS	7 days
	Nil	CN / DN	N/A
Ponding of water > 300 mm deep	Erect temporary warning signs	A	2 days
		B	2 days
		C / CS	7 days
		D / DS	28 days
	Nil	CN / DN	N/A
Ponding of water > 1,000 mm deep	Erect temporary warning signs	A	24 hours
		B	24 hours
		C / CS	2 days
		D / DS	7 days
	Nil	CN / DN	N/A
Fallen trees	Erect temporary warning signs and prioritise for clean-up	A	24 hours
		B	24 hours
		C / CS	2 days
		D / DS	7 days
Fallen trees (preventing primary access to a residence) (Refer to section 7.3.1.)	Remove trees from roadway	CN / DN or Road not in the Register	28 days
Oil spills	Remove hazard	A	24 hours
		B	24 hours
		C / CS	2 days
		D / DS	7 days
	Nil	CN / DN	N/A
Stray livestock	Remove hazard	A	24 hours
		B	24 hours
		C / CS	2 days
		D / DS	7 days
	Nil	CN / DN	N/A
SEALED PAVEMENT – POTHOLES			
Pothole depth > 35 mm and diameter > 150 mm; or on bicycle lanes, depth > 20 mm and diameter > 500 mm	Repair	A	7 days
Pothole depth > 50 mm and diameter > 200 mm; or on bicycle lanes, depth > 20 mm and diameter > 200 mm.	Repair	B	14 days
		C / CS	8 weeks
		D / DS	8 weeks
	See para 7.3.1 of Road Management Plan	CN / DN	N/A

Type of Defect & Intervention Level	Intervention Action	Service Classification	Maximum Response Time
SEALED PAVEMENT – DEFORMATION			
Any distressed pavement up to 25 m^2 in area and deformation > 75 mm depth under a 1.2 m straight edge. (except at bridge abutments and culverts where deformation > 40 mm depth)	Repair	A	8 weeks
		B	6 months
		C / CS	6 months
		D / DS	6 months
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Where any distressed pavement > 25 m^2 in area and deformation > 75 mm depth under a 1.2 m straight edge (except at bridge abutments and culverts where deformation > 40 mm depth):	Erect temp warning signs	All (excl. CN / DN)	8 weeks
	Place on road pavement renewal program for prioritisation and repair		2 years
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
SEALED PAVEMENT – EDGE BREAK			
Horizontal fretting > 200 mm	Repair	A	14 days
		B	14 days
		C / CS	14 days
		D / DS	3 months
	Nil	CN / DN	N/A
Horizontal fretting > 100 – 200 mm	Repair	A	8 weeks
		B	8 weeks
		C / CS	8 weeks
		D / DS	1 year
	Nil	CN / DN	N/A
Horizontal fretting > 75 – 100 mm	Repair	A	6 months
		B	6 months
		C / CS	1 year
		D / DS	3 years
	Nil	CN / DN	N/A
Horizontal fretting > 75 mm; and Drop off at edge of seal > 75 mm	Repair	A	7 days
		B	7 days
		C / CS	14 days
		D / DS	8 weeks
	Nil	CN / DN	N/A
SEALED PAVEMENT – SWEEPING			
Any area where accumulated debris > 5 m^2 within the common travelled path.	Remove hazard	A	28 days
Any area where accumulated debris > 10 m^2 within the common travelled path.	Remove hazard	B	8 weeks
Any area where accumulated debris > 40 m^2 within the common travelled path.	Remove hazard	C / CS	8 weeks
		D / DS	3 months
	Nil	CN / DN	N/A
UNSEALED ROADS – GRADING			
Corrugations, scouring, depressions and potholes on unsealed roads must not exceed 50 mm in depth for > 30% of area of roadway in road block; or Any scour occurrence length > 5 m and mean scour depth > 150 mm.	Grade roadway to remove defects	A	8 weeks
		B	8 weeks
		C / CS (rural area)	8 weeks
		C / CS (residential area)	6 months
		D / DS	6 months

Type of Defect & Intervention Level	Intervention Action	Service Classification	Maximum Response Time
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Where lack of crushed rock remaining on road makes grading unviable:	Erect temp warning signs	All (excl. CN / DN)	8 weeks
	Place on crushed rock road re-sheeting program for prioritisation and repair.	All (excl. CN / DN)	1 year
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Scours, depressions or potholes making the roadway impassable by a standard vehicle at a very slow speed. (Refer to section 7.3.1.)	Make passable (only if economically viable in the opinion of the Shire)	CN / DN or Road not in the Register	28 days
UNSEALED SHOULDERS	(Only applies to roads listed on Unsealed Shoulders Program)		
Corrugations, scouring, depressions and potholes on unsealed shoulders must not exceed 50 mm in depth for a length of 20 m or more.	Grade shoulders to remove defects	A	14 days
Corrugations, scouring, depressions and potholes on unsealed shoulders must not exceed 50 mm in depth for a length of 40 m or more.	Grade shoulders to remove defects	B	8 weeks
Corrugations, scouring, depressions and potholes on unsealed shoulders must not exceed 50 mm in depth for a length of 50 m or more.	Grade shoulders to remove defects	C / CS	6 months
		D / DS	6 months
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Where lack of crushed rock remaining on shoulder makes grading unviable:	Erect temp warning signs	All (excl. CN / DN)	8 weeks
	Place on crushed rock shoulder re-sheeting program for prioritisation and repair.	All (excl. CN / DN)	2 years
	Nil	CN / DN	N/A
KERB & CHANNEL			
Step or misalignment > 50 mm	Undertake a temporary mitigation measure where viable	A	12 weeks
		B	12 weeks
		C / CS	6 months
		D / DS	1 year
	Nil	CN / DN	N/A
	Place on renewal program for prioritisation and repair	All (excl. CN / DN)	2 years
TRAFFIC ISLANDS			
Step or misalignment in island kerbing or paving > 50 mm excluding footpath section. For step or misalignment in footpath section of traffic island, refer to levels of service for Sealed Paths.	Undertake a temporary mitigation measure where viable	A	12 weeks
		B	12 weeks
		C / CS	6 months
		D / DS	1 year
	Nil	CN / DN	N/A
	Place on renewal program for prioritisation and repair	All (excl. CN / DN)	2 years

Type of Defect & Intervention Level	Intervention Action	Service Classification	Maximum Response Time
OPEN DRAINS (DOD)	(Only applies to roads listed on Open Drain Clearing Program)		
Drain fully blocked with significant risk of damage to property, assets, general public or road users.	Unblock and clear drain	A	7 days
		B	7 days
		C / CS	14 days
		D / DS	8 weeks
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Drain cross sectional area reduced by > 50%, or stormwater diverted out of drain path.	Clear drain	A	28 days
		B	28 days
		C / CS	8 weeks
		D / DS	3 months
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Where total length of open drains and verges in Shire requiring clearing exceeds 2 km / month:	Place identified excess works on open drain clearing program for prioritisation and repair.	All (excl. CN / DN)	2 years
PITS AND DRAINAGE STRUCTURES (DPR)			
Damage to stormwater drainage structure is sufficient to severely impair the structural or functional integrity of the asset.	Repair	All	8 weeks
Structural integrity of pit lintel, surround or lid is severely compromised.	Repair	All	8 weeks
Pit lid missing.	Replace lid	All	7 days
CULVERTS, PIPES AND PITS			
Low point completely blocked, and flooding of roadway could result.	Remove blockage	A	7 days
		B	7 days
		C / CS	14 days
		D / DS	8 weeks
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Waterway area restricted by more than 50% and flooding of roadway could result.	Remove restriction	A	28 days
		B	28 days
		C / CS	8 weeks
		D / DS	3 months
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
SOAK PITS (NSP)			
Soak Pit has failed to operate, all water is bypassing the pit or not soaking away, and flooding of road is occurring.	Repair fault	A	8 weeks
		B	8 weeks
		C / CS	8 weeks
		D / DS	3 months
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
BRIDGES & MAJOR CULVERTS			
Structure unsafe for traffic or pedestrians.	Erect temp warning signs (and barriers if required)	All	3 days
	Place on rectification program for prioritisation and repair	All	2 years

Type of Defect & Intervention Level	Intervention Action	Service Classification	Maximum Response Time
REGULATORY AND WARNING SIGNS			
> 50% sign legend illegible at 150 m under low beam or in daylight.	Renew sign	A	28 days
		B	28 days
		C / CS / CN	12 weeks
		D / DS / DN	12 weeks
Sign missing.	Reinstate sign	A	3 days
		B	3 days
		C / CS / CN	7 days
		D / DS / DN	28 days
GUIDE POSTS			
> 10% on straights or 5% on curves of guide post installations per block missing or defective, relative to original installation and design standards and a risk to public safety. (Refer AS1742.2)	Reinstate guide posts	A	28 days
> 20% on straights or 5% on curves of guide post installations per block missing or defective, relative to original installation and design standards and a risk to public safety. (Refer AS1742.2)	Reinstate guide posts	B	28 days
> 30% on straights or 5% on curves of guide post installations per block missing or defective, relative to original installation and design standards and a risk to public safety. (Refer AS1742.2)	Reinstate guide posts	C / CS	12 weeks
		D / DS	6 months
	Nil	CN / DN	N/A
PAVEMENT MARKINGS			
Pavement markings missing or illegible.	Reinstate pavement markings	A	28 days
		B	28 days
		C / CS	12 weeks
		D / DS	6 months
	Nil	CN / DN	N/A
GUARD FENCE FGF			
Damage is sufficient to severely impair the structural or functional integrity of the asset.	Repair	A	28 days
		B	28 days
		C / CS	12 weeks
		D / DS	6 months
	Nil	CN / DN	N/A
FENCES, BOLLARDS AND HANDRAILS			
Damage is sufficient to severely impair the structural or functional integrity of the asset.	Repair	A	8 weeks
		B	8 weeks
		C / CS / CN	3 months
		D / DS / DN	3 months
ELECTRICAL HARDWARE			
Damage is sufficient to severely impair the structural or functional integrity of the asset.	Make safe	All	3 days
Evidence of short circuit, bare wires, arcing or other similar unsafe situation.	Make safe	All	24 hours

Type of Defect & Intervention Level	Intervention Action	Service Classification	Maximum Response Time
SEALED PATHS			
Deformation under a 1.2 m straight edge > 120 mm depth; or Tripping hazard > 30 mm, or Cracks > 30 mm wide over a continuous length > 1.0 m. On a shared path, longitudinal crack (crack that follows the same direction as the path) > 20 mm wide over a continuous length > 1.0 m.	Undertake a temporary mitigation measure where viable	High Profile	14 days
	Place on footpath bay replacement program for prioritisation and repair.	High Profile	6 months
Defect constitutes a hazard to pedestrians, with Tripping hazard > 30 mm; or Cracks > 30 mm wide over a continuous length > 1.0 m. On a shared path, longitudinal crack (crack that follows the same direction as the path) > 20 mm wide over a continuous length > 1.0 m.	Undertake repair where viable (may include but not limited to grinding, asphalt wedge, crack sealing, relaying pavers, replacement of a concrete bay).	Medium Profile	8 weeks
		Low Profile	6 months
	For tripping hazard >50 mm place on footpath bay replacement program for prioritisation and repair.	Medium Profile	1 year
		Low Profile	2 years
Where temporary repair is unviable; or > 7 sq. m of path segment is in need of replacement; or Total area of footpath replacement in Shire exceeds 200 sq. m / month	Undertake alternative temporary mitigation measure where viable	All	14 days
	Place larger projects and identified excess works on footpath bay replacement program for prioritisation and repair	All	2 years
UNSEALED PATHS **(crushed rock or granitic sand)**			
Deformation under a 1.2 m straight edge > 100 mm depth	Undertake temporary repair where viable	High Profile	14 days
	Place on gravel footpath program for prioritisation and repair.	High Profile	6 months
Defect constitutes a hazard to pedestrians; with tripping point > 60 mm	Undertake temporary repair where viable	High Profile	14 days
	Place on gravel footpath program for prioritisation and repair.	High Profile	6 months
	Undertake temporary repair where viable	Medium Profile	8 weeks
	Place on gravel footpath program for prioritisation and repair.	Medium Profile	6 months
	Undertake temporary repair where viable	Low Profile	8 weeks
	Place on gravel footpath program for prioritisation and repair.	Low Profile	12 months
Where > 25% of path area in road block in need of replacement:	Install temp warning signs	All	7 days
	Place path on unsealed path renewal program for prioritisation and repair	All	2 years
STREET LIGHTING (Shire controlled)			
Defective or missing luminaire affecting usage, safety and passage of road or park users.	Repair	A	28 days
		B	28 days
		C / CS / CN	8 weeks
		D / DS / DN	8 weeks
Evidence of short circuit, bare wires, arcing and other unsafe situation.	Make safe	All	24 hours

Type of Defect & Intervention Level	Intervention Action	Service Classification	Maximum Response Time
ROADSIDE VEGETATION			
Road Reserve: Tree, vegetation, limb or bough is assessed by the Shire's professional arborist as a high or immediate risk to road users	Remove hazard	A	28 days
		B	28 days
		C / CS	28 days
		D / DS	28 days
	Nil	CN / DN	N/A
Roadways: Growth within vegetation clearance envelope: 3.75 m high (over road centre line) x width of road to back of kerb or outer edge of shoulder	Trim vegetation	A	12 weeks
		B	12 weeks
	See para 7.3.8 of Road Management Plan (Roadside Vegetation)	C / CS	6 years
		D / DS	6 years
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Restricted line of sight (appropriate for speed limit) at intersection or pedestrian crossing: Speed Limit — Sight Distance 50 — 30 m 60 — 40 m 70 — 55 m 80 — 65 m 90 — 80 m 100 — 95 m	Trim vegetation	A	12 weeks
		B	12 weeks
		C / CS	6 years
		D / DS	6 years
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Restricted line of sight (appropriate for speed limit) to regulation or warning sign. Speed Limit — Sight Distance 50 — 30 m 60 — 35 m 70 — 45 m 80 — 50 m 90 — 55 m 100 — 60 m	Trim vegetation	A	12 weeks
		B	12 weeks
		C / CS	6 years
		D / DS	6 years
	See para 7.3.1 of Road Management Plan	CN / DN	N/A
Footpaths & Shared Paths: Growth within vegetation clearance envelope: 2 m high x ¾ width of path	Trim vegetation	High	1 year
		Medium	2 years
		Low	6 years
Equestrian Trails: Growth within vegetation clearance envelope: 3 m high x 2.5 m wide	Place on Area Vegetation Pruning Program for prioritisation and pruning.	All	6 years

NOTES:

1. Temporary mitigation measures might include, but are not limited to, provision of warning signs, traffic control action, diverting traffic around the site, installation of temporary speed limits, lane closures, closure of the road to use by certain vehicles (e.g. a load limit), road closure, marking with paint (e.g. a footpath trip point), etc.
2. Where temporary mitigation measures are implemented, they should be monitored to ensure their ongoing effectiveness. Re-inspection times should not exceed half the maximum response time.

Appendix 3
– List of High Profile Open Spaces

List of High Profile Open Spaces

Table 7. High Use Parks

Township	Description
Sorrento	Sorrento Park
Dromana	Information Centre Park
Mount Martha	Dunns Road Reserve
Mornington	Civic Reserve
Mornington	Alexandra Park
Mornington	Mornington Park
Hastings	Pelican Point

Table 8. High Use Foreshore Areas

Township	Description
Portsea	Pier Precinct
Sorrento	Pier Precinct
Rye	Pier Precinct
Rosebud	Rotary Park Precinct
Rosebud	Village Green Precinct
Rosebud	Pier Precinct
Dromana	Pier Precinct
Safety Beach	Jetty Precinct
Mornington	Pier Precinct
Hastings	Pier Precinct

Table 9. High Use Premier Sporting Reserves

Township	Description
Sorrento	David MacFarlane Reserve
Rye	RJ Rowley Recreation Reserve
Tootgarook	Tootgarook Sports Reserve
Rosebud	Olympic Park
Dromana	Dromana Recreation Reserve
Red Hill	Red Hill Recreation Reserve
Mount Eliza	Emil Madsen Reserve
Somerville	Somerville Recreational Reserve
Tyabb	Bunguyan Reserve
Hastings	Hastings Park
Crib Point	Crib Point Recreation Reserve

This list may be amended when required to accommodate changes in use, the construction of new assets or changing management responsibilities.

Appendix 4
– VicRoads & Peninsula Link (Southern Way) Maintained Roads

State Arterial, Non-Arterial State & Peninsula Link Roads

Demarcation of roads and other assets are based on the Road Management Act Code of Practice "Operational Responsibility for Public Roads" (May 2017). For specific areas where this code does not provide a definitive answer and for areas that Mornington Peninsula Shire Council wants to maintain to a higher standard than VicRoads there will be individual agreements made.

Table 10. State Arterial Roads (VicRoads Coordinating & Responsible Road Authority) – as at 1st July 2021

Road No.	Road Name	Road Type	From – To (Approx. Distance km)	Surface Type
405715	Coolart	Road	Frankston-Flinders Rd Balnarring- Frankston-Flinders Rd Somerville 17km	Sealed
405750	Boneo	Road	Point Nepean Rd - Cook St 22km	Sealed
405751	Nepean	Highway	Roundabout south of Mornington Peninsula Freeway (Tuerong) - White Hill Rd 4km	Sealed
405751	White Hill	Road	Nepean Hwy - Arthurs Seat Rd 5km	Sealed
405751	Arthurs Seat	Road	White Hill Rd - Mornington-Flinders Rd 1km	Sealed
405751	Mornington-Flinders	Road	Arthurs Seat Rd - Cook St 13km	Sealed
405754	Bittern-Dromana	Road	Frankston-Flinders Rd - Red Hill Rd 9km	Sealed
405754	Dunns Creek	Road	Red Hill Rd - White Hill Rd 6km	Sealed
405754	Nepean	Highway	White Hill Rd - Marine Pde 3km	Sealed
405756	Esplanade		Main St - Ellerina Rd 12km	Sealed
405756	Marine	Drive	Ellerina Rd - Point Nepean Rd 4km	Sealed
405757	Frankston-Flinders	Road	Baxter-Tooradin Rd - Western Port Hwy 10km	Sealed
405757	Frankston-Flinders	Road	Marine Pde - Graydens Rd 0.4km	Sealed
405757	Frankston-Flinders	Road	Graydens Rd - High St 3km	Sealed
405757	Frankston-Flinders	Road	High St - Boyds Rd 24km	Sealed
405757	Wood	Street	Boyds Rd - Cook St 1.4km	Sealed
405757	Cook	Street	Wood St - Mornington-Flinders Rd 2km	Sealed
405758	Stony Point	Road	Frankston-Flinders Rd - Gatehouse hump 6km	Sealed
405759	Elizabeth	Avenue	Point Nepean Rd – Eastbourne Ave 0.2km	Sealed
405759	Eastbourne	Road	Elizabeth Ave - Boneo Rd 1.5km	Sealed
405760	Main	Street	Esplanade - Nepean Hwy 2km	Sealed
405760	Mornington-Tyabb	Road	Nepean Hwy – Frankston-Flinders Rd 13km	Sealed
405761	Old Moorooduc	Road	MP Freeway - Balnarring Rd 2km	Sealed
405761	Balnarring	Road	Old Moorooduc Rd - Frankston-Flinders Rd 11km	Sealed
405764	Sages	Road	Moorooduc Hwy – Frankston-Flinders Rd 1km	Sealed
405764	Baxter-Tooradin	Road	Frankston-Flinders Rd - Western Port Hwy 6km	Sealed
406397	McCulloch	Street	Pt Nepean Rd - Arthurs Seat Rd 0.8km	Sealed
406396	Arthurs Seat	Road	McCulloch St – Mornington-Flinders Rd 8km	Sealed
406450 406451	Moorooduc	Highway	Balnarring Rd – Baxter-Tooradin Rd 10km	Sealed
406500 406501 406502	Nepean	Highway	Mornington Peninsula Freeway Off-Ramp (Tuerong) - Humphries Rd 18km	Sealed
406600 406601 406602 406603	Point Nepean	Road	Point Nepean National Park Entrance - Nepean Hwy 27km	Sealed

Road No.	Road Name	Road Type	From – To (Approx. Distance km)	Surface Type
406700 406710	Mornington Peninsula	Freeway	Balnarring Rd - Boneo Rd 20km	Sealed
406701	Lonsdale	Street	Point Nepean Rd - Bayview Rd 0.8km	Sealed
406702	Jetty	Road	Eastbourne Rd - Freeway Exit 0.3km	Sealed
406869	Western Port	Highway	Baxter-Tooradin Rd - Marine Pde 10km	Sealed
406870	Peninsula Link	Freeway	Golf Links Road – Mornington Peninsula Freeway 15km	Sealed

NON-ARTERIAL STATE ROADS (VICROADS CO-ORDINATING & RESPONSIBLE ROAD AUTHORITY)

Table 11. Non-Arterial State Roads (VicRoads Coordinating & Responsible Road Authority) – as at 1st July 2021

Road No.	Road Name	Road Type	From – To (Approx. Distance km)	Surface Type
104391	Golf Links	Road	Frankston CC & VR Demarcation Bdy Baxter- Mornington Pen & VR Demarcation Bdy Baxter 0.2km	Sealed
206031	Bungower	Road	Splitter Island west of Peninsula Link Moorooduc – Splitter Island east of Peninsula Link Moorooduc 0.6km	Sealed

MUNICIPAL ROADS (WITHIN PENINSULA LINK LICENSE AREA – SOUTHERN WAY MAINTAINED

Table 12. Municipal Roads (Within Peninsula Link License Area – Southern Way Maintained) – as at 1st July 2021

Road No.	Road Name	Road Type	From – To (Approx. Distance km)	Surface Type
106041	Eramosa	Road	Bridge crossing Peninsula Link Moorooduc 60m	Sealed
125200	Loders	Road	Bridge crossing Peninsula Link Moorooduc 50m	Sealed
245180	Derril	Road	Underpass below Peninsula Link Moorooduc 50m	Sealed

For confirmation of the current location of all Freeways and Arterial Roads in the Mornington Peninsula Shire refer to VicRoads Register of Public Roads.