



Road Management Plan

2021



TRANSPORT

Sealed Roads, Unsealed Roads, Kerb and Channel, Road Shoulders, Footpaths, Cycle Paths and Bridges.



Version Control

Revision Number	Comment	Date
1	Plan prepared following public consultation	19 October 2004
2	Plan amended to divide current document into RMP and RAMP; alter standards for inspection and maintenance; changes relating to Council's policies and practices; and drought restrictions	18 December 2007
3	Plan reviewed as per RMA General Regulations requirements. The RMP was amended to alter standards for inspection and maintenance; alter road hierarchy for inspections and maintenance; and changes relating to Council's policies and practices.	20 October 2009
4	Plan reviewed as per:- RMA General Regulations 2005 requirements Liability Mutual insurance's Risk Assessment Amendments relating to Council's policies and practices highlighted in review of plan	28 May 2013
5	Each incoming municipal Council must review its Road Management Plan (RMP) during the same period as it is preparing its Council Plan under the Local Government Act 1989.	27 June 2017
6	Plan amended to update; <ul style="list-style-type: none"> • Removed total road and footpath lengths • Clarifications of section 1.5 1 VicRoads • Public Road classes of section 3 Road and Footpath classification/hierarchy • Appendix A – municipality map 	19 November 2019
7	Plan reviewed within 6 months of new Council as per LG Act 2020	15 June 2021

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Definitions

Unless the context or subject matter otherwise requires, terms used in the RMP have the following meanings:

<i>Arterial Road</i>	Freeways, highways and declared main roads which are managed by the State Government through Regional Roads Victoria
<i>Bicycle Lane</i>	The part of the carriageway designated for use by cyclists
<i>Carriageway</i>	The full trafficable area including the roadway and the shoulders
<i>Code of Practice</i>	Road Management Act 2004 Code of Practice: Operational Responsibility for Public Roads published in the Victoria Government Gazette S174 on 30 May 2017
<i>Condition Inspection</i>	Inspections conducted to assess the life of the road and pathway network for valuation, lifecycle management and long term capital works planning.
<i>Council</i>	Swan Hill Rural City Council (SHRCC)
<i>Critical Location</i>	a location where the road alignment, pavement width and /or geometry are identified by additional markings, signage or guideposts to guide the travelling public
<i>Day</i>	A day on which SHRCC is open for business. Where a timeframe is expressed in days it means the current day plus the number of days stated in the timeframe up to midnight on the last day.
<i>Defect</i>	A localised failure in an asset, for example, potholes in a road surface or displacement in a concrete footpath
<i>Footpath/Pathway</i>	A constructed paved, sealed or gravel path intended for use by pedestrians and/or cycles
<i>Hazard</i>	A change to the road or footpath surface that introduces a hazard to public safety.
<i>Inspection Frequency</i>	The frequency of inspections of the road to identify potential defects or hazards
<i>Intersection</i>	An intersection is a junction where two or more roads meet or cross
<i>Intervention Level</i>	The size of the defect at which the road authority has determined that the defect will be rectified
<i>Levels of Service</i>	A defined condition or performance standard associated with a particular asset and its classification within an asset hierarchy
<i>Major Culvert</i>	A major culvert is a culvert (or more commonly multiple culverts laid side by side) of large enough size to be treated more like a bridge over a water course than a pipe under a road. In a number of Australian states culverts with cross section area of 6sqm or greater are considered to be major culverts.
<i>Municipal Road</i>	Roads for which Council is the responsible Road Authority
<i>Nature Strip/Roadside</i>	The land, generally vegetated, between the carriageway and a property boundary
<i>Proactive Inspections</i>	Inspections performed as part of a scheduled program for the purpose of identifying defects or hazards above intervention.

<i>Programmed</i>	Works that are referred to a program of works and will be undertaken subject to availability of resources and subject to any policy directions from Council.
<i>Public Highway</i>	any area of land that is a public highway for the purposes of the common law;
<i>Public Road</i>	A road declared to be a public road by the relevant road authority
<i>Reactive Inspection</i>	Inspections performed in response to a customer request or notification about the condition of a road/path in order to assess whether the road contains a RMP defect that has reached the relevant intervention level.
<i>Register of Public Roads</i>	List of roads within a municipality that a council is responsible for. Council is required to keep a register under S.19 of the RMA
<i>Repair</i>	<p>the taking of any action to remove or reduce a risk arising from a defect in a roadway, pathway or road-related infrastructure, including but not limited to:</p> <ul style="list-style-type: none"> a) reinstating a road/path to its former standard following works to install any infrastructure; b) reinstating a road/path to a safe standard following deterioration or damage; c) providing a warning to road users of a defect in a roadway, pathway or road (including road-related infrastructure) - but does not include the upgrading of a roadway, pathway or road-related infrastructure <p>Examples: Filling in a pothole in a roadway, resurfacing the roadway and erecting a warning sign would be actions to repair the road.</p>
<i>Response Time</i>	The time allowable to respond to a defect. Response time is measured from the time the defect is identified by, or notified to, Council.
<i>Responsible Road Authority</i>	The organisation responsible for the management of the road, as determined under s.37 of the RMA
<i>Road</i>	<p>includes a street; right of way; cul de sac; by-pass; bridge or ford; footpath; bicycle path or other land or works forming part of the road. Including:</p> <ul style="list-style-type: none"> a) any public highway; b) any ancillary area; c) any land declared to be a or forming part of a public highway or ancillary area.
<i>Road Management Act 2004 (RMA)</i>	The Act provides a statutory framework for the management of the road network in Victoria.
<i>Road Management Plan</i>	The document developed by Council to assist in the management of their road related duties and responsibilities, as defined in the RMA.
<i>Road Reserve</i>	Crown land dedicated to the purpose of being a public highway
<i>Roads other than a Municipal Road</i>	Includes roads in State reserves, unused road licences and private property.
<i>Roadside</i>	The area of land within a road reserve that is neither roadway nor pathway

1 Introduction

1.1 Purpose of the Plan

The purpose of the Plan is to establish a management system for Council to inspect road and road related infrastructure and repair identified defects based on policy and operational objectives having regard to available council resources.

The key principles of the Plan are:

- To document a system for the prioritised maintenance of roads and road related infrastructure consistent with the requirements of the RMA.
- The integration with a Register of Public Roads for which Council is responsible
- To specify levels of service for routine inspections and response times for the repair and maintenance of Council's road and road related infrastructure
- Outline the powers and duties of road authorities
- Provide a public working document for all stakeholders

This Plan has been developed in line with Council's corporate strategies and plans and reflects the outcomes resulting from budget considerations, various asset management plans and levels of service adopted by Council.

Compliance with the RMP is evidence that the Council has discharged its statutory duty to inspect, repair and maintain public roads and any common law duty of care owed to road users

1.2 Scope

The provisions of this Plan apply to municipal roads and road infrastructure (including road-related infrastructure) for which Council is the responsible road authority.

Municipal roads that are not registered as Public Roads are still Council's discretionary responsibility under the Local Government Act 1989, but under the RMA, Council has no obligation to inspect, repair or maintain them and they are not subject to the RMP.

Municipal roads that Council has deemed are 'reasonably required for general public use' or declared to be a public highway under section 204(1) of the Local Government Act 1989 or a municipal road under section 14(1) of the RMA have been registered as Public Roads and are listed in Council's Register of Public Roads.

In determining Public Roads, Council considers a range of relevant matters, including the usage and construction standard of the roads. Public Roads and road infrastructure (including road-related infrastructure) identified within the Register of Public Roads are inspected and maintained by Council under the RMA and in accordance with the RMP Levels of Service. The Levels of Service include standards of inspection frequency and response times and take into account operational objectives and available resources as set out in Section 50 of the RMA.

This RMP also provides for the management of road related infrastructure (including road-related infrastructure) within Public Roads managed by Council, including:

- Footpaths
- Shared pathways
- Bicycle lanes
- Road signs
- Line marking
- Traffic control devices
- Kerb and channel
- Bridges and major culverts

The RMP does not include the management of the following:

- Other Council non-road infrastructure that may be located within a Public Road, such as underground drainage, street trees, street furniture and buildings.
- Non-Council owned or controlled road infrastructure (including road-related infrastructure) such as bridges and culverts at channel crossings owned by other authorities or utilities.
- Private roads/Private driveways/pathways providing access from private property to a public road
- Nature Strips
- Private infrastructure within the road reserve under 173 agreements

1.3 Exceptional Circumstances

Council will make every effort to meet its commitments under this RMP.

There may be situations or circumstances that affect Council's business activities to the extent that it cannot deliver on the service levels of the RMP. These include, but are not limited to, natural disasters such as fires, floods, pandemic or storm; or a prolonged labour or resource shortage, due to a need to commit or redeploy council staff and/or equipment elsewhere.

In the event of the above circumstances occurring, the Council relies on sections 83 and 84 of the Victorian Wrongs Act 1958 as a complete defence to any claim arising out of noncompliance with this Plan.

Where suspension of the Council's Plan is necessary, the Council's CEO or most senior officer in their absence, will consider and decide on a suspension without necessarily consulting with any stakeholder. If a suspension of the Council's Plan is undertaken, the reasons for this will be referred to as a force majeure event.

If the Council's Plan is suspended, stakeholders should be aware that it will only be reinstated when the reasons for the suspension have abated and the Council has the resources to reasonably resume and meet its Plan.

2 Road Users Right and Responsibilities

2.1 Key Stakeholders

Stake holders of this RMP including customers, other interested parties and responsible authorities and include:

1. Residents, general public and businesses using the road network.
2. Pedestrians, including those with disabilities and the elderly with restricted mobility.
3. Users of a range of miscellaneous smaller, lightweight vehicles such as cyclists, mobility scooters, wheelchairs, prams, etc.
4. Vehicle users such as trucks, buses, commercial vehicles, cars and motorcycles.
5. Emergency authorities (Police, Fire, Ambulance, SES).
6. Utility agencies that use the road reserve for their infrastructure (water, sewerage, gas, electricity, telecommunications).
7. Council as the responsible road authority.
8. VicRoads/Regional Roads Victoria as Responsible Road Authority for state arterial roads and standards compliance authority.
9. State and Federal Government that periodically provide support funding to assist with management of the network.
10. Consultants and Contractors (design, construction and maintenance personnel who build or maintain the road and associated infrastructure)

2.2 Obligations of Road Users

All road users have a duty of care under the Act. Section 106 and 138 prescribe obligations as contained in Section 17A of the Road Safety Act 1986 which states that:

1. A person who drives a motor vehicle on a highway must drive in a safe manner, having regard to all the relevant factors, including (but not limited to) the:
 - physical characteristics of the road
 - prevailing weather conditions
 - level of visibility
 - condition of the motor vehicle
 - prevailing traffic conditions
 - relevant road laws and advisory signs
 - physical and mental condition of the driver
2. A road user, other than a person driving a motor vehicle, must use a highway in a safe manner having regard to all the relevant factors.
3. A road user must have regards to the right of:
 - Other road users and take reasonable care to avoid any conduct that may endanger the safety or welfare of other road users.
 - The community and infrastructure managers in relation to road infrastructure and non-road infrastructure on the road reserve and take reasonable care to avoid any conduct that may damage road infrastructure (including road-related infrastructure) and non- road infrastructure on the road reserve.
 - The community in relation to the road reserve and take reasonable care to avoid conduct that may harm the environment of the road reserve.

2.3 Works within road reserve

Unless an exemption applies under the Act, a person must not conduct any works in, on, under or over a road without written consent of the Responsible Road Authority.

This includes works on footpaths and nature strips including the installation or modifications of driveways outside private property.

Application forms for a Works within the Road Reserve Permit can be obtained from Council's website or Council offices. Failure to seek consent for works within a road reserve is an offense under the RMA. Fees and penalties can be applied.

2.4 Demarcation of Responsibilities

The demarcation of responsibilities under this Plan are as defined in the Road Management Act 2004 Code of Practice: Operational Responsibility for Public Roads published in the Victoria Government Gazette S174 on 30 May 2017, unless specifically identified otherwise

2.4.1 VicRoads/Regional Roads Victoria

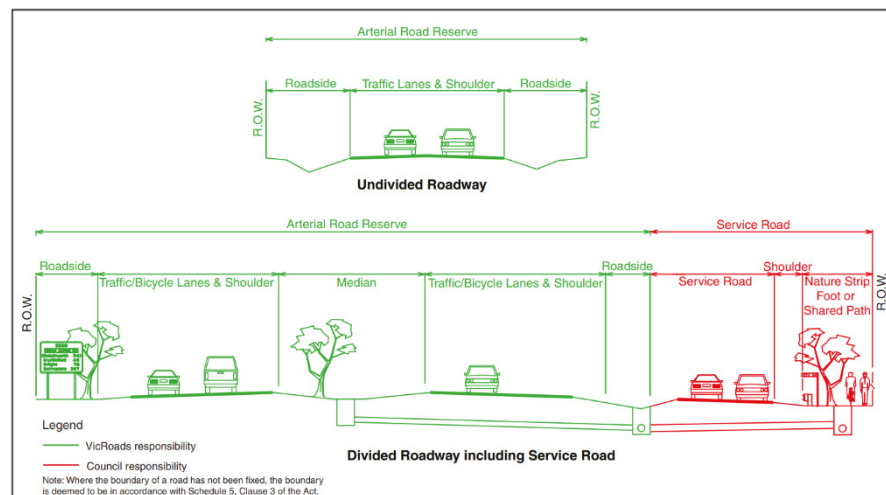
Vicroads/Regional Roads Victoria (RRV) are the manager of all regional arterial roads throughout the state. In Swan Hill, the arterial roads managed by RRV are:

- Murray Valley Highway (southern entrance of Campbell Street to Curlewis Street Swan Hill, Curlewis Street Swan Hill, Stradbroke Avenue, Nyah and Bromley Road, Robinvale)
- Mallee Highway (Murray Street Piangil and Larundel Street Manangatang)
- Sea Lake - Swan Hill Road (McCallum Street, Swan Hill)
- Donald - Swan Hill Road
- Robinvale - Sea Lake Road (Wattle Street, Manangatang)
- Hattah Robinvale Road.
- Tooleybuc Road

In urban areas, these roads may also be known by their local road name (see above in brackets). On these roads, Council is responsible for the verge and footpath from the back of kerb, or the back edge of the table drain, to the property boundary. Where there are parking lanes on arterial roads that do not allow through traffic, Council is the responsible authority for the area of pavement associated with the parking lane with the demarcation being the interface of the carriage way and the parking area. Where Council is responsible for the parking area, it is also responsible for the kerb and channel.

For rural arterial roads, RRV are the responsible authority for the full width of the road reserve.

2-1 Responsibility for Rural Arterial Roads between Intersections (Code of Practice S174, 30 May 2017, Operational Responsibility for Roads)



2.4.2 Crownland

A number of roads and tracks exist on Crown Land or Crown easements (other than road reserves) where Council is not the Committee of Management, e.g. national and regional parks. DELWP and/or Parks Victoria have management responsibility of these roads. These roads are classified as “Not Responsible” in Council’s Register for Public Roads.

2.4.3 Rail Infrastructure

Rail Authorities are responsible for maintaining railway level crossings, which include the area in the immediate vicinity of the railway line (3m of nearest rail). Rail Authorities are also responsible for road and pedestrian bridges over rail and rail over road bridges within the municipality, unless otherwise stated in the Safety Interface Agreements.

Council is responsible for maintaining the approaches to the rail lane and approach signage on the municipal road network.

2.4.4 Utilities

This plan does not apply to infrastructure assets belonging to other infrastructure managers such as telecommunications, water and sewerage, gas and electricity.

2.4.5 Boundary Roads

Council has entered into Boundary Road Agreements with adjoining Councils. These Boundary roads are designated as “Not Responsible” in Council’s Register for Public Roads where maintenance agreements have been reached with adjoining Council’s.

2.4.6 Private Owners

2.4.6.1 Driveways

Driveways are the responsibility of the owner of the land for which the driveway provides access to and from the road. The landowner is responsible for that part of the driveway as shown in Figure 1, specifically:

- The in-fills between the kerb and channel and the footpath, and the footpath and property line.
- The layback through the kerb (excluding the channel).
- The immediate surrounds impacted on by the driveway.

The footpath crossover is part of the footpath and is the responsibility of Council, however Council may charge the landowner for the cost of repairs to damage to the footpath caused by vehicles using the driveway.

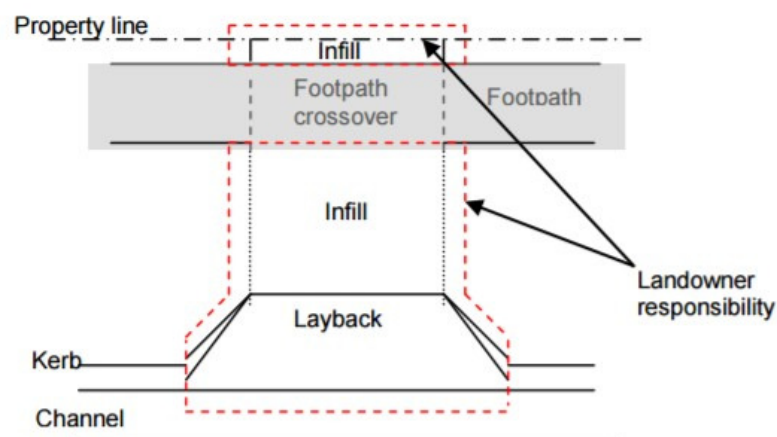


Figure 2-2 - Driveway Responsibility

Arrangements are similar for culvert crossings over an open table drain where the owner's responsibilities are:

- Culvert and endwalls.
- Driveway infill between the road edge and the property line excluding any footpath crossover.
- Maintenance of the road seal adjacent to the driveway to be free of loose material sourced from the property or the driveway.

Council retains the right to direct the standard of construction, materials and location of driveways within the road reserve. Landowners must obtain a Working within Road Reserve Permit from Council prior to commencing any works or activities within the road reserve.

2.4.6.2 Footpaths and Overhanging Vegetation

The adjacent landowner has responsibility for keeping pathways clear of vegetation growing from their property. Responsibility for overhanging vegetation may be managed through Council's local laws

2.4.6.3 Footpath trading and outdoor eating facilities

This plan does not apply to footpath trading or outdoor eating and associated furniture located within the road reserve with or without a Footpath Trading Permit issued under Council's local laws.

2.5 Limits in relation to liability for property damages

Section 110 of the RMA details the liability and extent of claims for property damages or incident claims.

In accordance with Section 115 of the RMA, a person who intends to take court proceedings in relation to a claim for damages arising out of a condition of a public road or infrastructure, must first lodge a written notice with Council. This notice must be lodged with Council within 30 days of the incident occurring.

3 The Register of Public Roads and Classification

3.1 Register of Public Roads

The Road Management Act 2004 places a mandatory requirement that a road authority maintains a register of public roads. The purpose of the register is to define the public roads for which Council is the responsible authority.

Council's Register of Public Roads is available as a public document via Council's website or over the counter at any Council Office. The Register includes a listing of the public roads within the Council, a description to assist with identification, the Classification of the roads (see below) and any notes if known regarding the road management or gazette information.

3.2 Road Classification

For purposes of this RMP, Public Roads have been classified as follows:

Classification	Description	Accessibility	Surface
Link	Link roads provide a road that supplement the main arterial road network. These roads provide through-traffic movement between significant population centres and major traffic generators such as residential, industrial, and sporting nodes	All Weather Access	Generally Sealed
Collector	Collector Roads act as a catchment between Access and Secondary Roads directing traffic towards Link and Arterial roads.	All Weather Access	Gravel or Seal
Access	Access roads provide all weather access to residences.	Generally All Weather Access ¹	Gravel or Sealed
Secondary	Secondary access roads are low use/low volume roads. They are roads that provide seasonal access to properties or provide a link to access roads.	Dry Weather Only access	Gravel or Earth
Ancillary	A roadway or track generally contained with a Caravan Park, public park or public reserve. These are generally not on a public road reserve but on Council managed land	All Weather or Dry Weather Only access	Gravel or Sealed
Sealed Laneway	A sealed laneway providing rear access to businesses	All Weather Access	Sealed
Unsealed Laneway	An unsealed laneway providing secondary access to urban properties	Dry Weather Only access	Gravel or Earth
Not Maintained	Primarily unformed roads, laneways or tracks and very rarely used. These roads are not considered "reasonably required for general public use and may be eligible for unused road licences to adjoining landowners.	Dry Weather only	Earth

Table 2 - Road Classifications

¹ Council is aware that some Access Roads are not 'all weather access' and will be implementing an improvement program to upgrade those roads to the required standard over time

The Register of Public Roads also contains roads of classification “Not Responsible”. These roads are not maintained or inspected by SHRCC and have been included in the Register to assist for clarity of responsibility.

3.3 Footpath Classification

For purposes of this RMP, footpaths have been classified as follows:

Classification	Description
Class 1	Footpaths in the Central Business District (CBD) of Swan Hill and Robinvale
Class 2	Footpaths in CBD of other towns and satellite business areas of Swan Hill, around schools hospitals and elderly accommodation.
Class 3	Residential areas and Industrial areas and all shared pathways

Table 3 - Footpath Classifications

3.4 Levels of Service

To assist Council with meeting its Road Management Act duties and to provide clarity to road users and ratepayers, the Council has adopted Levels of Service regarding inspections and expected response times for addressing defects.

Levels of Service relating to pro-active and reactive inspections can be found in Appendix A – Inspections.

The maintenance intervention levels and response times are detailed in Appendix B - Defect Intervention Levels and Response Times. Where the response time has been set as “Programmed”, the works are referred to a program of works and will be undertaken subject to availability of resources and subject to any policy directions from Council.

If the nature of the work required, level of resources or workload, is not feasible to rectify the defect within the time shown in Table 8 - Defect Intervention Levels and Response Times **appropriate warning** of the defect or **temporary treatment** of a defect or hazard to reduce risks associated with the defect until permanent repairs can be undertaken is to be provided until a suitable repair or treatment can be completed.

Appropriate warning may include, but is not limited to, the following:

- Provision of warning signs
- Marking defects for higher visibility
- Traffic control action
- Divert traffic around defect
- Installation of temporary speed limits
- Road closures

The municipality is geographically one of the largest in Victoria, with a travelling time of two hours from north to south. Considering long travelling times for maintenance crews, it is cost effective and operationally efficient for Council to repair nearby defects that have not yet reached specified intervention levels while attending to defects that have been identified within the RMP. This philosophy has been taken into account when setting intervention levels.

With regard to footpaths, all defects that have been identified will be responded to within the timeframe as set out by the RMP.

Defects may be identified where it can be determined that they may deteriorate to an extent that reach intervention prior to the next programmed inspection. In these cases, a review will be carried out of this defect and, if Councils schedule and resources enable action, this will be carried out and recorded as proactive maintenance works.

For the avoidance of doubt, the practice of repairing defects inside intervention levels while maintenance crews are nearby forms part of this RMP and is otherwise a practice Council considers consistent with the inspection, repair and maintenance requirements and standards specified by or in this RMP.

4 Review and Monitoring of Road Management Plan

4.1 Reporting

Reports (or dashboards) will be developed that provide statistics on how the RMP is tracking. These reports will include information such as:

- Number of new defects identified within a time period
- Types of Defects identified
- Number of Customer requests received within a time period
- Compliance with response times by defect type
- No of overdue defects

4.2 Audit

A program of auditing, using both internal and external auditors, is being developed for the purposes of ensuring that all the management systems in place are delivering the levels of service adopted by council for its road network assets.

4.3 Review of the Road Management Plan

This Road Management Plan shall be reviewed in accordance with section 8 and 9 of the *Road Management (General) Regulations 2016*. The review will be conducted so as to conclude within 6 months, following a Council election (or greater period if applicable under section 90 of the *Local Government Act 2020*) to enable coordination with the preparation of the Council Plan.

A report summarising the finding and conclusion of the review will be available at the Council office and on the Council's website in accordance with section 9(2) of the Regulations.

This Road management Plan may be amended at any period between general elections of Council in accordance with sections 10 and 11 of the Regulations.

4.4 Consultation Process

In any review associated with the Road Management Plan, consultation will be undertaken as follows:

- Internally by staff associated with the RMP implementation
- Externally by placing this document on exhibition and calling for submissions from the general public; and
- Externally by Council's insurer and legal advisors.

Inspection and response standards have been based on an approach that aims to balance customer expectations with sustainable resource management. Information gained from external and internal sources, including historical knowledge of demand, risk and expectation has guided the development of these standards.

5 Appendices

5.1 Appendix A – Inspections

5.1.1 Inspection Types

There are three types of inspections undertaken on Council's roads and footpaths. These are Reactive, Programmed and Asset Condition inspections.

Inspection type	
Programmed	Programmed inspections assess the road and footpath network to identify defects that have reached the intervention level, as defined in Council's RMP.
Reactive	Reactive inspections are undertaken following notification to Council of defects and safety issues by the community or stakeholders. The defects are inspected in line with criteria set out within the RMP.
Condition	Asset condition inspections are conducted to assess the condition and remaining useful life assets in order to prioritise renewal works and report financial depreciation figures. Condition inspections are conducted as specified in Council's Asset Capitalisation and Valuation Policy.
Incident	An inspections conducted after Council have been notified of an incident or near miss on Council Road .Carried out to comply with the requirements of the Act (refer Division 5 of Part 6 – Claims Procedure, Section 116).

Table 4 - Inspection Types

The type of defects to be observed and recorded by the inspector will vary depending on the type of inspection and the nature of the asset being inspected, as detailed below:

Programmed Inspection Type	Sealed/ Unsealed	Items to be included in inspections
Daytime	Sealed	Potholes, edge breaks, major cracks, shoulder drop-off, stripping of seals, excessive loose stones, signage, line-marking, guideposts, RRPM's, table drains, culverts, bridges, kerb and channel and vegetation clearance
	Unsealed	Potholes, loose material, pavement failures, signage, guideposts, table drains culverts, bridges and vegetation clearance
Night	Sealed	Visibility of signage, line-marking, guideposts, and raised reflective pavement markers (RRPM's)
	Unsealed	Visibility of signage and guideposts
Footpaths	N/A	Trips defects, falling hazards, collision hazards, pit lids, mounds or depressions and vegetation clearance
Reactive	N/A	Defects as listed above but triggered via a notification of a defect
Incident	Sealed/ Unsealed	A statement of the condition of the relevant part of the road or infrastructure and where appropriate photographs showing the condition of the site of the incident;

Table 5 - Observations

5.1.2 Inspection Frequencies

Roads			
Classification	Daytime Proactive	Night time Proactive	Reactive
Link	4 per calendar year	1 per calendar year	10 Working Days
Collector	2 per calendar year	1 per calendar year	
Access	1 per calendar year	1 per 2 calendar years	
Secondary/ Sealed Laneway	1 per 2 calendar years	1 per 2 calendar years - Level crossings only	
Ancillary/ Unsealed Laneway	N/A	N/A	

Table 6 - Inspection frequency - Roads

Footpaths		
Classification	Frequency of inspections	Window
Class 1	2 per calendar year	1 st inspection: 1 Jan – 30 June 2 nd inspection: 1 July – 31 Dec
Class 2	1 per calendar year	1 Jan – 30 June
Class 3	1 per calendar year	1 July – 31 Dec

Table 7 - Inspection Frequency and Inspection Window - Footpaths

5.2 Appendix B - Defect Intervention Levels and Response Times

Intervention level		MAXIMUM - Response Time by Usage		
Description of Defect	Link	Collector	Access	Secondary
<u>Sealed roads</u>				
Potholes greater than 300mm diameter and 50mm deep	2 Weeks	1 Month	2 Months	4 Months
Deformations in the traffic lane greater than 100mm in depth and under a 3m straight edge	1 Month	2 Months	4 Months	6 Months
Edge break exceeds 150mm laterally over at least a 1m length from the nominal edge of seal	2 Weeks	1 Month	3 Months	6 Months
Drop off from edge of seal to unsealed shoulder greater than 100mm over >1m length	1 Month	2 Months	4 Months	6 Months
Line markings missing or illegible at a critical location [†] rendering them substantially ineffective	3 Months	6 Months	12 Months	12 Months
Accumulation of aggregate or sand in a traffic lane exceeding 50mm and > 5m long	2 Weeks	2 Months	4 Months	12 Months
<u>Unsealed roads</u>				
Corrugations greater than 25mm in depth for a length >500m or total road length	N/A	3 Months	6 Months	12 Months
Wheel ruts, shoves or potholes >500mm diameter and >150 mm depth measured with 3m straight edge, across the road	N/A	3 Months	6 Months	12 Months
<u>Traffic Defects</u>				
Ponding of water >300mm in depth and/or across 50 per cent of the traffic lane width	2 Days	3 Days	5 Days	1 week
Fallen tree or other obstruction blocking a traffic lane	2 Days	3 Days	1 week	1 month
Tree's shrubs or grasses that have grown to restrict design sight distance to intersections or restrict viewing of safety signs	1 month	4 Months	Programmed **	Programmed **
<u>Structures</u>				
Drainage pit lid or surround missing or at a height differential >50mm in traffic lanes	2 Days	3 Days	1 week	1 month

Intervention level

MAXIMUM - Response Time by Usage

Description of Defect	Link	Collector	Access	Secondary
Damage to a bridge or major culverts i.e. <ul style="list-style-type: none"> ○ Missing or damaged planks ○ Structural damage (voids or holes) ○ Missing or damaged railings 	2 Days	3 Days	1 week	1 month
Road Furniture				
Existing Regulatory signs missing, illegible or damaged, making them substantially ineffective	1 Week	1 Month	2 Months	3 Months
Existing Warning and hazard signs missing, illegible or damaged, making them substantially ineffective	1 Month	3 Months	4 Months	12 Months
Any damaged or defective guardrail at a critical location* making them substantially ineffective	1 Month	4 Months	6 Months	12 Months
Existing guideposts missing or damaged at a critical location* making them substantially ineffective	2 Months	3 Months	6 Months	12 Months
Kerb				
Where a kerb adjacent to a traffic lane has a horizontal deviation from alignment >250mm	4 Months	6 Months	12 Months	N/A
Footpaths				
Description of Defect	Class 1	Class 2	Class 3	
Footpath lip or step >30mm in height	1 Month	3 Months	6 Months	
Footpath mounds or depressions >100mm under a 1.2m straightedge.	1 Month	4 Months	12 Months	
Longitudinal cracks greater than 20mm in width	1 Month	3 Months	6 Months	

Table 8 - Defect Intervention Levels and Response Times

* A critical location is a location where the road alignment, pavement width and/or geometry are identified by additional markings, signage or guideposts to guide the travelling public.

** Programmed works will be undertaken subject to availability of resources and subject to any policy directions from Council.