

**WURUNDJERI** Traditional Owners

**City of DAREBIN**

# City of Darebin ROAD MANAGEMENT PLAN

DRAFT 2013

## Revision and Adoption Schedule

Date	Details
11/10/2004	Council Briefing
18/10/2004	Public viewing for 28 days – no comments received
20/12/2004	2004 RMP adopted by Council
April 2009	RMP revised
29/6/2009	2009 RMP adopted by Council
May 2013	Draft 2013 RMP
13/5/2013	Council Briefing
	Adoption of Draft 2013 RMP for public submissions
	Public Notice of Intent / submissions
	Public viewing for 28 days
	2013 RMP adopted by Council
	Public Notice of Adoption

## Draft Amendments from 2009 Plan

Date	Details	By
12/04/2013	Incorporated council plan strategic goals (2013-2017)	R.Ibbetson
	Incorporated greater detail in purpose of plan	
	Omitted public highway definition	
	Incorporated shared path definition	
	Incorporated bus stop assets	
	Incorporated drainage assets	
	Incorporated unmade right of ways (ROW)	
	Incorporated unmade roads	
	Incorporated car parks	
	Incorporated service request flow chart	
	<b>Appendix A</b>	
	Inspection zones map amendment	
	<b>Appendix B</b>	
	Bridge inspection frequency omitted	
	Amended footpath defect inspection (low priority) from 5 years to 2 years	
	Amended road defect inspection (collector & access) to 2 years	
	Road condition (structural) inspection omitted	
	Reactive complaint/request omitted	
	<b>Appendix C</b>	
	Intervention level permanent repair omitted from Maintenance Standards response times	
	Weed growth omitted	
	Pavement sweeping omitted	
	Dumped rubbish omitted	
	Retaining Walls omitted	
	Line cracking sealing omitted	
	Bridge and major culverts maintenance omitted	
	Slippery surface omitted	
	Building activity omitted	
	unformed footpaths omitted	
	Grass mowing/edge trimming/weed control of median strips (sqm)	
	Utilities trades (l.m) omitted	
	Added category (extreme, high, low) in Maintenance Standards response times	
	Incorporated potholes, delamination, deformation, edge breaks and pavement failure into localised irregularities of pavement surface.	
	Ponding/depression of footpath omitted	
	Spoon drain, nature strip tree and private tree omitted.	
	Amendment of timeframes	
	Amendment of trip hazard displacement from 20mm to 25mm.	

## CONTENTS

1	Introduction	5
2	Purpose of this Plan	5
3	Meaning of Terms	5
4	Roads for which the Plan Applies	6
5	Exclusions from the Plan	6
6	Related Documents	7
7	Road and Footpath Hierarchy	8
7.1	Road Classification	8
7.2	Pathways Classification	8
7.3	Category	8
8	Operational Responsibility for Public Roads	9
8.1	Arterial Roads	9
8.2	Public Transport Assets	9
8.3	Bus stop assets	10
8.4	Local Roads	10
8.5	Vehicle Crossings	11
8.6	Drainage Assets	11
8.7	Unmade Roads	12
8.8	Unmade Rights of Way (ROW)	12
8.9	Shared Paths	12
8.10	Car Parks	12
9	Exceptional Circumstances	13
10	Level of Service	13
11	Proactive Maintenance System	13
12	Reactive Maintenance System - Service Requests (SR) and Data Recording	13
13	Repair of Damaged Council Assets	14
14	Risk Assessment	14
15	Standards for Construction, Expansion, Upgrading, Renewal and Refurbishment	14
16	Standards of Maintenance	15
17	Financial Resources	15
18	Safety at Worksites	15
19	Duty to Inform Service Provider	15
20	Performance Management	15
21	Plan Review	15
22	References	16
23	Appendices	17
23.1	Appendix A- Inspection Zones	17
23.2	Appendix B- Inspection Frequencies	18
23.3	Appendix C- Maintenance standards including response times	19

## 1 Introduction

This Road Management Plan (RMP) is prepared in accordance with Section 52 of the Road Management Act 2004 (RMA). This Act sets the law relating to road management in Victoria, establishes the general principals which apply to road management and sets out certain rights and duties of road users and authorities.

In preparing this plan, Council has made policy decisions under Part 4 of the RMA.

This plan reflects the purposes and objectives of Council as specified under Parts 6 and 7 of the Local Government Act, 1989. These objectives are described in the City of Darebin Council Plan 2013 – 2017, which sets the strategic objectives of Council. These include:

*Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated.*

The respective rights of Council, ratepayers, residents and the general public have been considered in the preparation of this Plan. There are also obligations of road users under the Act, which requires that they exercise personal responsibility for their own and other's safety and interests.

## 2 Purpose of this Plan

This RMP has been prepared to the principles, methods and systems used in managing the Darebin's road network. The plan details the management systems for the road management function under the control of Darebin City Council. It sets the relevant standards in relation to the discharge of its duties in the performance of the road management functions. It sets the standards based on policy and operation objectives within the resources available and ensures the provision of a safe and efficient road network for users and the community. It minimises road safety hazards and disruption to traffic. It also supports the use of different modes of transport to minimise the cost to the community.

In accordance with Sections 50 and 52 of the Act, the purposes of this Plan are:

- to establish a management system for the road management functions of Council which is based on policy, operational objectives and available resources;
- to establish the relevant standards or policies in relation to the discharge of duties in the performance of those road management functions;
- to detail the management systems that Council proposes to implement in the discharge of its duty to inspect, maintain and repair those public roads for which Council is responsible.

This Plan does not apply to arterial roads. VicRoads is the responsible authority for these roads. Council may be responsible for those sections of arterial roads outside of the through traffic lanes as detailed in the Road Management Act Code of Practice "Operational Responsibility for Public Roads". Those roads or parts of roads that Council is responsible for are listed separately in the 'Register of Public Roads'.

## 3 Meaning of Terms

Terms used in this Plan have the same meaning as the definitions included in the Act. These include:

**"arterial road"** means a road which is declared to be an arterial road under section 14 of the Act. The VicRoads web site includes a list of arterial roads ([www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)).

**"Council"** means the City of Darebin as the coordinating road authority and as the responsible road authority (as applicable).

**"public road"** means a public road within the meaning of section 17 of the Act.

“shared path” footpath jointly used by pedestrians and cyclists.

## 4 Roads for which the Plan Applies

The provisions of this Plan apply to those roads, pathways and ancillary areas listed in the Register of Public Roads.

Council has determined that those local roads and pathways listed in the Register of Public Roads are reasonably required for general public use. Council has also designated certain areas adjacent to a public road as ‘ancillary areas’ and these areas are recorded in the Register of Public Roads. There are 65 car parks that will be separately identified in the road register which are located in road reserves that are not described as “ancillary areas”.

To the extent possible within resource constraints, the Register of Public Roads records the location, type, hierarchy, capacity, condition, configuration of road assets for which Council is responsible, together with a history of assets including any additions, deletions or changes.

Details of agreements with other road authorities and service providers will be added to the Register of Public Roads as they become available.

## 5 Exclusions from the Plan

The plan does not apply to:

- Roads and car parks on private property. These are the responsibility of the property owner. A private road is considered to be formed roadway within a privately owned parcel of land. A private road is not referred to as a road (ROAD) on title, nor is it referred to as a right of way (ROW) on a title document. Examples of private roads include internal access roads within retirement villages and Housing Commission estates as well as internal access roads and carparks within shopping complexes (such as Northland). Council is not responsible for the maintenance, inspection or renewal of these road assets; accordingly they are not included within the Road Management Plan.
- Car parks outside the road reserve. Refer to the Road Asset Management Plan.
- Car parks associated with Council buildings and car parks associated with open space reserves and sporting facilities. Refer to the Open Space and Facilities Asset Management Plans.
- Pavements, kerb and channel on arterial roads. These are the responsibility of VicRoads. Refer to the Road Management Act Code of Practice “Operational Responsibility for Public Roads”.
- Bus stop assets. These are the responsibility of the Public Transport Victoria. Refer to the description in section 8.3.
- Unmade Rights of Way (ROW) that are not included in the road register. An unmade right-of-way is a portion of land that is designated as a right of way (ROW) or a road (ROAD) on title. Unmade rights-of-way do not have formed surfaces; however they may have constructed drainage (either under or above ground). Council is not responsible for the maintenance, inspection or construction of the surface of unmade rights-of-way that are not included in the register of public roads. Should an unmade right-of-way be surfaced (either via a special charge scheme or as a requirement of a planning permit) then the right-of-way would be added to the road register. Council may also decide to add an unmade right-of-way to its register of public roads for other reasons.
- Vehicle crossings. These are the responsibility of the property owner. Refer to the description in section 8.5.
- Private drainage. Refer to the description in section 8.6.
- Street Lighting.

## 6 Related Documents

A number of other Council documents are referred to in, or affect the operation of, this Plan. These include:

**Darebin ‘Road Asset Management Plan’ (RAMP)** – provides an understanding of Council’s road assets and concepts for their sustainable provision and provides a tactical approach towards achieving a cost-effective solution that meets Council’s long term strategic goals.

**Darebin ‘Register of Public Roads’** – Lists those roads and ancillary areas for which Council is responsible for in accordance with section 19 of the Act.

**Darebin ‘Defect and Safety Inspection Manual’** – Details the methods by which Council will undertake the periodic inspection of road assets and the response to various defects that may arise from time to time.

**Darebin ‘Open Space Asset Management Plan’** – Details shared path and paths in parks.

The linkage between these documents is shown in Table 1 below:

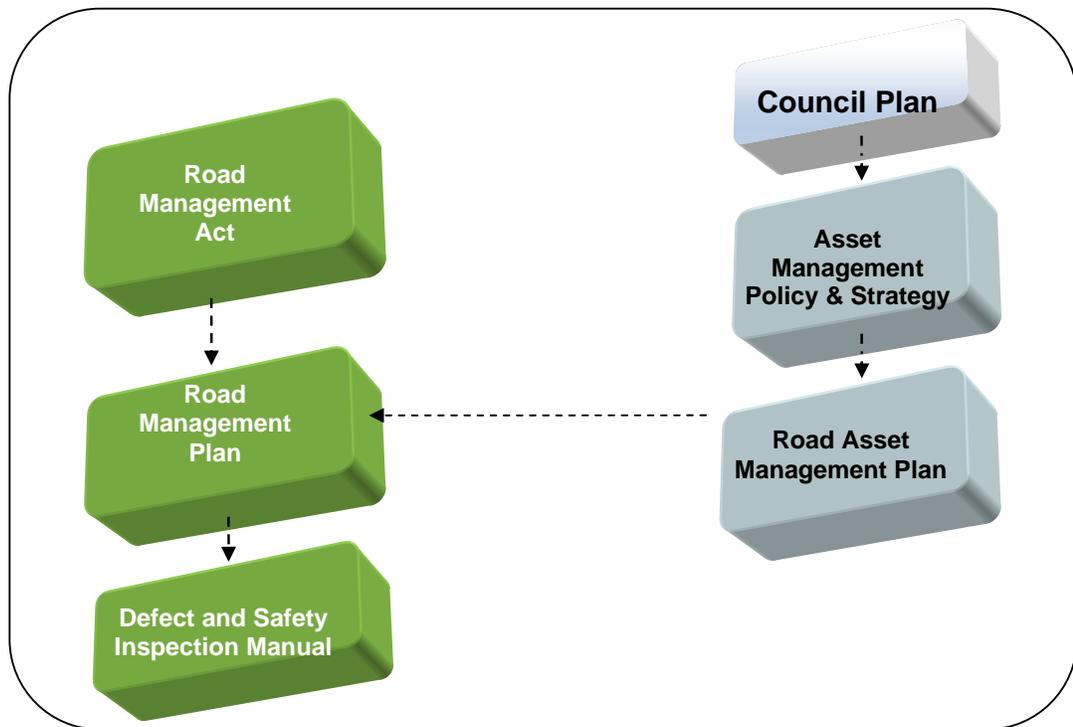


Table 1 – Asset Management Policy Framework

## 7 Road and Footpath Hierarchy

### 7.1 Road Classification

Roads within Council are classified in a hierarchical system based on traffic volumes. The following definitions have been developed to determine the hierarchical system used:-

Road Hierarchy	Description
<b>Link</b>	Link Roads (>7500vpd) – Those roads whose main function is to supplement arterial roads in providing for traffic movements and which distribute traffic to collector roads and local street systems
<b>Collector</b>	Collector Roads (>3000vpd) – Those roads whose main function is to supplement arterial and link roads in providing for traffic movements, or which distribute traffic to local street systems
<b>Access</b>	Access Roads incl. car parks (<3000vpd) – Those roads whose main function is to provide access to abutting properties or where the main function is to provide access to limited numbers of properties, or which provide almost exclusively for one activity or function.
<b>Rights Of Way</b>	Laneways/Rights-of-Way– Those roads where the main function is to provide rear access to properties for delivery of goods, as in the case of commercial premises, or as a means to garage a car in the property in the case of residential properties.

### 7.2 Pathways Classification

Pathways are classified into two categories

Pathways Hierarchy	Description
<b>High</b>	Defined as areas of high pedestrian use or are where many elderly, young or disabled persons can be found, e.g. shopping precincts, schools, hospitals, public transport interchanges and bike paths
<b>Low</b>	Defined as areas of low pedestrian usage or less used by pedestrians. e.g. local streets, car parks, dead end street, isolated areas, etc

### 7.3 Category

Category	Description
<b>Extreme</b>	Means to take appropriate action to reduce the risk of damage to property or injury to persons by prohibiting entry to the site or providing signage warning of the hazard. The process of completion inclusive of administrative work is 2 working days.
<b>High</b>	A defect on an asset has reached the level where maintenance is required to bring it back to the required standard. The process of completion inclusive of administrative work is 4 working days.
<b>Low</b>	An asset is showing signs of stress that may require some works in the future or data collection for regular programmed works. The process to completion inclusive of administrative work is 5 working days.

## 8 Operational Responsibility for Public Roads

The Code of Practice – ‘Operational Responsibility for Public Roads’ defines the limits of responsibility between road authorities for different parts or elements within the road reserve.

### 8.1 Arterial Roads

Pathways and service roads along Arterial Roads are the responsibility of Council. Median strips, intersection and road signage are the responsibility of VicRoads. (Refer Section 37 of the RMA). An example of the division of responsibility between Council, VicRoads and the tram operator are shown in Figure 1 below.



**Figure 1 – Operational Responsibility on Arterial roads**

In the example in Fig. 1 above, VicRoads is the Coordinating Road Authority for the road. VicRoads is the Responsible Road Authority for the pavement. Council is the Responsible Road Authority for the section from the back of kerb to the property boundary. Refer also to the Code of Practice.

### 8.2 Public Transport Assets

**Trams** – Yarra Trams provides the tram services within Darebin. They have many assets in the road reservation such as, tram tracks, overhead power lines and shelters. Tram operators are responsible for the tram track reserve area within 450mm each side of the outer track rails in road reserves including crib crossings installed to protect pedestrians crossing tram tracks. Council is responsible for the road reserve outside these limits. Centreline road marking along a tram reserve is the responsibility of the responsible Road Authority but (yellow) linemarking designating tram operational limits is the responsibility of the tram operator. Operational responsibility for local roads with tram tracks is shown in Figure 2 below:



**Figure 2 – Operational Responsibility Trams on Local Roads**

**Trains** - All assets associated with the train services are located in a railway reservation, however, where the railway and road reservations cross each other, both road and railway assets interface and the responsible agencies must work together. Trains assets include the tracks and the overhead power supply as well as, bridges, boom gates and fencing. Train operators are responsible for all components of the rail track reserve area within the road boundaries to a minimum of 2.44 metres each side of the outer rails or the extent of the boom gate in metropolitan Melbourne or as agreed. Council is responsible for the road reserve outside these limits.

### 8.3 Bus stop assets

Public Transport Victoria is responsible for the infrastructure that is associated with the bus stops, such infrastructure includes:

- The bus stop pole/flag/timetable case/braille badge.
- The concrete slab (hardstand) that forms the waiting area for bus patrons.
- Any dedicated path or ramp to the hardstand (so this is generally a path that runs from the council owned footpath out to the hardstand).
- Any pedestrian fencing or tactile on this path or ramp to the hardstand.
- The tactile that is on the hardstand as well as the tactile that runs across the footpath to lead people onto the waiting area.
- Glass bus shelters installed.

Council is to maintain the following items that are associated with bus stops:

- Bus zone signs (which indicate where Council's parking stops and the bus zone starts/finishes) which are only usually installed in heavily parked areas.
- The road carriageway and kerb.
- Rubbish left on the naturestrip (including at a bus stop).
- Grass maintenance

### 8.4 Local Roads

All public roads, right of ways and footpaths listed in the Register of Public Roads are the responsibility of Council, as shown in Figure 3 below:



**Figure 3 – Operational Responsibility on Local Roads**

## 8.5 Vehicle Crossings

The owner of a property must ensure that each vehicle crossing to the property from an adjacent road and any channel forming part of the crossing is maintained to the satisfaction of Council, as shown in Figure 4 below:



Figure 4 – Operational Responsibility for Vehicle Crossings

## 8.6 Drainage Assets

Council is responsible for the maintenance of Council drains, pits and the kerb and channel to ensure that they are operating effectively. As shown in Figure 5, The Property Owner is responsible for the maintenance of private stormwater drain connected to Council drain, pit or kerb & channel. The Property Owner must ensure that the private stormwater connection to Council drainage assets is maintained to the satisfaction of Council.

The following are drainage related assets that are not considered in this plan, they include;

- Retention systems (refer to the Parks Asset Management Plan)
- Wetlands (refer to the Parks Asset Management Plan)
- Rivers/creeks
- Kerb and channel including AG pipes (refer to the Road Asset Management Plan)
- Road and road related infrastructure (refer to the Road Asset Management Plan)
- Overland flow paths
- Non-Council owned assets

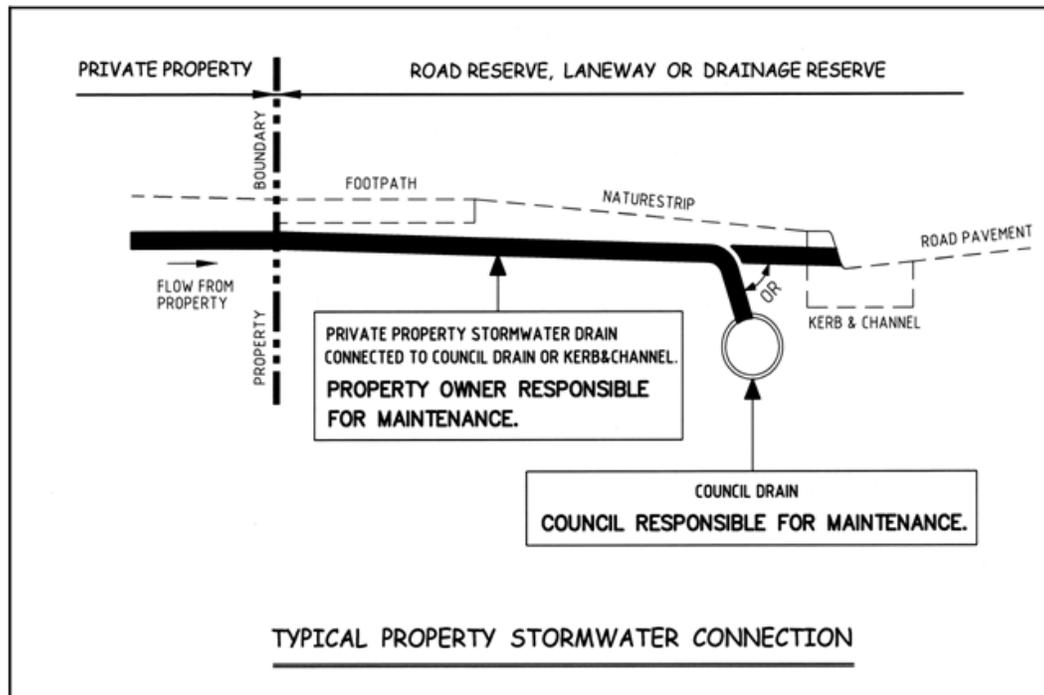


Figure 5 – Operational Responsibility for Drainage Assets

## 8.7 Unmade Roads

Council will not maintain unmade roads unless it is declared a public highway and included in its register of public roads.

## 8.8 Unmade Rights of Way (ROW)

Council will not maintain unmade ROWs unless it is declared a public highway and included in its register of public roads.

The maintenance of unmade ROWs currently falls under Council's General Local Law 2005 (clauses 11.1 & 11.2).

An owner or occupier of land must keep that land, and anything on that land, in a condition that is not detrimental to the visual amenity of the neighbourhood. The following are examples of what may be detrimental to the visual amenity of the neighbourhood:

- (i.) Branches, materials or objects which may overhang the property;
- (ii.) Weeds and excessive vegetation; and
- (iii.) Accumulation of excessive materials and obstructions.

An owner or occupier of land abutting an unmade right of way must ensure that the unmade right of way is free of litter and obstructions.

## 8.9 Shared Paths

Shared paths in the road reserve are included in the public road register and will be inspected at same level as footpath assets. Shared paths in parks are not covered under the RMP and will be maintained in accordance with the Open Space Asset Management Plan.

## 8.10 Car Parks

Off road car parks should come under the RAMP. Car parks will be separated road register and same level of service as roads.

## 9 Exceptional Circumstances

Council will make every endeavour to meet all aspects of its Road Management Plan, (RMP).

However, in the event of natural disasters and other events including, but not limited to, fires, floods, droughts and the like, together with human factors, such as a lack of Council staff or suitably qualified Contractors, because of Section 83 of the Victorian Wrongs Act, 1958, as amended, Council reserves the right to suspend compliance with its Road Management Plan.

In the event that the CEO of Council, has to, pursuant to Section 83 of the above Act, consider the limited financial resources of Council and its other conflicting priorities, meaning Council's Plan cannot be met, they will write to Council's Officer in charge of its Road Management Plan and 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 CEO will write to Council's Officer responsible for Council's Plan and inform them which parts of Council's Plan are to be reactivated and when.

## 10 Level of Service

The standards specified in Appendices A, B & C are set to maintain the service provided by Council's road network at the level applicable at the time of adoption by Council of this plan.

This level of service is considered reasonable having regard to the resources available to Council and the provision of other Council services. Levels of service may be amended from time to time having regard to Best Value reviews and community consultation to be conducted in the future.

## 11 Proactive Maintenance System

Council has a proactive system of maintenance based on the 45 maintenance zones as shown in Appendix A and the inspection frequencies described in Appendix B. Works orders derived from defects identified in these inspections are temporarily repaired under this Plan. Permanent repairs for these defects are programmed based on timeframes outlined in the Defect and Safety Inspection Manual which do not form part of this Plan.

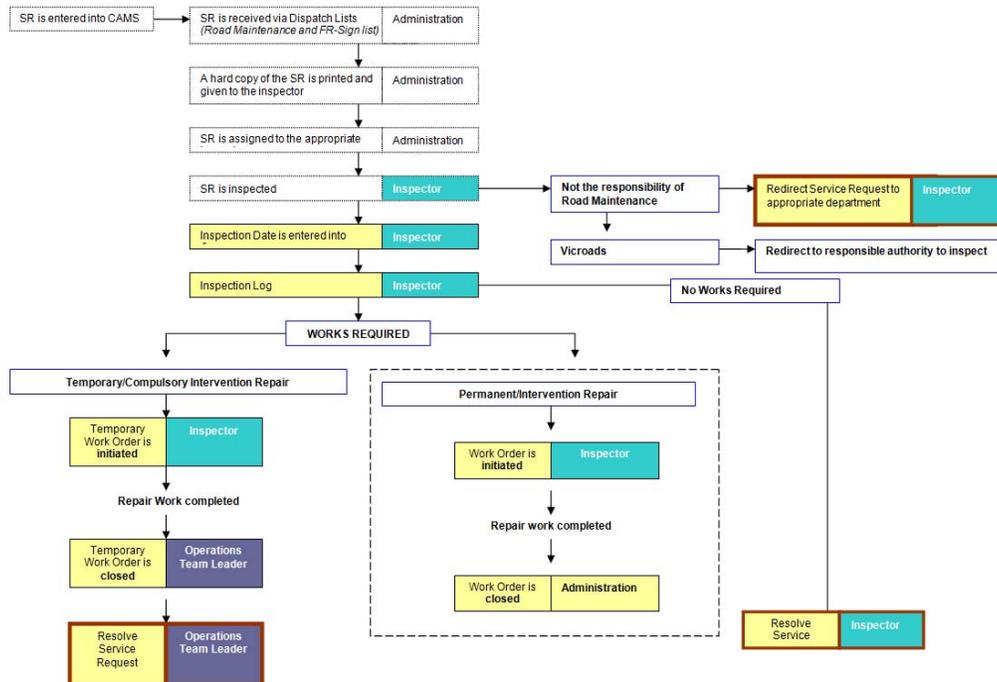
## 12 Reactive Maintenance System - Service Requests (SR) and Data Recording

Council has systems in place to manage customer service requests and work orders and other information from road users and community members.

Key benefits of the system include:

- More efficient and effective method of actioning customer requests and managing our assets
- Better and more accurate information will be available to more staff than before
- Better reporting capability

The following flow chart describes the work flow followed for all service (customer) requests as described in this Plan and in accordance with timeframes specified in Appendix C. Works orders derived from defects identified in the inspection process in this work flow are temporarily repaired under this Plan. Permanent repairs for these defects are programmed based on timeframes outlined in the Defect and Safety Inspection Manual which do not form part of this Plan.



### 13 Repair of Damaged Council Assets

Where damage has been caused to a Council asset / or road, the party, service provider or works and infrastructure manager that caused the damage shall be responsible for that damage, any consequences and the cost of repair to ensure that the area is safe and that the asset operates at the level it previously operated or higher. In particular, where secondary or 'consequential' damage has been caused to Council assets such as subsidence from water damage other than at the specific site of the asset works or repairs, the damage must be repaired at the expense of the responsible party to Council's satisfaction. Refer Schedule 7 in Road Management Act 2004.

### 14 Risk Assessment

The consequences of asset failure can include loss of revenue, inconvenience to the community, loss of service and trade. It is not possible for Council to address all defects and eliminate all risks. However, risks may be identified and minimised by regular inspections and setting of clear priorities.

All types of defect likely to be found in the road reserve were evaluated and a risk assessment undertaken that considered both likelihood and consequence. The details of this analysis are shown in the Defects and Safety Inspection Manual.

### 15 Standards for Construction, Expansion, Upgrading, Renewal and Refurbishment

The standards for the construction of new roads and pathways are given in the Road Geometry and Drainage Design Guidelines.

## 16 Standards of Maintenance

The standards for the maintenance of existing roads and pathways are:

- the task or work expected to be undertaken
- the schedule of inspections of specific matters to be undertaken at specified intervals
- the circumstances under which intervention action is to be undertaken with respect to repair or maintenance needs for defects reported or found on inspection
- the priority to be given to intervention action and the kind of action.

Council is committed to providing a response to any situation in accordance with the response times. However, in some circumstances, where a hazard cannot be permanently rectified within the timeframes the hazard will be made safe and prioritised for fixing.

## 17 Financial Resources

The commitments and obligations specified in this Plan are matched to the financial resources available to deliver those commitments and obligations.

The availability of financial resources determines the level of service that can be provided. Any change in community expectations, i.e. higher or lower level of service has a corresponding financial effect.

## 18 Safety at Worksites

All construction and maintenance work on local roads and pathways will be undertaken in accordance with the relevant occupational health and safety legislation and guidelines.

In particular, the Code of Practice 'Worksite Safety – Traffic Management' applies to any works.

## 19 Duty to Inform Service Provider

If in the course of meeting its obligations under this Plan, Council becomes aware that any non-road infrastructure for which a service provider or works and infrastructure manager is responsible:

- is not in the location shown in the relevant records; or
- appears to be in an unsafe condition; or
- appears in need of repair or maintenance;

Council will convey that information to the relevant service provider or works and infrastructure manager.

## 20 Performance Management

In accordance with the Best Value principles and good management practice, a performance measurement, monitoring and reporting regime will be developed as part of the implementation, of Councils Asset Management System.

## 21 Plan Review

This plan will be reviewed every four years after a new Council is elected in accordance with the Road Management Act 2004 and the Road Management (General) Regulations 2005.

## 22 References

The following references are referred to or affect the operation of this plan:

### **Acts**

Road Management Act 2004

Local Government Act 1989

### **Regulations**

Road Management (General) Regulations 2005

Road Management (Works and Infrastructure) Regulations 2005

### **Codes of Practice**

Code of Practice 'Worksite Safety – Traffic Management'

Code of Practice – 'Operational Responsibility for Public Roads'

Code of Practice – 'Management of Infrastructure in Road Reserve'

### **Council Documents**

Darebin – Road Asset Management Plan (A569451)

Darebin - Road Geometry and Drainage Design Guidelines (A1465869)

Darebin - Defects and Safety Inspection Manual (A1544006)

Darebin – Register of Public Roads (A101913)

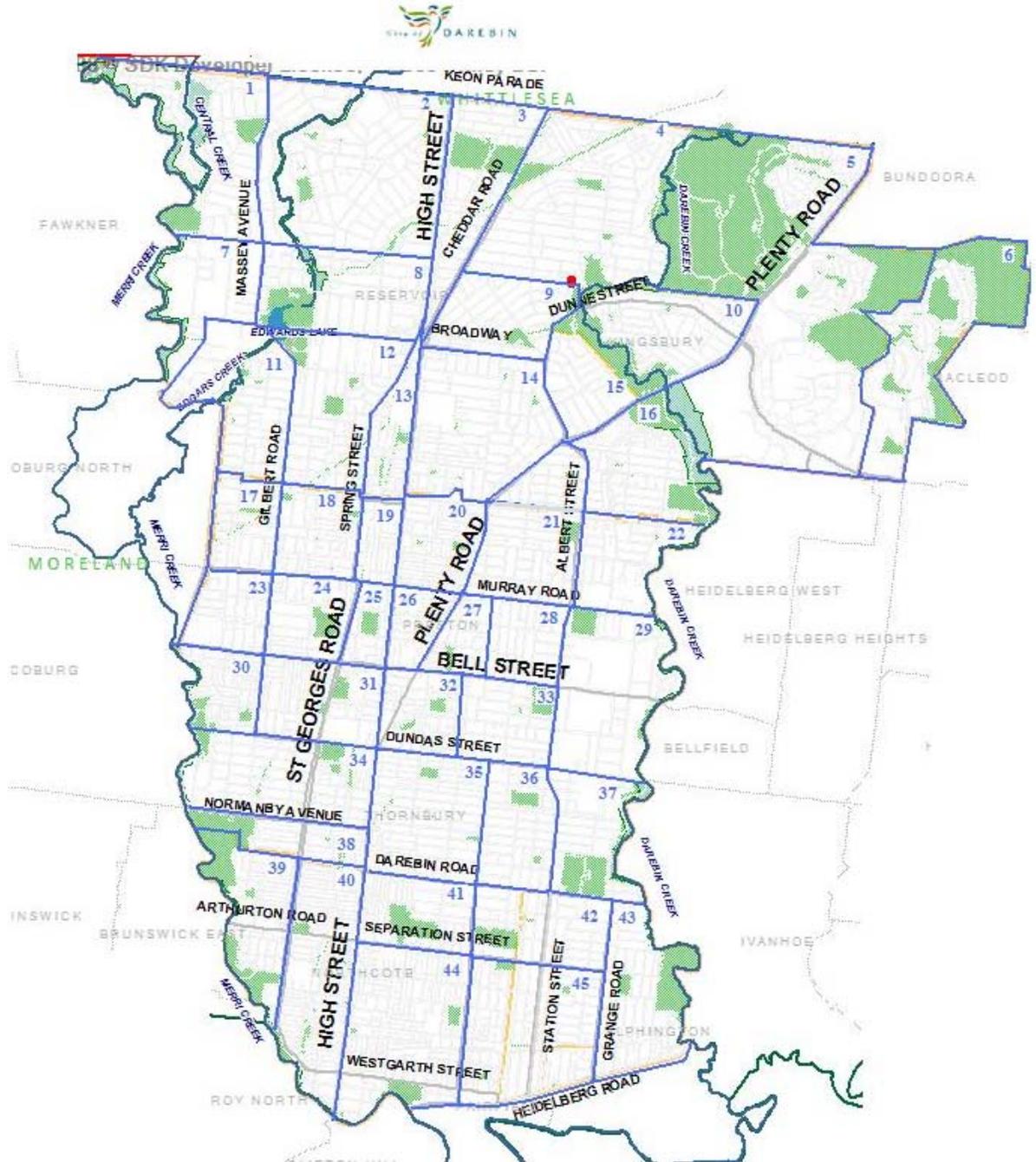
Darebin - Drainage Strategy (fA197786)

Darebin - Open Space Asset Management Plan (fA18012)

Darebin - General Local Law 2005

## 23 Appendices

### 23.1 Appendix A- Inspection Zones



## 23.2 Appendix B- Inspection Frequencies

Inspections	Description	Frequencies	Hierarchy
<b>ROAD DEFECT (HAZARDS) INSPECTIONS:-</b> The undertaking by suitably qualified and experienced staff regular inspections of the asset to determine condition, compliance with maintenance standards and risk.	A defect inspection is undertaken to assess if any defects are present against an agreed set of criteria. Risk inspections are undertaken in response to customer complaints. Reports are provided by a nominated officer or maintenance staff.	2 years	Collector
		2 years	Access
		2 years	ROW
<b>CARPARKS</b>	Part of Road Asset Management Plan	2 years	All
<b>FOOTPATH DEFECT (HAZARDS) INSPECTIONS:-</b> The undertaking by suitably qualified and experienced staff regular inspections of the asset to determine condition, compliance with maintenance standards and risk.	An defect inspection is undertaken to assess if any defects are present against an agreed set of criteria. Risk inspections are undertaken in response to customer complaints. Reports are provided by a nominated officer or maintenance staff	12 months	High
		2 Years	Low
<b>SHARED PATH</b>	Shared path in road reserve	12 months	Road Reserve
	Shared path in parks. Part of Open Space Asset Management Plan.	2 years	Open Space
<b>SAFETY (NIGHT) INSPECTION:-</b> - involve driving on the local road network.	Hazards to the public, in particular reflectivity of traffic and regulatory signs, line marking and street lighting.	12 months	Collector
		12 months	Access
		12 months	ROW
<b>INCIDENT INSPECTION:</b> - an inspection carried out to comply with the requirements of the Road Management Act – Division 5 – Claims Procedure.	This inspection enables an incident condition report to be prepared for use in legal proceedings and the gathering of information for the analysis of the causes of accidents and the planning and implementation of road management and safety measures. Requirements include:- An Inspection by a Qualified engineer or Experienced Technical Officer with extensive knowledge and experience in road construction and maintenance practices	5 days	All

### 23.3 Appendix C- Maintenance standards including response times

Compulsory Intervention Level					
	Description	Hierarchy	Category		
			Extreme	High	Low
<b>Road Pavement</b>					
<p><b>LOCALISED IRREGULARITIES OF PAVEMENT SURFACE (sq.m.)</b> – The use of appropriate treatment and materials to repair the defect and restore the riding surface to a safe condition. This includes potholes, deformations, delamination and edge breaks.</p> <p>Pothole greater than 100mm is categorized as extreme, immediate action required. Process of completion is 2 working days. Other defects as per description and response times.</p>	<p>Pothole depth of 70mm and or diameter 300mm. Surface irregularities when hazardous to traffic.</p>	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	N/A	N/A	N/A
<p><b>UTILITIES/TRADES (sq.m)</b> – Temporary patches. Arranging for permanent reinstatement of service trenches. Pothole in the road or footpath is categorized as extreme, Other defects as per description and response times.</p>	<p>When hazardous to traffic</p>	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	N/A	N/A	N/A
<p><b>ROAD MARKING and/or LINEMARKING (l.m)</b> - Regular painting of all pavement markings, including line marking and raised pavement reflectors. Missing, illegible or confusing.</p>	<p>&gt;60% of delineator installations and linemarking per segment missing or defective, relative to original installation and design standards.(Refer AS1742.2)</p>	Collector		8 days	10 days
		Access		8 days	10 days

Compulsory Intervention Level					
	Description	Hierarchy	Category		
			Extreme	High	Low
		ROW (made)	N/A	N/A	N/A
		ROW (unmade)	N/A	N/A	N/A
<p><b>PROUD/SUNKEN/DAMAGED SERVICE COVERS (No.)</b> - -realign pit covers level with adjacent road or ground surface</p> <p>Proud or sunken service covers greater than 100mm is categorized as extreme, immediate action required. Process of completion is 2 working days. Other defects as per description and response times.</p>	<p>Difference in surrounding level is <math>\geq 70</math>mm or hazardous to traffic</p>	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	2 days	4 days	5 days
<p><b>CARPARKS-</b> The use of appropriate treatment and materials to repair the defect and restore the riding surface to a safe condition. This includes potholes, deformations, delamination and edge breaks.</p> <p>Pothole greater than 100mm is categorized as extreme, immediate action required. Process of completion is 2 working days. Other defects as per description and response times.</p>	<p>Pothole depth of 70mm and or diameter 300mm. Surface irregularities when hazardous to traffic.</p>	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	N/A	N/A	N/A

Compulsory Intervention Level					
	Description	Hierarchy	Category		
			Extreme	High	Low
<b>Footpaths</b>					
<p><b>TRIP HAZARD (1.m)</b>– Uneven footpath caused by trees and natural ground movement or cracked/damaged footpath with distortion. This includes asphalt, concrete and footpath with spoon drains.</p> <p>Displacement greater than 50mm is categorized as extreme, immediate action required. Process of completion is 2 working days. Other defects as per description and response times.</p>	When displacement is greater than 25mm	High	2 days	4 days	5 days
		Low	2 days	4 days	5 days
<p><b>SHARED PATHS</b>– Uneven shared path caused by trees and natural ground movement or cracked/damaged footpath with distortion.</p> <p>Displacement greater than 50mm is categorized as extreme, immediate action required. Process of completion is 2 working days. Other defects as per description and response times.</p>	When displacement is greater than 25mm	Road reserve	2 days	4 days	5 days
		Open space	2 days	4 days	5 days
<b>Surface Drainage – Kerb &amp; Channel and Drainage Pits</b>					
<p><b>SURFACE DRAINS (1.m)</b> – Kerb and Channel holding water- minor reshaping to maintain flow of water and protect road and through lane traffic.</p> <p>Water holding 1 lane of traffic is categorized as extreme. Other defects as per description and response times.</p> <p>For ROW (unmade) this only applies to those with constructed drainage inverts.</p>	When Kerb & Channel has subsided or heaved and the ponding of water is encroaching into the through traffic lane	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	N/A	4 days	5 days

Compulsory Intervention Level					
	Description	Hierarchy	Category		
			Extreme	High	Low
<p><b>PIT CLEANING</b> - Inspection and cleaning of pits to maintain flow of water – blockages to the opening of the pit that prevents entry into the pit.</p>	<p>When a blocked pit is causing water to encroach onto the through traffic lane</p>	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	2 days	4 days	5 days
<p><b>MISSING PIT LID/ DAMAGED SURROUNDS</b>– Missing drainage pit lids</p> <p>Any missing pit lid is categorized as extreme Process to completion is 2 working days. Other defects as per description and response times.</p>	<p>Any drainage pit that has a missing pit lid / cover</p>	All	2 days	4 days	5 days
<b>Roadside</b>					
<p><b>REGULATORY SIGN OR POLE REPLACEMENT</b> - Replacement of regulatory and warning signs or poles which are worn, illegible, damaged or missing.</p> <p>A missing/illegible sign is categorized as extreme; process of completion is 2 working days. Other defects as per description and response times.</p>	<p>Sign missing or illegible</p>	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	2 days	4 days	5 days
<p><b>OTHER SIGNS</b> – replace all other damaged signs and/or poles</p>	<p>N/A</p>	Collector		4 days	5 days
		Access		4 days	5 days
		ROW Made		4 days	5 days
		ROW (unmade)		4 days	5 days

Compulsory Intervention Level					
	Description	Hierarchy	Category		
			Extreme	High	Low
<b>STREET FURNITURE</b> – Guardrail, Barriers, Bollards, Seats, Bins, fencing and Bus Shelters – missing/damaged or deteriorated  Street furniture that is obstructing the footpath and/or road is categorized as extreme. Other defects as per description and response times.	When hazardous to traffic or pedestrians	Collector	2 days	4 days	5 days
		Access	2 days	4 days	5 days
		ROW (made)	2 days	4 days	5 days
		ROW (unmade)	2 days	4 days	5 days

Planned intervention level repairs can be referred in the appendices of the Asset Management Plan.