

Road Management Plan Review 2020





Background

The Road Management Act 2004 (the Act) establishes a more coordinated system of road management. The Act promotes safe and efficient state and local road networks and the responsible use of road reserves for other purposes, such as the provision of utility services.

From 1 January 2020 the Head, Transport for Victoria (the road authority) replaced the Roads Corporation trading as VicRoads as the responsible road authority for freeways and arterial roads under s.37 of the Act.

In accordance with the provisions of the Act, the road authority made a Road Management Plan (RMP) in November 2004.

The purpose of the RMP is to:

- provide a safe and efficient road network for use by all members of the public.
- establish good road asset management practices focused on delivering optimal outcomes while having regard to affordability, available resources, and the policies, priorities and strategies of governments and the road authority.
- set out the policies and procedures adopted by the road authority to achieve its road maintenance standards.
- describe the inspection frequencies and condition standards adopted by the road authority for various traffic conditions.

The RMP applies to all freeways, arterial roads and any other roads for which the road authority is the coordinating road authority as listed in the Register of Public Roads.

Purpose of review

The review of the RMP, as required under the Act, was to ensure that the system and standards for inspection, maintenance and repair of arterial roads and freeways are efficient and appropriate and result in roads that continue to be safe.

RMP Review – stakeholder consultation

The consultation consisted of two stages:

- Stage 1 – Internal review by subject matter experts
- Stage 2 – Invited submissions from persons within the wider Department of Transport organisation to comment on the proposed amendments.

No external engagement was necessary for this update as the core requirements of the document remained unaltered. This is consistent with the requirements within the Act and the Road Management Management (General) Regulations 2016 (the regs).

Submissions to the review

Stage 1: Consultation and review

The RMP was reviewed internally with input from key subject matter experts between 2018 and 2020. Appendix A contains an overview of the outcomes of this review.

Stage 2: Consultation (Internal Engagement)

The proposed RMP was distributed to the wider organisation for further comment. Submissions were received and Appendix B contains a summary of the issues identified, together with analysis and responses.

Outcome of the review – amendments to the RMP

As a result of the submissions received during the consultation process, the road authority has made the following changes to the RMP.

Introduction

- All references to VicRoads have been replaced with Head Transport for Victoria as the road authority.
- The purpose of the RMP has been moved from schedule B to the start of the document.
- Instructions on using the RMP have been added.
- Minor editorial corrections, changes and clarifications have been made to ensure accuracy and improve readability, understanding and navigation.

Schedule A: Road Infrastructure Management System

- References to current databases and systems used by the road authority have been updated.
- A description of an asset life cycle has been added.
- Additional factors that influence inspection, maintenance and repair standards have been added.
- Requirements relating to maintenance specifications and surveillance plans have been included.
- A reference to Managing Roads in Poor Condition Policy has been included.
- Detail on the frequency of pavement condition surveys has been added.

Schedule B: Road Maintenance Standards

- Editorial changes have been made to Schedule B.
- Obligations of Road Users to reflect the Road Safety Act 1986 have been updated.
- References to Road Maintenance Category (RMC) 6 from the document have been removed.
- Table 1: Hazard inspection type and frequency by RMC has been amended to reflect the exact number of days.
- Changes have been made to the description of the skid resistance hazard in Table 3: Hazard Response – Response Code by Hazard and RMC.

Head Transport for Victoria amended Road Management Plan

The amended RMP as made by the road authority came into effect on *****Insert date here*****.

A copy of the amended RMP can be found on the road authorities website at ***** insert website here*****.

Task	Timeline
Stage 1 Workshop and review by subject matter experts	August 2018 – August 2020
Review of the Road maintenance Categories List	Jan – July 2020
Stage 2 consultation to wider organisation	August - September 2020
Review submissions and make final amendments to the RMP	September – October 2020*****
Draft amended RMP	November 2020*****

Appendix A

Outcome of Stage 1 – Consultation and review

Stage one consisted of a workshop review of the RMP and follow-up with subject matter experts over several years. The review resulted in the following changes.

Introduction

- Clarification of the change of road authority from VicRoads to Head, Transport for Victoria (the road authority);
- Inclusion of reference to the road network database, road list and the incorporated road maintenance category list;
- Redirection of queries to the Executive Director of Transport Planning.
- Changes to make the RMP effective on the day of publication in the Government Gazette.

Schedule A: Road Infrastructure Management System

Outline

- Addition of a description of asset life cycle and an example of a structure.
- Inclusion of funding availability in the description of the infrastructure management system.
- Addition of factors that influence the maintenance programs.

Phase 1: Developing Standards and Guidelines

- Updating databases and lists used by the road authority as the coordinating road authority.
- Inclusion of factors that influence inspection, maintenance and repair standards.

Phase 2: Developing the Maintenance Program

- Network wide intervention analysis is added as another consideration when developing maintenance program targets; and
- Minor corrections, edits and clarifications to achieve consistent terminology.

Phase 3: Implementing the Maintenance Program

- Clarification around performance requirements that help show if maintenance standards are being met, as well as requirements to ensure changes to assets are formatted correctly.

Phase 4: Auditing

- Addition of requirement for impaired roads to be managed in accordance with Managing Pavements in Poor Condition Policy; and
- Addition of requirement for bridges and major culverts to be added to structures assets list and managed in accordance with the bridge manuals.

Phase 5: Reviewing

- Minor corrections, edits and clarifications to achieve consistent terminology.

Schedule B: Road Maintenance Standards

- Relocation of the purpose of the RMP to the start of the document.
- Update of 17A of the Road Safety Act 1986 to reflect the latest contents.
- Clarification of the 10 per cent time margin for inspection frequency and response time.
- Removal of RMC 6 from the RMP.
- Minor corrections, edits and clarifications to achieve consistent terminology.

Table 1 – Hazard Inspection Type and Frequency by RMC

- Change to units of time measurement to days rather than weekday, week etc.

Table 2 – Road Risk Action Response

- Change to units of time measurement to days rather than weekday, week etc.

Table 3 – Hazard Response – Response Code by Hazard and RMC

- Removal of the word defects in the pavement or surface title.



Appendix B

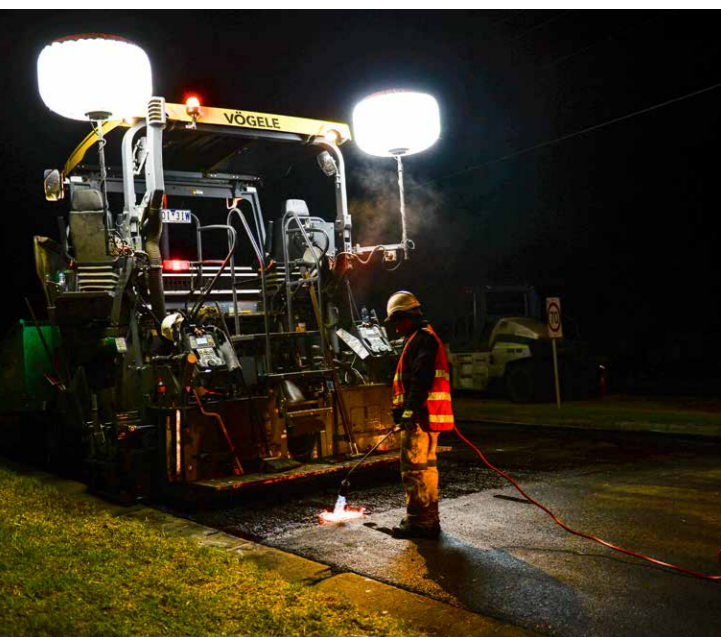
Outcome of Stage 2 – Internal Engagement

Outcome of Stage 2 Internal Engagement

No submission raised major issues or concerns with the RMP and generally supported the existing form and content. A summary of the internal engagement comments and The road authority's responses are in the table below.

Clause	Comment	Analysis/Response
Schedule A		
Phase 3 - Implementing the Maintenance Program		
	Remove sentence that the road authority generally uses contractors in delivery of its maintenance program as it is factually incorrect and does not add value.	Sentence revised to consider both internal and external resources in the maintenance program.
Schedule B		
Table 1 - Hazard Inspection Type and Frequency by RMC		
	Remove "on these frequencies is allowable" and replace with "is allowed" as it may not always be "additional"	Agree, amend as suggested
Schedule B		
Table 3 - Hazard Responses - Response Code by Hazard and RMC		
	Review Pavements – Ponding of water –which classifies ponding of water >300mm deep. Most council standards specify a maximum height of 150mm, with the lip of the kerb generally 40mm higher than the channel invert. This leaves 110mm from the top of the kerb to the lowest point of the asphalt. Additionally, Austroads design guides (AGRD 5) allow maximum water spread widths of 1.5m for a 1-in-10-year event – assuming 3 per cent crossfall, this only allows for a 45mm depth before the drainage is not performing as designed. At 110mm depth, the spread width is 3067mm (full lane width), and should be deemed as a hazard as all vehicles, particularly motorcycles and bicycles would need to deviate from their travel lane	No change. The current ponding level considers a range of scenarios across the state and is deemed reasonable for network operations. Section 750 of the standard maintenance contract used by the road authority sets out several other intervention criteria for cleaning of culverts, pits and stormwater drains as well as build up on the road that might prevent the free flow of water for contractual or localised service requirements
	There needs to be a better definition for critical location when considering safety barriers	No change. The definition of critical location which is included in the current RMP, is consistent with Section 750: Routine Maintenance

Clause	Comment	Analysis/Response
	Make Managing Roads in Poor Condition a guideline rather than a policy	No change. The RMP is a policy and not a guideline. Pavements are identified as in poor condition in accordance with the Managing Pavements in Poor Condition Policy
	Obstructions and Substances in Traffic Lanes – Add landslips as an obstruction in the traffic lane. Add geotechnical hazards and a similar statement to structures like 'Visible damage likely to affect road user or public safety'	No change. Accumulation of dirt/ granular materials already covers the description of a landslip. Section 750: Routine Maintenance specifications includes additional intervention criteria and response times for landslips dependant on the size of the affected area
Miscellaneous		
	ITS needs to be more prominent in the RMP. The language should move away from asset maintenance to asset management. ITS/electrical needs to become more performance and data based to ensure finite funds are appropriately prioritised. The asset management practice needs to become more intelligent and proactive	No change. There is a high focus on traffic signals. The broader scope of ITS is managed outside the RMP. Assets critical to road user safety (lane and speed management, speed signs, electronic speed limit signs, ramp metering) are managed on a performance level/contract basis. The RMP is not an asset management strategy and not a network management strategy. It is an overarching document that outlines the road authority's policies and practices, processes and responsibilities with respect to road infrastructure maintenance.
	The RMP should reflect Department of Transport/ Victorian Government policies and strategies	No change. The RMP is a stand-alone document focused on The road authority's policies, practices, processes and responsibilities with respect to road infrastructure maintenance. The RMP is not intended to reflect government or departmental priorities.
	Expand the RMP to include existing, long-established road management requirements that are specified elsewhere	See response above. The RMP is a policy document and does not include other periodic or rehabilitation standards. Routine maintenance, periodic maintenance and rehabilitation of the network are referred to in the RMP in Phase 2: Developing the Maintenance Program. Detail is provided in established documents.



Clause	Comment	Analysis/Response
	The Intervention Levels (ILs) should provide for all users including pedestrians, cyclists and motorcyclists based on stakeholder feedback. For example, a 30mm IL for pothole depth for motorcycles if it can be verified from stakeholder feedback	No change. Motorcycle, cyclist and pedestrian hazards are to be addressed in the upcoming vulnerable road user policy. Until a vulnerable road user policy has been developed, roads should be maintained as per the Managing Pavements in Poor Condition Policy
	The rationale/justification for intervention levels should be documented somewhere - ideally within the RMP.	No change. The RMP standards have been developed taking into consideration factors including road user needs, asset condition monitoring and performance, road safety outcomes, traffic volumes and composition
	The rationale for the RMCs should be explained in the RMP	No change. The RMC of a road is already defined in Schedule B of the RMP

