

Road Management Plant Review – Proposed Changes

10 Inspections

10.1 Reactive Inspections

These inspections are undertaken by Council staff in response to a customer request or notification about the condition of the road or road related infrastructure, in order to assess whether it contains a RMP defect that has reached the relevant intervention level.

The following tables detail the time-frames for undertaking these inspections.

10.1.1 Roads

Table 6 - Reactive inspection timeframes for Roads

Classification	Current Inspection Response Time (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
4A – Local Arterial	Inspect within 3 days	Inspect within 5 days	Nil
4B1 - Local Major Collector	Inspect within 3 days	Inspect within 5 days	Nil
4B2 - Local Minor Collector	Inspect within 3 days	Inspect within 5 days	Nil
4C – Local Access	Inspect within 3 days	Inspect within 5 days	Nil
4D – Limited Access	Inspect within 3 days	Inspect within 5 days	Nil

Table 7 - Reactive inspection timeframes for Roadside Street Furniture

Classification	Current Inspection Response Time (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
Delineation & Line marking	Inspect within 3 days	Inspect within 10 days	Change Classification wording from ‘Delineation’ to ‘Guidepost’ and ‘Line marking’ to ‘Pavement markings’ Definition amended to include guideposts, rumble bars and pavement markings including Raised Reflective Pavement Markers
Guard fence Maintenance	Inspect within 3 days	No change to the current inspection response time	Change Classification wording from ‘Guard fence Maintenance’ to ‘Guard Rail and Safety Fence’
Traffic Control Devices & Signs	Inspect within 3 days	No change to the current inspection response time	Separated Traffic Control Devices and Signs Change Classification work from ‘Signs’ to ‘Regulatory Signs’
Road Retaining Walls	Inspect within 3 days	Inspect within 5 days	Amended definition ‘Road retaining walls’ are in place to retain an embankment within the road reserve’. Only road retaining road supporting the road or may have an impact on the road in the event of a failure
Traffic Control Devices	New Classification	Inspect within 3 days	Separated ‘Traffic Control Devices’ and ‘Signs’

10.1.2 Footpaths

Table 8 - Reactive inspection timeframes for Footpaths

Classification	Current Inspection Response Time (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
High	Inspect within 3 days	Inspect within 5 days	Nil
Medium	Inspect within 5 days	Inspect within 5 days	Nil
Low	Inspect within 10 days	Inspect within 5 days	Nil

Road Management Plant Review – Proposed Changes

10.1.3 Bridges

Table 9 - Reactive inspection timeframes for Bridges

Category	Classifications	Current Inspection Response Time (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
Road related structures	All Roads	Inspect within 3 days	Inspect within 5 days	Nil
Pathway related structures	High	Inspect within 3 days	Inspect within 5 days	Nil
	Medium	Inspect within 3 days	Inspect within 5 days	Nil
	Low	Inspect within 3 days	Inspect within 5 days	Nil

10.1.4 Drainage

Table 10 - Reactive inspection timeframes for Drainage

Classification	Current Inspection Response Time (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
Roadside Drainage Pits	Inspect within 3 days	Inspect within 5 days	Nil
Roadside Underground Drains	Inspect within 3 days	Inspect within 5 days	Nil
Roadside Surface Drains	Inspect within 3 days	Inspect within 5 days	Nil
Gross Pollutant Traps	Inspect within 3 days	Inspect within 14 days	Nil
Sediment Pits	Inspect within 3 days	Inspect within 14 days	Nil

Road Management Plant Review – Proposed Changes

10.2 Pro-active asset nominal inspection frequency

Council inspects all roads, footpaths, and bridges for which it is responsible on a cyclic basis to identify potential safety hazards, and defects which exceed the stated intervention levels. The inspection program reflects the priority identified in each asset group classification system and appropriate use of resources in accordance with the requirements of the Act.

The following are the nominal inspection cycles for each group of assets.

10.2.1 Roads

Roads Hierarchy	Current Inspection Response Time (Working/Business Days)		Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
	Sealed Roads	Unsealed Roads		
4A – Local Arterial	Inspect once every 4th calendar month		Inspect once per calendar month for Sealed Roads only	Change Inspection Frequency wording to respective calendar month
4B1 - Local Major Collector	Inspect once every 6th calendar month		Inspect once every 2nd calendar month for Sealed Roads only	Change Inspection Frequency wording to respective calendar month
4B2 - Local Minor Collector	Inspect once every 12th calendar month		Inspect once every 3rd calendar month for Sealed Roads only	Change Inspection Frequency wording to respective calendar month
4C – Local Access	Inspect once every 12th calendar month	Inspect once every 12th calendar month	No change to the current inspection frequency	Change Inspection Frequency wording to respective calendar month
4D – Limited Access	Not applicable to sealed roads	Inspect once every 12th calendar month	No change to the current inspection frequency	Change Inspection Frequency wording to respective calendar month

The following examples show how compliance to this plan will practically work for a 4A Local Arterial sealed road with a nominal inspection frequency of once per calendar month:

- An example of compliance with this schedule would be if inspections were completed on the 19th of Jan, the 17th of Feb, the 26th of March, and the 23rd of April.
- An example where Council has not complied would be if inspections were completed on the 19th of Jan, the 17th of Feb, the 1st of April, and the 23rd of April.

Where Fire Access tracks are ungated and accessed by the general public. These tracks will be inspected and maintained with the same standard as a 4D – Limited Access public road.

Road inspections shall incorporate visual inspections of road related furniture including delineation and line marking, safety barriers, traffic control devices, regulatory signage and road related retaining walls.

10.2.2 Footpaths

Footpath Hierarchy	Current Inspection Frequency (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
High	All footpaths in this classification will be proactively inspected. Twice a year.	No change to the current inspection frequency	Change Inspection Frequency wording to ‘All footpaths in this classification will be proactively inspected once every 6th calendar month’
Medium	Each footpath in this classification will be proactively inspected at-least once a year	No change to the current inspection frequency	Change Inspection Frequency wording to ‘Each footpath in this classification will be proactively inspected once every 12th calendar month’
Low	Each footpath in this classification will be proactively inspected once every two years. This inspection to be combined with Council’s network condition audit. The network condition assessment will identify/select sections that are beyond the intervention level criteria as per the FAMP.	No change to the current inspection frequency	Remove reference to Condition Inspections. Condition Inspections are not hazard related inspections Change Inspection Frequency wording to ‘Each footpath in this classification will be proactively inspected once every 24th calendar month’
Gravel and Paver Paths	All footpaths in this classification will be proactively inspected twice a year.	No change to inspection frequency	Rewording of the Inspection Frequency to reflect that gravel and paver paths may be any footpath hierarchy. ‘All footpaths constructed from these materials will be proactively inspected once every 6th calendar month’

Road Management Plant Review – Proposed Changes

10.2.3 Bridges

Council has adopted three levels of inspections as recommended by the VicRoads Bridge Inspection Manual 2000 and the nominal inspection frequencies adopted are considered to be current industry standard and therefore reasonable in the context of Council's human and financial resources. For further details about the inspection types see Council's Bridge Asset Management Plan.

Inspection Type	Reason for Activity	Intervention Level	Hierarchy	Current Frequency (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
Level 1 Inspections Regime (for proactive maintenance)	Carried out in conjunction with a Routine or Reactive inspection to check the general serviceability of the structure, particularly the safety of road users, and to identify any emerging problems.	N/A	Concrete Bridges	12 months / or Within 20 working days of floods / natural disasters	No change to the current inspection frequency	Change Inspection Frequency wording to 'Inspected once every 12th calendar month / or Within 20 working days of floods / natural disasters'
			Timber Bridges	6 months/ or Within 20 working days of floods / natural disasters	No change to the current inspection frequency	Change Inspection Frequency wording to 'Inspected once every 6th calendar month / or Within 20 working days of floods / natural disasters'
			Culverts	12 months/ or Within 20 working days of floods / natural disasters	No change to the current inspection frequency	Change Inspection Frequency wording to 'Inspected once every 12th calendar month / or Within 20 working days of floods / natural disasters'
			Pedestrian Bridges	6 months/ or Within 20 working days of floods / natural disasters	No change to the current inspection frequency	Change Inspection Frequency wording to 'Inspected once every 6th calendar month / or Within 20 working days of floods / natural disasters'
			Timber Boardwalks	6 months/ or Within 20 working days of floods / natural disasters	Timeframes to align footpath inspection time frames	Nil
Level 2 and 3 inspections	To assess the structural integrity and capacity of the bridge substructure and superstructure. Inspections will be carried out in accordance with VicRoads Bridge Inspection Manual.	Level 1 inspection report, or frequency as detailed for Level 2 inspections.	Concrete Bridges	48 months	No change to the current inspection frequency	Removal 'Intervention Level' column and amend 'Frequency' wording to 'Nominally 48 months or as determined from Level 1 inspection'
			Timber Bridges	24 months	No change to the current inspection frequency	Removal 'Intervention Level' column and amend 'Frequency' wording to 'Nominally 24 months or as determined from Level 1 inspection'
			Culverts	48 months	No change to the current inspection frequency	Removal 'Intervention Level' column and amend 'Frequency' wording to 'Nominally 48 months or as determined from Level 1 inspection'
			Pedestrian Bridges	24 months	No change to the current inspection frequency	Removal 'Intervention Level' column and amend 'Frequency' wording to 'Nominally 24 months or as determined from Level 1 inspection'
			Timber Boardwalks	24 months	No change to the current inspection frequency	Removal 'Intervention Level' column and amend 'Frequency' wording to 'Nominally 24 months or as determined from Level 1 inspection'
		Level 3 will be triggered by a level 2 inspection if required or by a catastrophic event – fire, flood etc.			No change to the current inspection frequency	Relocation of the details from 'Intervention Level' column to 'Frequency' column

Road Management Plant Review – Proposed Changes

10.2.4 Drainage

Council currently undertakes proactive inspections on a subset of drainage assets that have been identified by maintenance supervisors as having an increased risk of failure as shown by past records of flooding issues. These inspections are undertaken at the same time as the proactive road inspection for the adjacent roads.

Sample inspections of roadside surface drainage will occur during the proactive inspections of road assets

Inspection Type	Current Inspection Frequency (Working/Business Days)	Proposed Inspection Response Time (Working/Business Days)	Additional proposed changes
Roadside Surface Drains	4A – Local Arterial - Inspect once every 4 months, in conjunction with road inspections	No change to the current response time	Change Inspection Frequency wording to 4A – Local Arterial - Inspect once every 4th calendar month, in conjunction with road inspections
	4B1 - Local Major Collector - Inspect once every 6 months, in conjunction with road inspections	No change to the current response time	Change Inspection Frequency wording to 4B1 - Local Major Collector - Inspect once every 6th calendar month, in conjunction with road inspections
	4B2 - Local Minor Collector - Inspect once per year, in conjunction with road inspections	No change to the current response time	Change Inspection Frequency wording to 4B2 - Local Minor Collector - Inspect once every 12th calendar month, in conjunction with road inspections
	4C – Local Access -- Inspect once every 12 months, in conjunction with road inspections	No change to the current response time	Change Inspection Frequency wording to 4C – Local Access -- Inspect once every 12th calendar month, in conjunction with road inspections
	4D – Limited Access - Inspect once every 12 months, in conjunction with road inspections	No change to the current response time	Change Inspection Frequency wording to 4D – Limited Access - Inspect once every 12th calendar month, in conjunction with road inspections
Gross Pollutant Traps	Inspect once every - 3 months/ or within 14 working days of floods/ natural disasters	Inspect once every 6th calendar month / or within 14 working days of floods/ natural disasters	Nil
Sediment Pits	Inspect once every - 3 months/ or within 14 working days of floods/ natural disasters	Inspect once every 6th calendar month / or within 14 working days of floods/ natural disasters	Nil
Water Sensitive Urban Design (WSUD) within road reserve	New inspection type	Inspect once every 6th calendar month / or within 14 working days of floods/ natural disasters	Nil

11 Schedule A – Risk and maintenance standards

11.1 Road Service Standards

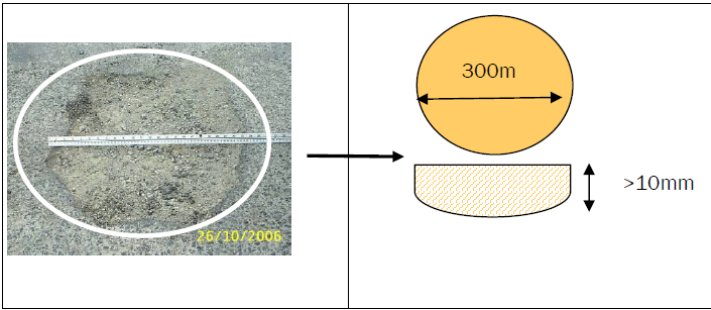
The following standards define the defect intervention points and response times for defects exceeding intervention levels.

Note: If a sealed road is listed on a funded rehabilitation program, then it would be irresponsible to undertake major repair works only to have the pavement reconstructed shortly after. Therefore in these situations warning signage may be used for defects that are outside intervention levels, until the pavement is rehabilitated.

Warning signage and barricading

While council will endeavour to meet the response times as noted in the following tables, if at any time available resources are not sufficient to ensure maintenance works are carried out within the response times then other steps will be undertaken such as warning signage and/or safety barricading will be installed until such time as the work is completed. Warning signage is not seen as a permanent solution and will be utilised for a maximum of 3 months during which time the maintenance work will be undertaken, with the exception roads on the rehabilitation program as defined in the note above.

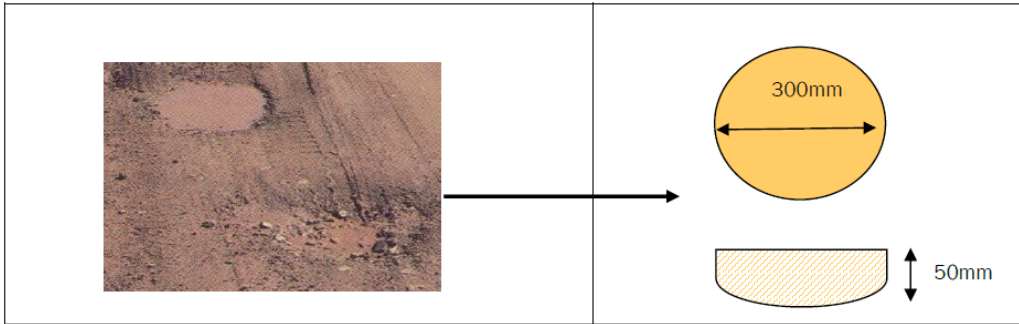
Sealed Road Pot-hole



Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Isolated hole in sealed wearing surface and into the granular pavement underneath Excludes loss of surface on edges of sealed surface roadway – See Sealed Edge Break	4A	10 days	No change to the current response time	Depth of pothole increased from 10mm to 50mm
	4B1 & 4B2	15 days	No change to the current response time	Depth of pothole increased from 10mm to 50mm
	4C	20 days	No change to the current response time	Depth of pothole increased from 10mm to 50mm
	4D	60 days	No change to the current response time	Depth of pothole increased from 10mm to 50mm

Notes: All times noted in working days.

Unsealed Shoulder Pothole

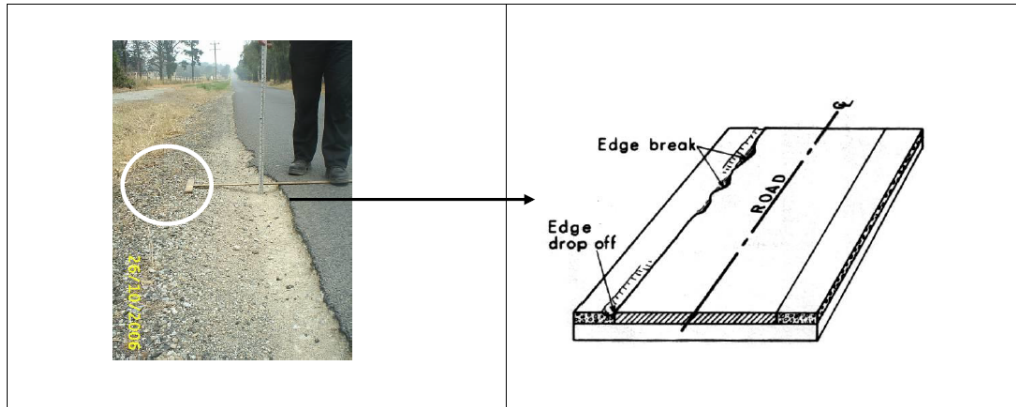


Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Greater than 300mm in diameter. and depth is a minimum of 50mm.	4A	30 days	No change to the current response time	Depth of pothole increased from 50mm to 100mm
	4B1 & 4B2	30 days	No change to the current response time	Depth of pothole increased from 50mm to 100mm
	4C	60 days	No change to the current response time	Depth of pothole increased from 50mm to 100mm
	4D	60 days	No change to the current response time	Depth of pothole increased from 50mm to 100mm

Notes: All times noted in working days.

Road Management Plant Review – Proposed Changes

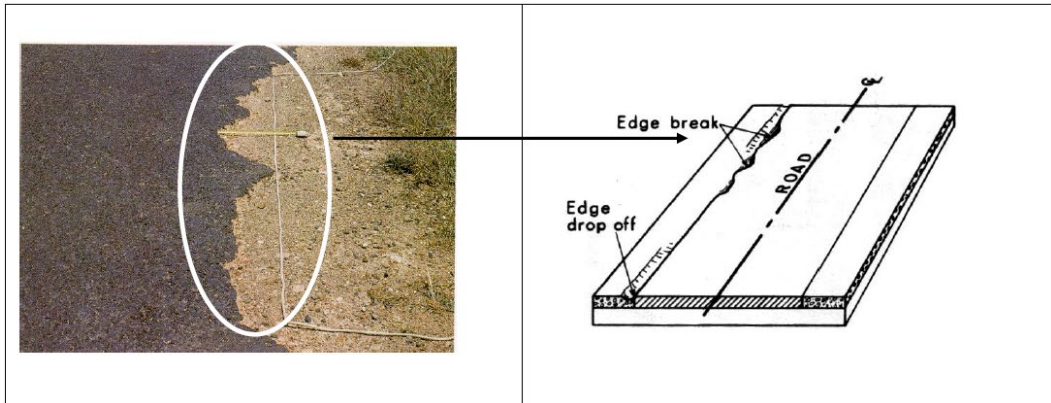
Sealed Road Edge Drop



Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Greater than 75mm drop off for a continuous length of 2m or more	4A	30 days	No change to the current response time	Reduced from 2m length to 1m length
	4B1 & 4B2	30 days	No change to the current response time	Reduced from 2m length to 1m length
	4C	60 days	No change to the current response time	Reduced from 2m length to 1m length
	4D	60 days	No change to the current response time	Reduced from 2m length to 1m length

Notes: All times noted in working days.

Sealed Edge Break

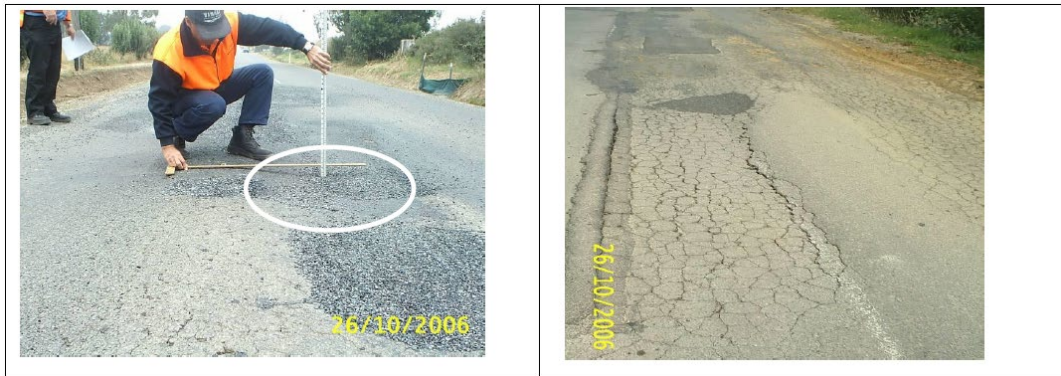


Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Fretting and breaking of sealed edge, greater than 75mm in depth on average within a 2 m section which also has an associated 75mm edge drop off.	4A	15 days	No change to the current response time	Nil
	4B1 & 4B2	30 days	No change to the current response time	Nil
	4C	60 days	No change to the current response time	Nil
	4D	60 days	No change to the current response time	Nil

Notes: All times noted in working days.

Road Management Plant Review – Proposed Changes

Sealed Road Pavement Deficiency

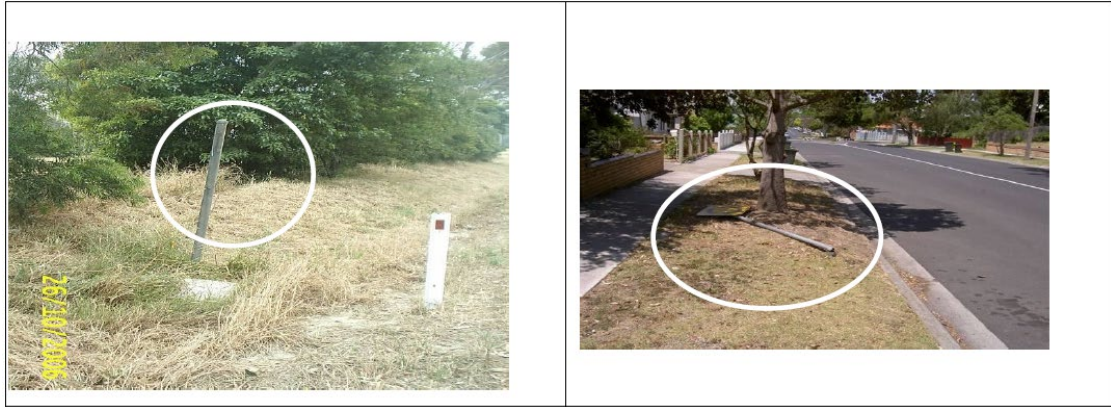


Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes												
Isolated failed surface or pavement represented by loss of shape or structure and showing deformities. Surface area greater than 20 m2; and Depth greater than the following based on the minimum average dimension of length or width; <table><tr><td>Dimension (m)</td><td>>=1</td><td>>2</td><td>>3</td><td>>4</td><td>>5</td></tr><tr><td>Depth (mm)</td><td>50</td><td>75</td><td>100</td><td>125</td><td>150</td></tr></table> e.g. 3 m x 2m defect must be at least 75mm deep to require treatment because 2m is it's minimum dimension	Dimension (m)	>=1	>2	>3	>4	>5	Depth (mm)	50	75	100	125	150	4A	3 months	No change to the current response time	Nil
	Dimension (m)	>=1	>2	>3	>4	>5										
	Depth (mm)	50	75	100	125	150										
	4B1 & 4B2	6 months	No change to the current response time	Nil												
	4C	12 months	No change to the current response time	Nil												
4D	12 months	No change to the current response time	Nil													

Notes: All times noted in working days.

Road Management Plant Review – Proposed Changes

Road Sign Deficiency



Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Regulatory sign (AS1742.1) is missing or damaged rendering it illegible.	4A	5 days	No change to the current response time	Enhancement to the Intervention Level description for Road Sign Deficiency to include ‘Replace regulatory signs (Parking Signs excepted) that are missing or illegible at 100 metres at night using low beam or are illegible at 100 metres in daylight’. Parking signs should be legible from 10m.
	4B1 & 4B2	5 days	No change to the current response time	Enhancement to the Intervention Level description for Road Sign Deficiency to include ‘Replace regulatory signs (Parking Signs excepted) that are missing or illegible at 100 metres at night using low beam or are illegible at 100 metres in daylight’. Parking signs should be legible from 10m.
	4C	5 days	No change to the current response time	Enhancement to the Intervention Level description for Road Sign Deficiency to include ‘Replace regulatory signs (Parking Signs excepted) that are missing or illegible at 100 metres at night using low beam or are illegible at 100 metres in daylight’. Parking signs should be legible from 10m.
	4D	5 days	No change to the current response time	Enhancement to the Intervention Level description for Road Sign Deficiency to include ‘Replace regulatory signs (Parking Signs excepted) that are missing or illegible at 100 metres at night using low beam or are illegible at 100 metres in daylight’. Parking signs should be legible from 10m.

Notes :

- 1. All times noted in working days.
- 2. Applies to regulatory signs only
- 3. Inspector will only identify missing signs, where it is clearly evident that a pre-existing sign is missing.
- 4. Inspector is not investigating or assessing the ‘need’ for signage at any location. The assessment of ‘signage needs’ is a Traffic Engineering investigation and inspection.

Road Management Plant Review – Proposed Changes

Gravel Road Pot-hole Defect



Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
A gravel road pothole is defined as isolated depressions caused by loss of pavement from the road Any pothole with depth greater than 150mm and/or greater than 500mm lateral dimension	4A	40 days	No change to the current response time	Reduced depth from 150mm to 100mm Change defect title from ‘Gravel Road Pot-hole Defect’ to ‘Unsealed Road Pot-hole Defect’
	4B1 & 4B2	40 days	No change to the current response time	Reduced depth from 150mm to 100mm Change defect title from ‘Gravel Road Pot-hole Defect’ to ‘Unsealed Road Pot-hole Defect’
	4C	60 days	No change to the current response time	Reduced depth from 150mm to 100mm Change defect title from ‘Gravel Road Pot-hole Defect’ to ‘Unsealed Road Pot-hole Defect’
	4D	12 months	No change to the current response time	Reduced depth from 150mm to 100mm Change defect title from ‘Gravel Road Pot-hole Defect’ to ‘Unsealed Road Pot-hole Defect’

Notes: All times noted in working days.

Road Management Plant Review – Proposed Changes

Unsealed Road Grading

Council will maintain an unsealed road grading program.
Defects such as channels scouring, corrugations, rutting, shoving, and soft spots are to be limited to less than 5% of the area directly after grading.

Gravel Road Pavement Deficiency Hazards

Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes												
1. Isolated deformation style defects such as depressions, shape-loss, and soft spots. Surface area less than 60 m2; and Depth greater than shown in the following table based on the least dimension of the defect’s length or average width; <table><tr><td>Least Dimension (m)</td><td>>=1</td><td>>2</td><td>>3</td><td>>4</td><td>>5</td></tr><tr><td>Depth (mm)</td><td>50</td><td>75</td><td>100</td><td>125</td><td>150</td></tr></table> e.g. 3 m x 2m defect has a least dimension of 2m and therefore must be at least 75mm deep to require treatment ; or 2. Scouring with depth > 100mm	Least Dimension (m)	>=1	>2	>3	>4	>5	Depth (mm)	50	75	100	125	150	4A	30 days	No change to the current response time	Change defect title from ‘Gravel Road Pavement Deficiency Hazards’ to ‘Unsealed Road Pavement Deficiency Hazards’
	Least Dimension (m)	>=1	>2	>3	>4	>5										
	Depth (mm)	50	75	100	125	150										
	4B1 & 4B2	30 days	No change to the current response time	Change defect title from ‘Gravel Road Pavement Deficiency Hazards’ to ‘Unsealed Road Pavement Deficiency Hazards’												
	4C	60 days	No change to the current response time	Change defect title from ‘Gravel Road Pavement Deficiency Hazards’ to ‘Unsealed Road Pavement Deficiency Hazards’												
4D	6 months	No change to the current response time	Change defect title from ‘Gravel Road Pavement Deficiency Hazards’ to ‘Unsealed Road Pavement Deficiency Hazards’													

Notes: All times noted in working days.

Gravel Road Slippery Surface



Intervention Level	Hierarchy	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Clayey spots, bare patches, saturated material, lack of material, often after dry spell, exposed sub-grade after rain. Excess loose material on bends in particular (greater than 40mm deep) exceed 20% pavement surface area per km	4A	30 days	Defect Type completely removed, as the descriptions are to ambiguous and not necessarily relate to an actual defect	
	4B1 & 4B2	30 days		
	4C	60 days		
	4D	60 days		

Notes: All times noted in working days.

Road Management Plant Review – Proposed Changes

Defect Type	Intervention Level	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Guard and Safety Fence Maintenance	Guard and safety fence with a panel or component affected so as to render ineffective.	3 months	No change to the current response time	Change Defect Type wording from ‘Guard fence Maintenance’ to ‘Guard Rail and Safety Fence’
Delineation & Line marking	Line marking segments clearly missing or Pavement Marking >50% not clearly visible in daylight conditions.	15 months all road hierarchies	No change to the current response time	Changed Defect Type wording from ‘Delineation’ to ‘Guidepost’ and ‘Line marking’ to ‘Pavement markings’ Expand Defect Type description to include guideposts, rumble bars and pavement markings including Raised Reflective Pavement Markers
Road and Footpath Retaining Walls	Road and footpath retaining walls with a panel or component affected so as to render ineffective.	6 months	No change to the current response time	Nil
Kerb and channel	Step or misalignment in kerb and channel >50mm.	3 months	No change to the current response time	Nil

Enhancement of the **Emergency Response** preamble to include ‘where hazard/defect that presents an immediate and significant threat to the safety of road and footpath users.

Emergency Response

In addition to the above, the following list of specific hazards that warrant an Emergency Response, **where hazard/defect that presents an immediate and significant threat to the safety of road and footpath users.**

Note: This does not apply to road hierarchy 4E – Fire Access Track, except where these tracks are ungated and accessed by the general public. These tracks will be inspected and maintained with the same standard as a 4D – Limited Access public road.

Hazard	Current Response Time (Working/Business Days)	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Hazardous material such as oil, fuel, concrete or dangerous chemicals spilt on traffic lane.	1 day	No change to the current response time	Nil
Isolated section of loose stones greater than 10 m2 on a sealed road surface in roads sealed/resurfaced in the week prior to defect identification.		No change to the current response time	‘Isolated section of loose stones greater than 10 m2 on a sealed road surface in roads sealed/resurfaced in the week prior to defect identification’, amended to read ‘Isolated section of loose stones greater than 10 m2 on a sealed road surface in 100km/h speed zone and in the near vicinity of a bend. to being washed off driveways, intersecting unsealed roads or other reasons.
Water flowing across at least one of the general wheel paths at a depth of 50mm or greater.		No change to the current response time	Amended Hazard description from Water flowing across at least one of the general wheel paths at a depth of 50mm or greater to ‘Flooding across 50% of the road surface’
Road Pavement Deficiency greater than 150mm deep within one square metre		No change to the current response time	Nil
Any object obstructing ability to travel on the road.		No change to the current response time	Amendment to Hazard description to include footpaths ‘Any object obstructing ability to travel on the road or footpath’
Significant erosion of road pavement due to culvert failure		No change to the current response time	Nil
Pit lids missing or where obvious signs of significant loss of structural integrity		No change to the current response time	Nil

Road Management Plant Review – Proposed Changes

11.2 Footpath Service Standards

Temporary Measures refers to the installation of temporary safety measures such as Safety Barricading and/or signage.
All response times noted below are in working days.

Footpath intervention levels will be applied at pavement marked and signalised pedestrian crossings

Amendment of the **Footpath Service Standard** preamble to include Footpath intervention levels will be applied at pavement marked and signalised pedestrian crossings

Concrete Footpaths Repair Treatments may include: bay replacement, grinding, ramping.

Defect	Current Response Time by Intervention and Hierarchy***			Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
	High	Medium	Low		
Trip Hazard Vertical displacement of 25mm or greater	Repair within 3 months	Repair within 12 months	Repair within 18 months	High: Undertake temporary repair where viable – 14-days. Place on footpath maintenance program for prioritisation and repair – 6 months Medium: Undertake temporary repair where viable – 8 weeks. Place on footpath maintenance program for prioritisation and repair – 1 year Low: Undertake temporary repair where viable – 6 months. Place on footpath maintenance program for prioritisation and repair – 2 years	Description to be expanded to include stencilled (faux brick) type pathways Change Defect description from ‘Trip Hazard’ to ‘Vertical Displacement’
Cracking Crack with an average width > 20mm	Repair within 3 months	Repair within 12 months	Repair within 18 months	Nil	Description to be expanded to include stencilled (faux brick) type pathways
Vegetation encroachment (above ground level) <2.5m in height or >1m from edge	New defect type			High: Repair within 3 months Medium: Repair within 3 months Low: Repair within 3 months	Ni
Vegetation encroachment (ground level) Encroaching>25% in width & > 20m in length	New defect type			High: Repair within 12 months Medium: Repair within 12 months Low: Repair within 12 months	Nil
TGSI (Tactile Ground Surface Indicators) Missing, damaged, cracked or peeling	New defect type			High: Repair within 3 months Medium: Repair within 12 months Low: Repair within 18 months	Nil

Road Management Plant Review – Proposed Changes

Asphalt Footpaths

Defect	Current Response Time by Intervention and Hierarchy***			Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
	High	Medium	Low		
Trip Hazard Height displacement >25mm	Repair within 3 months	Repair within 12 months	Repair within 18 months	High: Undertake temporary repair where viable – 14-days. Place on footpath maintenance program for prioritisation and repair – 6 months Medium: Undertake temporary repair where viable – 8 weeks. Place on footpath maintenance program for prioritisation and repair – 1 year Low: Undertake temporary repair where viable – 6 months. Place on footpath maintenance program for prioritisation and repair – 2 years	Change Defect description from ‘Trip Hazard’ to ‘Vertical Displacement’
Depression < 1.2m in length and Vertical displacement measured > 50mm Measurement Methodology: Place 1.2 m metre straight edge center over depression and measure greatest vertical displacement.	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Hump <1.2m in length and Vertical displacement measured > 100mm Measurement Methodology: Place 1.2 m metre straight edge center on hump and measure greatest vertical displacement at either end.	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Cracking Crack width >20mm	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Vegetation encroachment (above ground level) <2.5m in height or >1m from edge	New defect type			High: Repair within 3 months Medium: Repair within 3 months Low: Repair within 3 months	Nil
Vegetation encroachment (ground level) Encroaching >25% in width & > 20m in length	New defect type			High: Repair within 12 months Medium: Repair within 12 months Low: Repair within 12 months	Nil

Road Management Plant Review – Proposed Changes

Gravel Footpaths

Defect	Current Response Time by Intervention and Hierarchy***			Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
	High	Medium	Low		
Potholes / Erosion Vertical displacement > 50mm Measurement Methodology: Place 1.2 m metre straight edge center over pothole/erosion and measure greatest vertical displacement.	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Hump length < 1.2m and Vertical displacement measured >100mm Measurement Methodology: Place 1.2 m metre straight edge center on hump and measure greatest vertical displacement at either end.	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Vegetation Encroaching>25% in width & > 20m in length	Repair within 12 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Defect description amended to specify ‘encroachment at ground level’
Vegetation encroachment (above ground level) <2.5m in height or >1m from edge	New defect type			High: Repair within 3 months Medium: Repair within 3 months Low: Repair within 3 months	Nil

Road Management Plant Review – Proposed Changes

Timber Footpaths

Defect	Current Response Time by Intervention and Hierarchy***			Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
	High	Medium	Low		
Trip Hazard Height displacement >25mm	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Change Defect description from ‘Trip Hazard’ to ‘Vertical Displacement’
Missing Plank missing plank	5 days	Repair within 5 days	Repair within 5 days	Change intervention timeframe from 5 days to 1 day	Nil
Deformation Over 1.2m and vertical displacement > 50mm	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Dislodged Nails/Screws	New defect type			High: Repair within 3 months Medium: Repair within 12 months Low: Repair within 18 months	Nil
Vegetation encroachment (above ground level) <2.5m in height or >1m from edge	New defect type			High: Repair within 3 months Medium: Repair within 3 months Low: Repair within 3 months	Nil
Vegetation encroachment (ground level) Encroaching>25% in width & > 20m in length	New defect type			High: Repair within 12 months Medium: Repair within 12 months Low: Repair within 12 months	Nil

Road Management Plant Review – Proposed Changes

Paver Footpaths

Defect	Current Response Time by Intervention and Hierarchy***			Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
	High	Medium	Low		
Trip Hazard Height displacement > 25mm Repair activity: Re-set pavers – Option 1 Replace pavers – Option 2	Make Safe in 3 working days Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Change Defect description from 'Trip Hazard' to 'Vertical Displacement'
Hump length < 1.2m and Vertical displacement measured >100mm Measurement Methodology: Place 1.2 m metre straight edge center on hump and measure greatest vertical displacement at either end.	Repair within 3 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Depression < 1.2m in length and Vertical displacement measured > 50mm Measurement Methodology: Place 1.2 m metre straight edge center over depression and measure greatest vertical displacement.	Make Safe in 3 working days Repair within 6 months	Repair within 12 months	Repair within 18 months	No change to the current response time	Nil
Vegetation encroachment (above ground level) <2.5m in height or >1m from edge	New defect type			High: Repair within 3 months Medium: Repair within 3 months Low: Repair within 3 months	Nil
Vegetation encroachment (ground level) Encroaching >25% in width & > 20m in length	New defect type			High: Repair within 12 months Medium: Repair within 12 months Low: Repair within 12 months	Nil

***Response time runs from time Council has recorded the defect.

Road Management Plant Review – Proposed Changes

11.3 Bridge Service Standards

Defect Type	Intervention Level	Current Response Time	Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Vehicular Bridges & Major Culverts	Visible defects on components likely to affect users or public safety identified as part of the Bridge, Major Culvert, Pedestrian Bridges, Timber Boardwalks and scheduled inspection program.	As per Bridge, Major Culvert, Pedestrian Bridges, Timber Boardwalks and scheduled maintenance program.	No change to the current response time	Nil
Pedestrian Bridges, Timber Boardwalks and Viewing Platforms			No change to the current response time	Nil

11.4 Drainage Service Standards

1. Response times apply only after a nominated Council inspector has inspected the request or has undertaken a scheduled inspection.
2. Resident is considered responsible for the upstream side of the legal point of discharge including connections to the legal point of discharge, unless it can be proved that council’s actions have in the recent past interfered with the residents drains and connections.

Pits and Pipes

Reactive Maintenance - Unplanned Maintenance of Stormwater Pipes and Pits

Sub-Activities	Intervention Level *	Current Action/Response Times		Proposed Intervention Response Time (Working/Business Days)	Additional proposed changes
Clear Blockages General minor repairs	Blocked line reported by incident or inspected through CCTV.	If flooding roadside	Respond within 48 hours to minimise damage	No change to the current response time	Changes from ‘hours’ to ‘days to define working days

* Schedule managed by Drainage Supervisor.

* Capacity issues associated with Melbourne Water outfall drains obstructing water flow from council drains will be referred to Melbourne Water for action