Murrindindi Shire Council Road Advisory Group Session Two Summary Report

Contents

Overview

Background

This report outlines the second meeting of the Murrindindi Shire Council (MSC) Council Road Advisory Group (CRAG). The session was held in-person at Yea Council Chambers on Wednesday 6 December from 6.00 – 9.00pm.

Prior to the workshop members were provided with a Workbook (refer **Appendix A**) to help participants to prepare for discussions. The Workbook provided opportunity for participants to provide feedback on the outcomes of the previous session and to provide their opinion on the key principles that Council should keep in mind, when making decisions about how our roads are managed.

Workshop Attendance

A list of workshop attendees is provided in the table below. Apologies were received from 4 CRAG members (Rainer Adam, Sarah Southam, Trevor Hedge, Robert Morgan).

Table 1: List of workshop attendees

	Attendees
Chair	Sue Carpenter, Councillor
MSC team	Livia Bonazzi: Chief Executive Officer Caroline Lintott: Interim Director Assets & Environment Peter Bain: Manager Sustainability & Assets Stuart Russell: Manager Operations & Maintenance Natalie Matheson: Coordinator Community Engagement
Presenters	Caroline Lintott, Interim Director Assets and Development Fiona Marmaras, Asset Management Consultant
CRAG members	Peter Weeks David Webb Ware Robyn Archer Rebekah Grant Michael Cooke Mat Luma Paul Denham Brian Ahern Martin Howden Cameron McLay

Workshop Summary

Councillor Sue Carpenter welcomed the CRAG members and shared an Acknowledgement of Country.

Facilitator, Caroline Lintott, Interim Director Assets & Environment, provided an overview of the meeting purpose and agenda. She then facilitated a discussion where participants were invited to share reflections and opinions on:

- Session One Summary Report
- Key Issues (community concerns) identified during Session One
- MSC Road Management Plan 2021 and the MSC Asset Plan 2022- 2032

Participants were then encouraged to comment on the Asset Management Principles (listed in the Asset Plan) and to share the key principles that they believe Council should keep in mind, when making decisions about how Council roads are managed on behalf of the local community.

Caroline also delivered a presentation to summarise four key phases of Council's current approach to road asset management: The four phases include:

1. Classification of each road segment into a hierarchy.
2. Setting deliverable service level targets.
3. Delivery of the road inspection, maintenance and renewal service (in accordance with the service level targets).
4. Service review and adjustment.

Refer **Appendix B** for a copy of the presentation slides.

In order to allow sufficient time for all member opinions to be heard, not all slides included in the Appendix were covered in the Caroline's presentation.

Following a short break, CRAG members split into three groups to discuss three case study challenges:

1. Increase the bucket of money.
2. Get the road hierarchy right.
3. Prioritise work and manage expectations.

Group 1 was facilitated by Peter Bains, Manager Sustainability & Assets, The Group was given the opportunity to provide opinion on Council's Special Charge Scheme (SCS) Policy. Recognising that there is community demand for the sealing of currently unsealed roads, but no commensurate support for SCS to fund the requested upgrade work.

Group 2 was facilitated by Caroline Lintott and considered whether roads that carry high volumes of heavy traffic such as bus routes, tourist routes, and roads that service heavy industry (including plantations, sawmills, farming, quarries) should all be classified similarly. The Group also considered what the implications of making changes to the hierarchy would be.

Group 3 was facilitated by Stuart Russell, Manager Operations & Maintenance. This Group considered a sample of different types of roads and customer comments. The Group were asked to consider and provide opinion on Council's current approach to prioritising road maintenance and renewal works.

Each Group reported back to the overall Group.

Caroline outlined the next steps and Councillor Carpenter closed the meeting.

Discussion Summary

This section provides an overview of the key themes that emerged during Group discussions.

Reflections on Session One

<u>General comments</u>

- The Session One Summary Report adequately captured the key features of the session.
- Some participants indicated that during Session One the Facilitator did not manage questions or comments well. In future it needs to be clear when members are to contribute to the discussion.
- It was noted that the online-Workbook (provided on the Portal) only allowed for 140-character responses to the questions. This was not considered adequate by many members who used the Workbook. Officers agreed to look into providing for more characters but note that this may be a technical restriction of the application. Members were also encouraged to simply add multiple comments to overcome the character limits.
- Members indicated that they were hoping that this Group will look at big picture items like maintenance standards. In particular "how can we get our maintenance standards up to speed?".
- Given that a lot of community dissatisfaction is about arterial roads, it was suggested that there would likely be a lot of community interest if Council was able to facilitate a community meeting with Regional Roads Victoria (RRV) to discuss issues on arterial roads. Peter Bain noted that RRV have not shown interest in participating in that type of community engagement and would be unlikely to attend.

<u>Comments regarding key issues (community concerns)</u>

Participants were asked to comment on the key issues identified in Session One and to indicate if we had missed anything. A few themes emerged:

- Road safety
  - Lots of accidents with visitors to the Shire.
  - Our Shire has lots of quirky roads, that are difficult even for locals.
  - There is a real lack of obvious policing.
  - Concerned about increased debris on our roads.
  - Electric vehicles are especially susceptible to catch fire if there is debris on the road.
  - Can we increase hard shoulders on roads within our Shire? They are beneficial from a safety point of view, and they give cyclist somewhere to go. *'You only have to look at statistics that the accidents involve no shoulders. – Peter Weeks (SES)*

- Changing demands for maintenance of our roads
  - We've seen an increase of heavy vehicles / traffic in our Shire causing damage.
  - It's important that Council keep ahead of the maintenance because it is hard to catch up once we get behind.

- Communication of maintenance issues
  - Sometimes the afterhours number doesn't work (e.g. when reporting trees down on a road) - this will be investigated.
  - Snap Send Solve (SSS) is a good app for reporting defects.

- o Not sure how SSS works, you don't always get a maintenance response when using the SSS app.

Comments regarding the Road Asset Management Plan (RAMP) scope

- Footpaths
  - o Paul suggested that footpaths should be included in Council's RAMP as they are important infrastructure and there are a number of footpath issues that need to be addressed including:
    - Kinglake has lack of adequate paths. This makes people (including women with prams) walk on the roads, which is less than ideal.
    - Lack of paths in Buxton
    - New estates being built with driveways but no footpaths – How can we get footpaths as well as driveways in all future developments?
    - Pathways are included in the Road Management Plan (RMP), so why not the RAMP.
  - o Livia and Peter Bains explained that although footpaths are Council's responsibility and an important asset, they are not within the scope of the RAMP and therefore not within the scope of CRAG deliberations. Footpaths will be considered (along with pathways in reserves) as part of a separate strategic asset management plan, when pathways have been condition audited. They will also be considered as part of the Road Management Plan (RMP) review.

- Signage
  - o Signs, guideposts, line-marking are all road traffic management controls and are included in the scope of the RAMP and RMP.

Questions regarding traffic speeds and volumes

- Speed Limits - How are the community informed of road speed change?
  - o Noone sends out an individual notification. Regional Roads Victoria (RRV) are responsible for communicating changes to speed limits. Usually this is done using "new limit" road signs for a period before the new limit is enforced.
  - o Council only installs and maintains speed signs but is not in charge of setting speed limits.
  - o Road work speed limits. Once roadwork is completed does the speed get changed? On Council roads once roadworks is completed the original speed limit is reinstated. On RRV roads, Council has no jurisdiction. To reduce speed limits on Council roads, Council must seek approval from the Department of Transport.

- Traffic Data - Does Council have a strategy to collect data on traffic flows?
  - o Data is collected every year. Participants were shown the map (available on the CRAG Portal) showing recent traffic data.
  - o Peter Bain explained the data collection method and assumptions made when collecting and interpreting the data.

Road Management Plan (RMP) 2021 and Asset Plan 2022-2032 Feedback.

Peter Bain explained that the RMP is a risk management document that is a legal requirement. The standards stated in the RMP must be delivered.

Fiona advised that the ten-year Asset Plan is the first iteration of this document, and that Council is required, by legislation, to update it (as well as the RMP) after each general Council election. So, the feedback from CRAG members will be helpful as Council improves the quality of both of these documents in coming years.

CRAG members provided feedback on these two strategic documents. Most of the discussion focussed on the Asset Plan 2022-32 (in particular the Asset Management Principles p 1 and the summary tables p 31-33)

Comments Relevant to Both Documents

- Be conscious of the audience.
- A brief description of what is in the documents would be beneficial.
- Don't be too technical. Use lay persons language when engaging with the community.
- Both documents need more explanation around upgrading the assets for changed conditions, important for State and Federal funding.

Comments on the Road Management Plan:

- Council needs to communicate easily and clearly with the community on who is responsible for which roads. Fiona clarified that the roads listed in the Public Road Register are the roads that Council is responsible for. RRV is responsible for arterial roads. There is a Code of Practise that outlines the responsibilities.
- Council is failing miserably in delivering the RMP standards.
- Service response times might be the reason Council doesn't provide good quality repairs.
- Unmade road standards are deficient.
- Council is obliged to meet reasonable expectations.

Comments/ Questions on the Asset Plan Tables (page 31-33):

- Do our roads get condition audited? Yes.
- Need to clarify how the graphs showing predicted condition were done.
- What is the anticipated life and deterioration? It depends. The rate of road surface deterioration is affected by many factors including weather conditions, drainage, construction quality, traffic volumes including heavy vehicles, quality of maintenance work. Council uses predictive modelling software and asset life assumptions as well as traffic data to predict the rate of deterioration. The model predicts the future condition taking into consideration the amount of funding allocated to renewal.
- What are the graphs telling us? The graphs tell us that with current road renewal funding (for road re-sheeting and resealing) in the long-term financial plan (about $3M pa) we are not keeping up with the predicted rate of deterioration.
- Livia noted that the Grattan report (available on the Portal) shows that all levels of government will need to spend billions just to renew deteriorated roads and to keep pace with deterioration. Even more money is required for upgrades.

Guiding Principles

Comments/ Questions on the Currently Documented Asset Management Principles:

- There was general agreement with the principles documented in the Asset Plan 2022-32.
- One participant queried whether Council really is community-centric and whether the community really is involved in all critical decision making? (principles number 1 and 3).
- Discussion suggested that it depends on what decisions are considered "critical". What is critical to one person is not necessarily critical to everyone.
- One participant suggested rearranging the principles listed. Start with principle 6 regarding continuous improvement as a lead-in to tell the story of continuous improvement.
- How Council assesses road usage was queried. The traffic count data collection process was explained by Peter Bain. It was acknowledged that further data collection and analysis work is required to fully understand traffic circulation.
- Adding a whole of asset life approach to help avoid future financial burden was discussed.

Road Management Decision Making Principles

To prompt discussion the following principles were provided:

- mitigate public safety risks.
- comply with relevant legislation and regulations.
- avoid creating a financial burden on future generations.

Participants were asked to provide their opinions. Comments included:

- Safety of road users including cyclists and motorbike riders should be a priority.
- Maybe Council should worry more about making sure they are meeting current needs expectations and less about whether they will create a financial burden on future generations.
- Is it an option for Council to borrow money for roads? What is the fear of going into debt to fix the roads?
- Livia noted that this Council has indicated it is not averse to borrowing money for investment in infrastructure. It is important to get the balance right, use whole of life assessment, aim to meet current and future needs. Federal funding is necessary. 1/3 of the fuel excise has been going to roads. Much more funding support is needed.
- Maintaining existing assets and not accepting deterioration of current road assets should be a priority. It is important to not fall behind and end up spending more in the long run.

Group Activity Summary

Participants split into three groups to consider one of three case study challenges.

Challenge 1 - Increase the Bucket of Money

Facilitated by Peter Bain, Manager Sustainability & Assets, The Group was given the opportunity to provide opinion on Council's Special Charge Scheme (SCS) Policy. Recognising that there is community demand for the sealing of currently unsealed roads, but no commensurate support for SCS to fund the requested upgrade work.

Group suggestions included:

- Council should pursue any opportunity to impose charges on tourist routes and to lobby the State or Federal Government to upgrade roads along these routes.
- Where the beneficiaries for an upgrade are mainly visitors and tourism, the cost to residents should be fair and proportional.
- Contributions should use the fairest possible methodology, based on property area or frontage, when apportioning costs to landowners that receive a special benefit from the upgrade.
- Council's contribution should reflect the benefit of improved overall aesthetics and amenity of townships.
- The policy should be rewritten in a format and language that is easy for the community to understand.
- The general benefit of improving a road, for example if visitors or businesses gain a benefit, should be fairly included in the apportionment.
- Repayments on special rates and charges schemes should be offered over the maximum period allowed.

Challenge 2 - Get the Road Hierarchy Right

Facilitated by Caroline Lintott and Fiona Marmaras, asset management consultant (Integr8 Pty Ltd), this Group considered whether roads that carry high volumes of heavy traffic such as bus routes, tourist routes, and roads that service heavy industry (including plantations, sawmills, farming, quarries) should all be classified similarly. The Group also considered what the implications of making changes to the hierarchy would be.

The Group suggested that:
- The hierarchy classifications should reflect road usage.
- Roads along school bus routes function as Collectors
- Roads along PTV bus routes are different to school buses. PTV routes typically take the quickest route through the Shire using Council roads that link to arterial roads and should be classified as Link Roads not Collectors.
- Roads used by heavy vehicles for industry could be classified separately and a levy could be imposed to address the damage caused to the roads.
- Installation of traffic controls to reduce rat-runs along access roads and divert traffic onto Collector roads might reduce the number of Access Roads that are used as Collectors.
- Care must be taken to not adversely impact farmers.
- Through roads should not just be paid for by Council but have a State contribution.
- If the use of the road has changed, the level of the road should also change.
- Roads not designed for current usage.
- Main focus should be on improving the maintenance and repair of what we have got before upgrading any roads.

Challenge 3 - Prioritise and Manage Expectations

Facilitated by Stuart Russell, Manager Operations & Maintenance, this Group considered a sample of customer comments regarding different types of roads. The Group were asked to consider and provide opinion on Council's current approach to prioritising road maintenance and renewal works.

The Group suggested that:
- Road usage should be the key factor used to prioritise road renewal and road maintenance, based on safety and wellbeing of public.
- Heavy vehicle usage should multiply *1.5 of car traffic data.
- Look at material being used for maintenance.
- Prioritise road maintenance based on traffic count.

- Look at standard of construction (vehicle width)
- Repair (renewal) of the higher-use roads should be a priority.
- Focus upgrades on sealing Access Roads within townships.
- Prioritise re sheeting of roads that are currently difficult to grade.
- Some discussions around public and non-public roads and where maintenance stops.
- Discussion on maintenance practices and how roads are graded, number of staff
- Clear terminology in RMP and asset plan.

Next Steps

- Next meeting will be in late February or early March 2024
- Meeting will focus on critiquing and Council's current service level targets with a view to making changes that are deliverable and will affordably better meet community needs.
- CRAG members were asked to input additional questions and reflections via the CRAG Portal on The Loop. https://theloop.murrindindi.vic.gov.au/project_login/1032

Appendices

Appendix A- Session Two Workbook

Murrindindi
Shire Council

The following issues have been identified as key community concerns

POTHOLES and the way they are managed.	**DETERIORATED UNSEALED (GRAVEL) ROAD SURFACES and** the frequency and quality of our grading practices.	**DEFICIENCIES IN ROADSIDE DRAINAGE PROVISION & CLEARING causing** water ponding and potholes.	**POOR QUALITY ARTERIAL ROADS** managed by Regional Road Victoria	**LEGACY OF INADEQUATE ROAD DESIGN & CONSTRUCTION (incl.** narrow road widths and low-quality pavement base layers)
DEFICIENCIES IN TRAFFIC MANAGEMENT CONTROLS (incl. speed, signs, line marking, wildlife protection, visibility, intersection treatments, road geometry)	**INADEQUATE DEBRIS REMOVAL** from open drains, roadsides and sealed road surfaces	**INADEQUATE RESOURCES DIRECTED TOWARDS FIXING ROADS**	**INADEQUATE ROADSIDE VEGETATION MAINTENANCE** (for wildlife visibility and attractiveness of a tourist destination)	**POOR ACCESSIBILITY FOR CYCLISTS & PEOPLE WITH DISABILITIES** (incl. deficient carparks, narrow roads and pathways, road shoulder defects)

Murrindindi
Shire Council

Have we missed any issues that are important to you?

Do you have any questions or comments regarding these two documents?

Road Management Plan 2021

MURRINDINDI SHIRE COUNCIL
ASSET PLAN 2022-2032

Below is a list of principles that are set out in Council's Asset Plan 2022-2032. These principles guide Council's approach to asset management.

OUR ASSET MANAGEMENT PRINCIPLES

1. We adopt a community-centric approach.
2. Our assets support services provided by Council and the community.
3. Our Community is involved in all critical decision making.
4. We have a focus on long-term financial and environmental sustainability.
5. We retain assets based on assessment of usage and community commitment.
6. We strive to continuously improve our asset knowledge and information management systems.
7. We take a well-considered, risk-based approach to asset management.
8. We use effective monitoring and performance reporting to inform our asset management practices.

- Please tell us if these principles are meaningful to you? Is something missing?
- What (if any) changes would you recommend?

In your opinion, what are the most important principles that Council should keep in mind, when making decisions about how our roads are managed?

- comply with relevant legislation and regulations

- mitigate public safety risks

- avoid creating a financial burden on future generations

- Ensure accessibility for all

On the next four pages is a summary of Council's current long-term plan for roads, carparks and bridges, and the predicted condition of these assets, as documented in the Asset Plan 2022 to 2032.

Please take a moment to read through each page. Make a note of any comments of questions you have. For example, do you agree with the improvement projects and major initiatives. Why? Why not?

ROADS & CARPARKS

710 km unsealed roads
492 km sealed roads
81.7 km kerb and channel
31 off-street carparks
81 on-street parking bays

AVERAGE CONDITION
30 June 2021

GOOD

STRATEGIC OBJECTIVE — Ensure our roads and carparks are safe and functional; enabling people to travel safely through and around the Shire.

PROJECTED EXPENDITURE

ANNUAL AVERAGE EXPENDITURE ($ M)	
NEW	0.03
UPGRADE	1.43
EXPANSION	0.04
RENEWAL	3.09
MAINTENANCE	2.89
TOTAL	7.48

Projected Expenditure ($M) — 2021-22, 2022-23, 2023-24, 2024-25, 2025-26, 2026-27, 2027-28, 2028-29, 2029-30, 2030-31, 2031-32
Legend: New (Acquisition), Upgrade, Expansion, Renewal, Maintenance

EXAMPLES OF THE TYPES OF ACTIVITIES WE HAVE PLANNED FOR THE NEXT 10 YEARS

NEW	UPGRADE	EXPANSION	DISPOSAL

- Implement Climate Change Plan including installation of Electric Vehicle chargers.	- Design for:
	  ○ Alexandra commercial area streetscape
	  ○ Skyline-Maintongoon-Sonnberg Road Eildon
	  ○ Thornton streetscape
	- Sealing Wilhelmina Falls Road, Murrindindi
	- Road safety improvements
		Expansion and upgrade of the Y Water Centre Carpark	- None proposed

RENEWAL	MAINTENANCE
- Unsealed Road Annual Resheeting Program - Sealed Roads Pavement Renewal and Major Patching - Sealed Road Annual Reseal Program - Sealed Road Shoulder Resheeting	- Defect inspections and repair in accordance with Council's Road Management Plan - Monitor and/ or repair defects identified by inspectors and community members. - Activities include pothole patching, line marking, street sweeping, grading and patching of unsealed roads

Large new, upgrade, expansion projects will only go ahead if the business cases stack up and grant funding or other cost sharing arrangement can be secured.

PREDICTED ASSET PERFORMANCE

Our challenge is to maintain our road and carpark surfaces in an acceptable condition. Under projected expenditure, our asset deterioration model suggests the average condition of our road network will drop from Good to Fair. Around 30% or our road network is predicted to be in Poor condition at some point during the next 10 years. **17% of our sealed and 8% of our unsealed surfaces are expected to be in Very Poor condition by 2031-32.**

% Sealed surfaces — 2021-22 to 2031-32. Legend: Very Good, Good, Fair, Poor, Very Poor

% Unsealed surfaces — 2021-22 to 2031-32. Legend: Very Good, Good, Fair, Poor, Very Poor

$1.36 M - Average annual predicted renewal gap if we were to intervene and renew the assets when components reach condition Poor

PROPOSED IMPROVEMENT PROJECTS AND OTHER MAJOR INITIATIVES FOR THE NEXT 10 YEARS AND BEYOND

- Review our Road Asset Management Plan and engage with the community to develop agreed and affordable community service level targets.
- Continue to focus our attention on well-timed road renewal programs, informed by regular condition audits.
- Improve our routine unsealed road grading program to better meet community demand.
- Investigate opportunities to share the unsealed road upgrade costs with landowners who wish to have unsealed roads sealed.
- Use recycled and other sustainable materials in our road asset management activities.
- Prepare for electric and potentially driverless vehicles.

BRIDGES & MAJOR CULVERTS	94 pedestrian bridges (incl. 49 concrete, 33 timber, 12 major culverts) 209 road bridges (incl. 80 concrete, 34 timber, 95 major culverts)	AVERAGE CONDITION 30 June 2021
		GOOD

STRATEGIC OBJECTIVE	- Ensure our bridges, and major culverts are safe and functional; providing a route for people to pass easily from one side of an obstacle to the other.

PROJECTED EXPENDITURE

ANNUAL AVERAGE EXPENDITURE ($ M)	
NEW	-
UPGRADE	0.29
EXPANSION	-
RENEWAL	0.56
MAINTENANCE	0.27
TOTAL	1.12

EXAMPLES OF THE TYPES OF ACTIVITIES WE HAVE PLANNED FOR THE NEXT 10 YEARS

NEW	UPGRADE	EXPANSION	DISPOSAL

- No proposed projects
As an established Shire, bridges are "gifted' to Council from projects delivered by others (e.g., State Government or private subdivision developments.)
	- Replace aging minor timber bridges to meet loading requirements:
	  o Spring Creek Road Bridge, Fawcett
	  o Coonans Road Bridge, Yea
	  o Myles Road Bridge, Murrindindi
		- None proposed	- None proposed

RENEWAL	MAINTENANCE

- Abutment Repair
  o Middle Creek Bridge No1, Yarck
  o Smiths Bridge, Maintoongoon
	- Programmed Level 1 inspections in accordance with the *VicRoads - Road Structures Inspection Manual 2018b*
	- Monitor/ and or repair defects identified by inspectors or the community (e.g., handrail repairs)
	- investigate structural defects (if identified) and act in accordance with structural engineer recommendations

Large new, upgrade, expansion projects will only go ahead if the business cases stack up and grant funding or other cost sharing arrangement can be secured.

PREDICTED ASSET PERFORMANCE

Under projected expenditure, only **1.2%%** of our bridge and major culvert components are predicted to be in poor or very poor condition over the **10-year period**. These assets will be monitored via Council's proactive inspection program.

$0.28 M - Average annual predicted renewal gap if we were to intervene and renew components when they reach condition Poor

PROPOSED IMPROVEMENT PROJECTS AND OTHER MAJOR INITIATIVES FOR THE NEXT 10 YEARS AND BEYOND

- Continue to invest in maintenance, and renewal, as required, to maintain these complex high-risk assets in a safe condition as they age.

Introduction to the Session Two Group Activity

During the session, we will divide into groups. You will be asked to work together to provide advice to Council regarding one of the following challenges.

Please take a moment to think about these before we meet.

1. – INCREASE THE BUCKET OF MONEY	2. – GET THE ROAD HIERARCHY RIGHT	3. – PRIORITISE & MANAGE EXPECTATIONS
• What should Council do when community members petition Council to seal the unsealed road that they live on (because the dust is reducing their quality of life) but do not support a special charge scheme (SCS) to pay for the works? • How can we make a SCS more palatable?	• What is the best way to classify our roads so that maintenance and renewal works can be prioritised and delivered in a way that maximises community benefit	• We can't afford to do everything, so which requests should Council respond to? • Do you feel that this is a good approach? • Are there specific areas that need to be looked at further or improved?

Thank You!

Thanks for taking the time to provide advice to Council on how to better manage the local road network in a way that better meets community needs.

Appendix B - Session Two Slide Presentation

Workshop objectives

- Discuss Council's current approach to managing our road assets.

- Highlight some real-life examples of the challenges we face.

- Improve Council's understanding of community needs.

- Work together to **establish a set of shared values and principles** to assist Council when making road asset management decisions.

Start 6:00 pm
- ❖ Welcome, Introductions and Acknowledgment of Country
- ❖ Session one recap – Reflections from the Group
- ❖ Reading material overview
- ❖ Council's current approach to road asset management

Break (7:30 to 7:45 pm)
- ❖ Group Activity
- ❖ Report back (8:25 pm)
- ❖ Next steps
- ❖ Concluding remarks
- ❖ **Finish 9:00pm**

Session One Recap – Reflections from the Group

Are there any questions or comments on the CRAG Session One Summary Report ?

Murrindindi Shire Council

Road Advisory Group Workshop 1
Summary Report
9 October 2023

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Murrindindi Shire Council
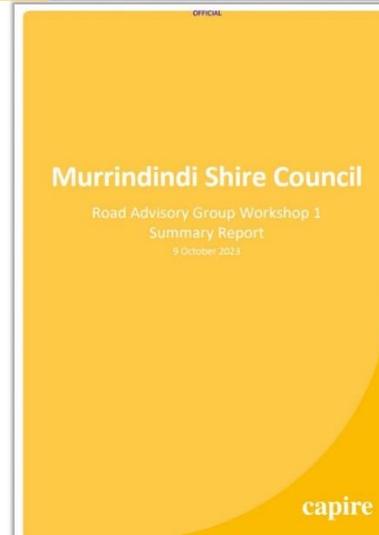
Issues identified as key community concerns Part1

Have we missed anything that is important to you?

POTHOLES and the way they are managed.	DETERIORATED UNSEALED (GRAVEL) ROAD SURFACES and the frequency and quality of our grading practices.	DEFICIENCIES IN ROADSIDE DRAINAGE PROVISION & CLEARING causing water ponding and potholes.	POOR QUALITY ARTERIAL ROADS managed by Regional Road Victoria	LEGACY OF INADEQUATE ROAD DESIGN & CONSTRUCTION (incl. narrow road widths and low-quality pavement base layers)

Murrindindi Shire Council

Issues identified as key community concerns Part 2

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DEFICIENCIES IN TRAFFIC MANAGEMENT CONTROLS (incl. speed, signs, line marking, wildlife protection, visibility, intersection treatments, road geometry)	INADEQUATE DEBRIS REMOVAL from open drains, roadsides and sealed road surfaces	INADEQUATE RESOURCES DIRECTED TOWARDS FIXING ROADS	INADEQUATE ROADSIDE VEGETATION MAINTENANCE (for wildlife visibility and attractiveness of a tourist destination)	POOR ACCESSIBILITY FOR CYCLISTS & PEOPLE WITH DISABILITIES (incl. deficient carparks, narrow roads and pathways, road shoulder defects)

Reading Material

Welcome to Council Road
Advisory Group (CRAG) Portal
On behalf of Murrindindi Shire Council's Mayor, Councillors and CEO,
thank you for giving up your time to assist us.

Session Two

When ever you can please take a moment to read and participate in the pre-session activities below. If you require assistance email nmatheson@murrindindi.vic.gov.au or lodge a query via the "Ask a Question Tool' below.

Agenda

Please click here for a copy of the Agenda

Workbook (Electronic or paper version) to help you prepare for group discussions

Please click here to access (and provide feedback via) the Electronic Workbook. If you would prefer to use a paper version please click here. We encourage you to print out the document and write down your thoughts.

Background Reading for CRAG Members

- Please click here for extra Information for Sessions Two and Three
- Please click here for Pre-reading Documents

Are there any questions or comments on these two documents?

Road Management Plan 2021

Version 3

MURRINDINDI SHIRE COUNCIL

ASSET PLAN 2022-2032

ROADS & CARPARKS

Murrindindi Shire Council

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Murrindindi Shire Council

PREDICTED ASSET PERFORMANCE

Our challenge is to maintain our road and carpark surfaces in an acceptable condition. Under projected expenditure, our asset deterioration model suggests the average condition of our road network will drop from Good to Fair. Around 30% or our road network is predicted to be in Poor condition at some point during the next 10 years. **17% of our sealed and 8% of our unsealed surfaces are expected to be in Very Poor condition by 2031-32.**

$1.36 M - Average annual predicted renewal gap if we were to intervene and renew the assets when components reach condition Poor

PROPOSED IMPROVEMENT PROJECTS AND OTHER MAJOR INITIATIVES FOR THE NEXT 10 YEARS AND BEYOND

- Review our Road Asset Management Plan and engage with the community to develop agreed and affordable community service level targets.
- Continue to focus our attention on well-timed road renewal programs, informed by regular condition audits.
- Improve our routine unsealed road grading program to better meet community demand.
- Investigate opportunities to share the unsealed road upgrade costs with landowners who wish to have unsealed roads sealed.
- Use recycled and other sustainable materials in our road asset management activities.
- Prepare for electric and potentially driverless vehicles.

Our Asset Management Principles

Are these principles meaningful? is something missing?

OUR ASSET MANAGEMENT PRINCIPLES

1. We adopt a community-centric approach.
2. Our assets support services provided by Council and the community.
3. Our Community is involved in all critical decision making.
4. We have a focus on long-term financial and environmental sustainability.
5. We retain assets based on assessment of usage and community commitment.
6. We strive to continuously improve our asset knowledge and information management systems.
7. We take a well-considered, risk-based approach to asset management.
8. We use effective monitoring and performance reporting to inform our asset management practices.

What are the most important principles that Council should keep in mind, when making decisions about how our roads are managed?

- mitigate public safety risks
- comply with relevant legislation and regulations
- avoid creating a financial burden on future generations
- ensure accessibility for all
- ???

## Council's Current Approach
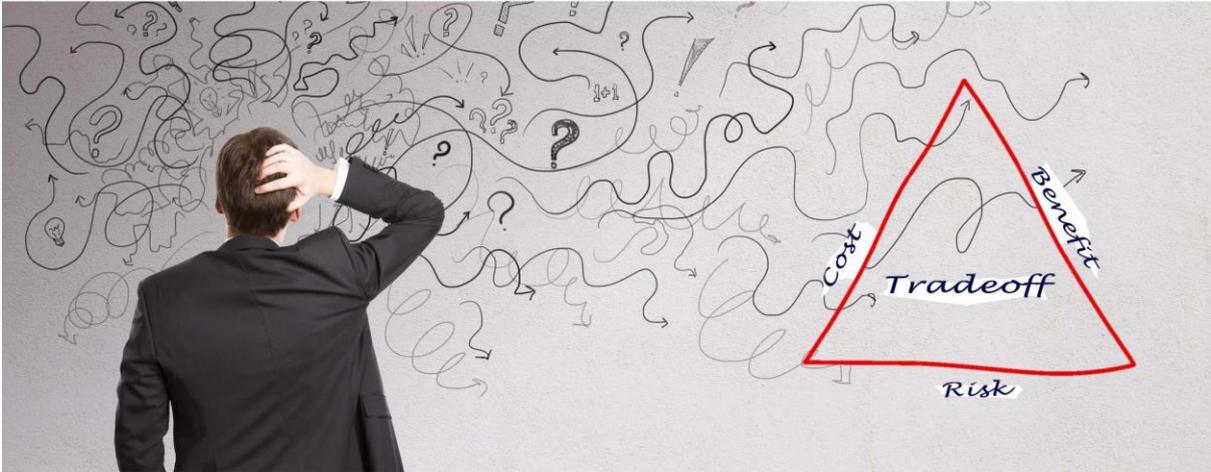
Four key phases

- 1 -

Develop a Road Hierarchy to classify each road segment.

Seek funding to improve asset management outcomes

The hierarchy is used to:
- **Prioritise** how quickly Council responds to road-related issues

- Set appropriate (risk-based) **service level targets**:
    - Defect intervention levels (i.e., the type and severity of defects that will be actioned)
    - Maintenance response times
    - Defect inspection frequency

Currently the hierarchy is not used to prioritise investment in renewal and upgrades.
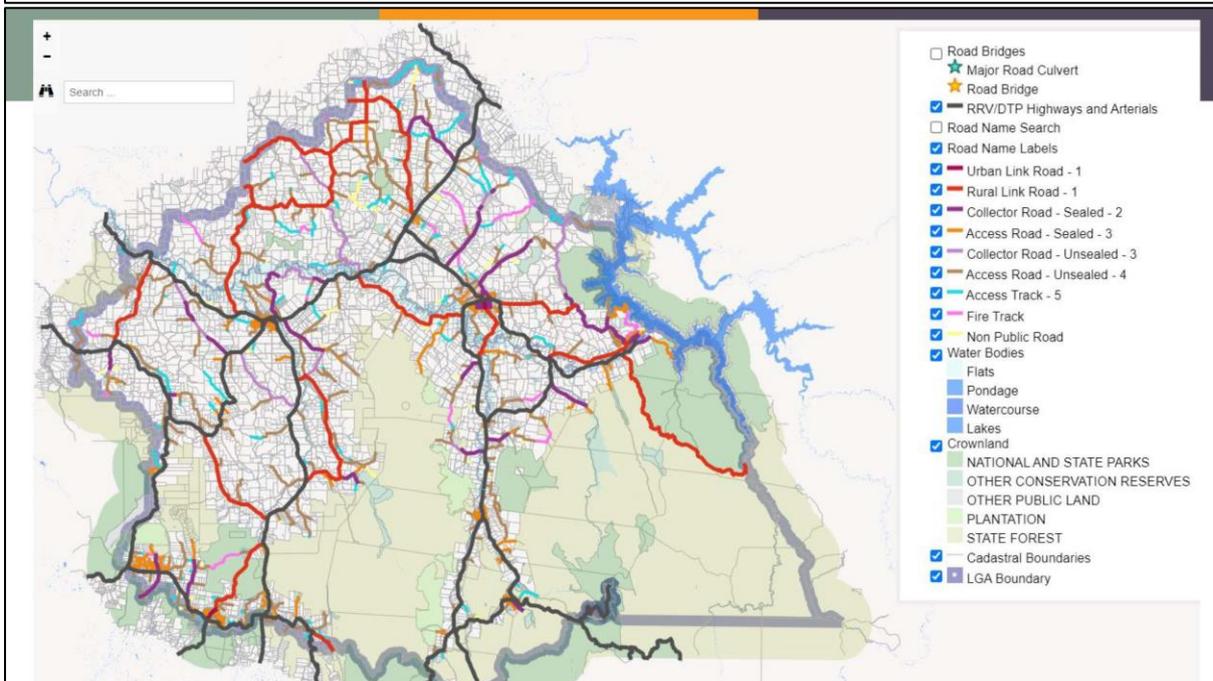
Factors considered:

1. **Function/ purpose** of the road segment within the road network. Is it reasonably required for general public use, and if so, is it primarily required for property access or for mobility within and around the Shire.

2. **Road use** as represented by traffic volumes, location, surrounding land zoning, types and volume of road users (e.g., buses, log trucks, tourists, motorcyclists, bicyclists, pedestrians).

3. **Current design standard** including trafficable road widths, vertical and horizontal curvature/ alignment, design speed, presence of pavement drains.

4. **Current construction standard** including the strength of the road pavement, the type of road surface, presence and functionality of drains.

THE PRIMARY FUNCTION OF LINK AND COLLECTOR ROADS IS TO ENABLE EFFICIENT MOBILTY WITHIN AND THROUGH THE SHIRE

Rural Link Road - 1	Urban Link Road – 1	Collector Road - Sealed – 2	Collector Road - Unsealed – 3
Ghin Ghin Rd, Ghin Ghin	Miller St, Yea	Kanumbra- Gobur Rd, Gobur	Molesworth- Dropmore Rd, Molesworth

ACCESS TO PROPERTY IS THE PRIMARY FUNCTION OF OUR ACCESS ROADS AND ACCESS TRACK

Access Road - Sealed – 3	Access Road - Unsealed – 4	Access Track - 5
Southam Drive, Taggerty	Carey Road, Killingworth	Baynes Road, Molesworth

The key determinant of the hierarchy has been the construction standard which determines the maintainability of the road; as a result we have:

- Roads that may <u>function as a Collector</u> but because they are not designed or constructed to an adequate standard have been <u>classified (and therefore maintained) as Access Roads.</u>

- <u>Road segments classified as Access Tracks,</u> even though they carry quite a lot of traffic, because they <u>cannot be repaired or graded without being reconstructed to a higher standard.</u>

Four key phases

- 1 -
Classify each road segment into a <u>hierarchy</u>.

- 2 -
Set deliverable <u>service level targets</u>

Seek funding to improve asset management outcomes

Key factors considered:

- the **hierarchy** and relative risks of defects of various kinds and in various locations
- service levels offered by **other councils**
- Council's **ability to deliver** the service level targets (within existing resources)

Defect – Obstacles in traffic lanes.		Service Response – Remove obstructions	
Intervention Standard		**Road Maintenance Standard**	**Service Response Time**
	Obstacle which prevents the passage of vehicles, and where there is no alternative access.	All	24 Hours
	Obstacles which encroach onto a traffic lane, and which would require a driver to have to deviate.	All	Take remedial action within 1 week of confirmation of obstacle.

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Four key phases

- 1 -

Classify each road segment into a hierarchy

- 2 -

Set deliverable service level targets

- 3 -

Deliver the inspection maintenance and renewal services
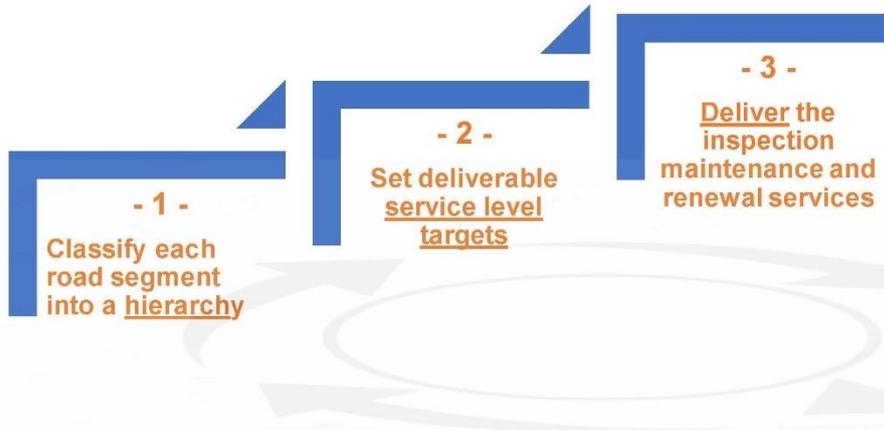
Seek funding to improve asset management outcomes

Our **Operations and Maintenance team** deliver the Road Management Plan service level targets

- $2.89 M budget in 2023-24
- 18 staff
  Rapid Response Crew
  Routine Defect Inspector
  Unsealed Roads Maintenance Team
  Sealed Road Maintenance Team

+ Contracts for street sweeping

Our **Sustainability & Assets team** aims to keep the overall average condition of road assets in "Fair" condition

- Resealing Sealed Roads Program
- Re-sheeting Unsealed Roads Program
- Major patching

These renewal programs are informed by:

- Condition audits and asset deterioration modelling
- Community requests
- Referrals from maintenance crews when assets become unmaintainable
- Available funding

Four key phases

- 1 -
Classify each road segment into a hierarchy

- 2 -
Set deliverable service level targets

- 3 -
Deliver the inspection maintenance and renewal

- 4 -
Review the outcomes, benchmark against others. Consult with the community.

Make necessary adjustments to continuously improve

Seek funding to improve asset management outcomes

We review outcomes, benchmark, consult and aim to continuously improve


… a benchmarking example

	Community satisfaction (out of 100)	Sealed local road requests per 100 km of sealed roads	Cost of sealed local road reconstruction per m^2.
Murrindindi	44	45	$70
Strathbogie	47	35	$38
Mansfield	57	17	$45

vic.gov.au - Know your council comparison dashboard – 2021-22

... a sample report
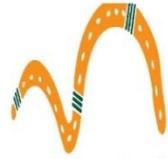
Murrindindi
Shire Council

Assetic Maintenance Management Module Monitoring
(RMP Compliance)

Home
Work Orders Monthly Report
Work Requests Monthly Report
Performance Defect Metrics
SLA Compliance
Maintenance Costs
Work Group Stats
(Current) OverDue Work Orders
Defect Location
Defect Analysis
Resource Planning Month View
Resource Planning List View
Resource Usage
Health Check (Quarterly Report)

Work Requests

Total   715

Work Request Created Date

Q1 2...   QUARTERS ▾
2023
2 Q3 Q4 Q1 Q2 Q3 Q4

	273	219	223
	Jan	Feb	Mar
		Qtr1	
		2023	
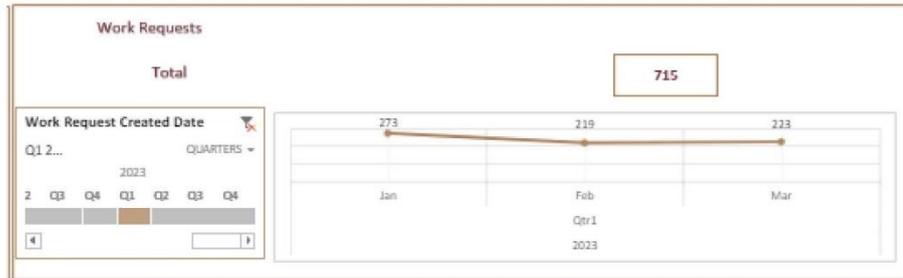
Road Asset Management Plan Maps 2023/24

Icon	Title	Last Updated	Link
	Current Road Hierarchy (Asset Criticality)	21/11/2023	Open
	Estimated Traffic Volumes (2021)	30/10/2023	Open
	Predicted Road Condition (2022-23)	30/10/2023	Open
	Infrastructure Risk Rating Assessment Results (2023)	01/11/2023	Open
	Road Geometry Map	30/10/2023	Open
	Road Functions Map â€" (Routes used by Heavy Vehicles)	01/11/2023	Open
	Draft Sealed Road Resealing (20-year program)	06/11/2023	Open
	Draft Unsealed Road Re-sheeting (20-year program)	06/11/2023	Open

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Any questions or comments
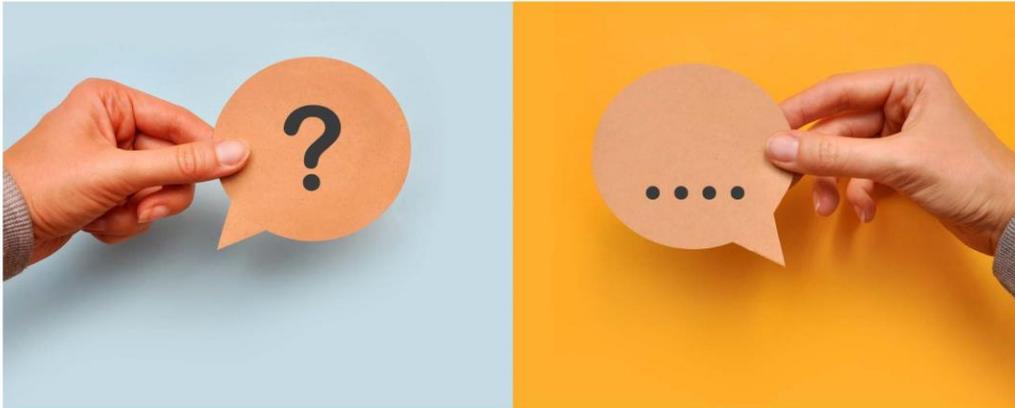
Time for a Break

7:30 to 7:45 pm

Context for the Group Activities

1 - Increase the Bucket of Money

- What should Council do when community members petition Council to seal the unsealed road that they live on (because the dust is reducing their quality of life) but do not support a special charge scheme (SCS) to pay for the works?
- How can we make a SCS more palatable?

2 - Get the Road Hierarchy Right

- What is the best way to classify our roads so that maintenance and renewal works can be prioritised and delivered in a way that maximises community benefit?

3 - Prioritise and Manage Expectations

- We can't afford to do everything, so which requests should Council respond to?
- How can the requested works be funded?
- What should Council do about the rest of the requests?

Most road upgrade requests are warranted

Dark Green roads are so **narrow** that cars need to deviate to avoid oncoming vehicles
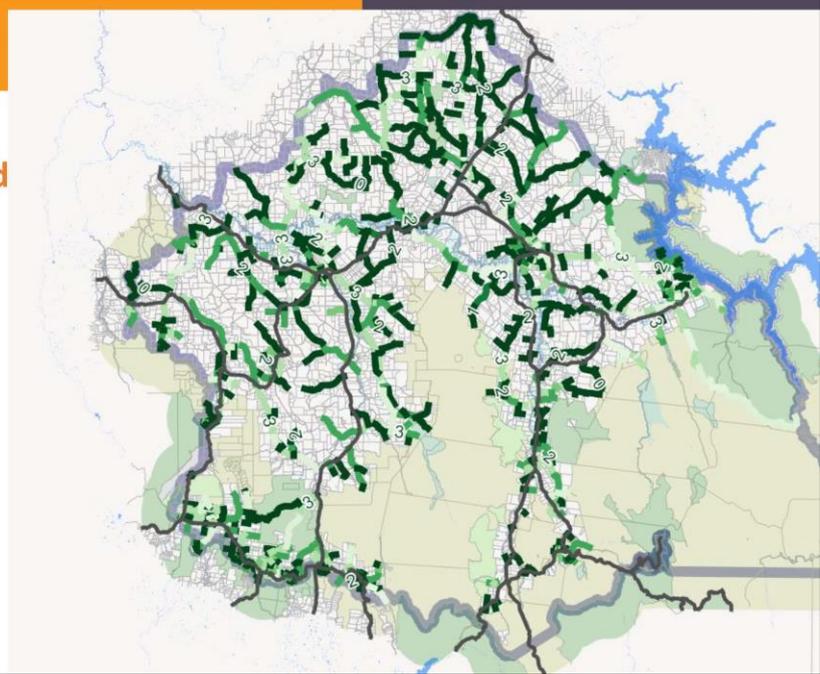

Most road upgrade requests are warranted

Purple roads are tortuous or have an **extremely winding** horizontal alignment
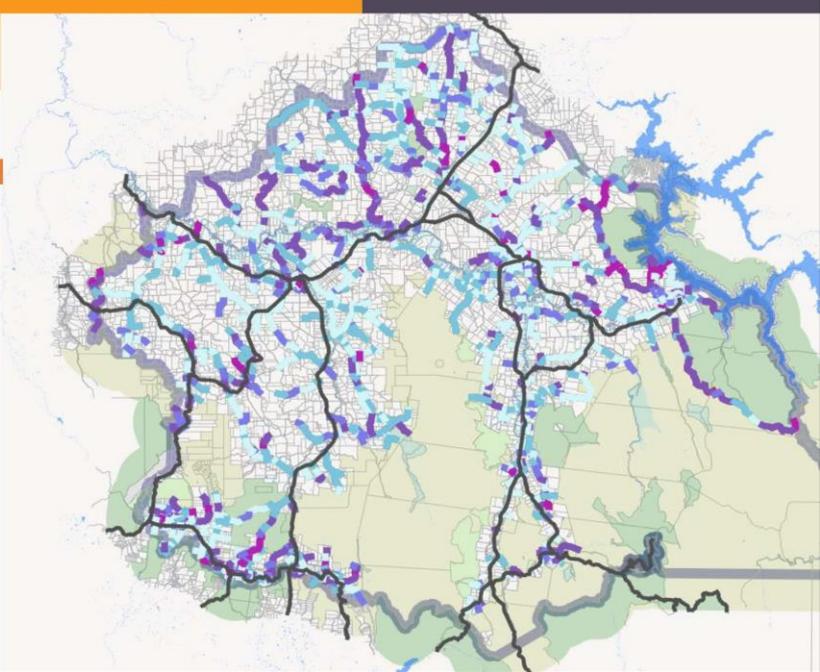
Most road upgrade requests are warranted

Red roads have **severe fixed roadside hazards** such as cliffs

Murrindindi
Shire Council
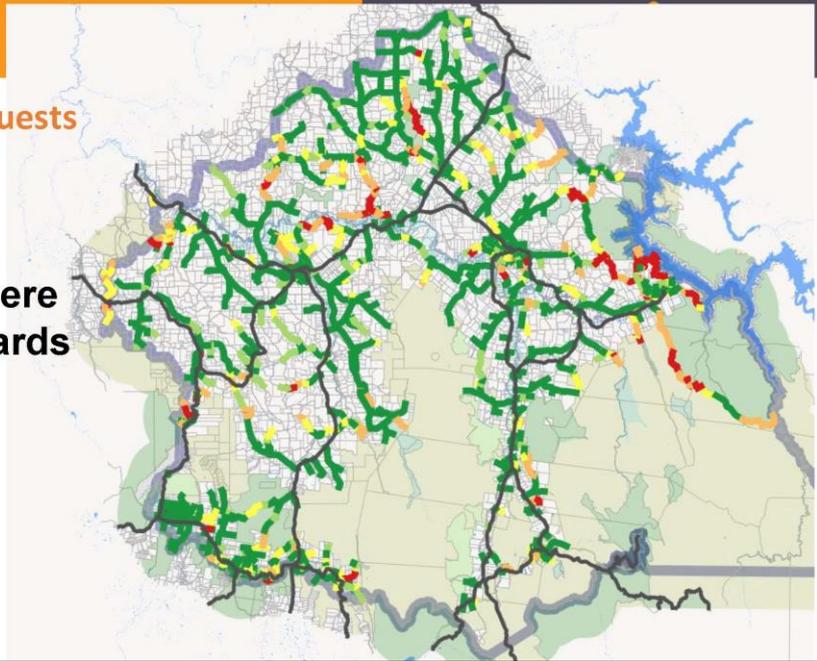
What options are available to raise money to pay for road upgrades?

- **Council Cost-sharing with State/ Federal Grants**. Funded projects tend to improve Link or Collector Roads and have far reaching community-wide benefits.

- **Property Developer Contributions.** Upgrades are funded (or constructed) as part of the planning permit approval process when a new subdivision is built, or there is a change of land use.

- **Special Charge Schemes (SCS).** Landowners agree to contribute to the cost of the upgrade because the project delivers "special benefits" to them, that are above the benefit received by other road users.

Special Charge Schemes are rarely supported

	Maryton Lane, Buxton	Falls Rd, Allandale Rd & Brysons Lane, Strath Creek	Aroona Drive & Stevenson Road, Buxton
Proposed works	Construct gravel road with drainage	Seal 6m wide road including open drain upgrade	Seal 6m wide road including open drain upgrade
Properties included	5	42	28
Council contribution ($)	15 % Road 50% Drainage Costs	0%	0%
Ratepayer contribution ($)	$4,761 - $85,921	$70,432	$9,500
Level of support	20% (1 property)	2% (1 property)	32% (9 Properties)

When asking for funding to support road upgrades it's important to have our road hierarchy classifications "right"…
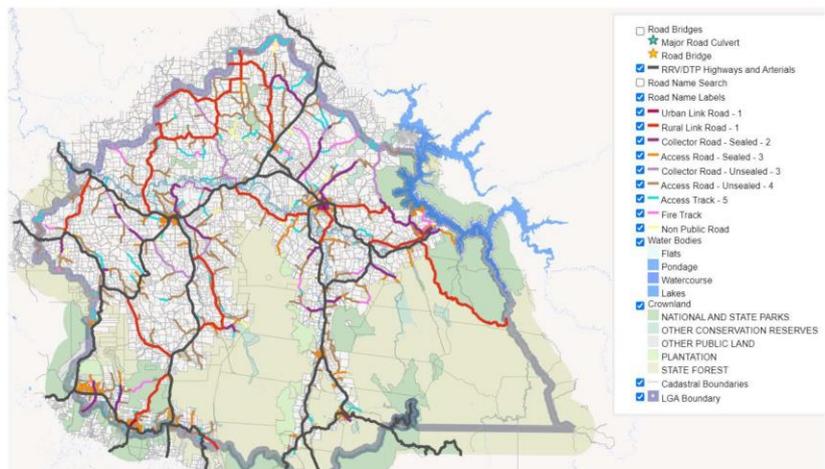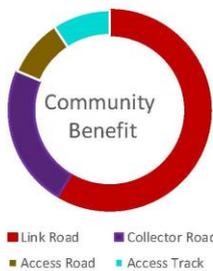
It's also important that we get our road hierarchy classifications "right" when prioritising our response to defects on the road …

Hierarchy	Maintenance Standard	Time to undertake permanent repair
Link Roads	1	4 weeks
Collector Roads Access Roads (Sealed)	2 & 3	6 weeks
Access Roads (Unsealed)	4	3 months
Access Track	5	6 months

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- What should Council do about the rest of the requests?

Breakout into three groups

8:30 pm Report Back

Next Steps

Thank You