Frankston City Council
Road Management Plan Review
March 2025

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1 Introduction

A road authority that has made a Road Management Plan (RMP) must conduct a review of that plan in accordance with the regulations at the intervals prescribed by the Road Management (General) Regulations 2016 (Regulations) — see section 54(5) of the Road Management Act (the Act).

Council has undertaken a review of its current RMP (2022), in accordance with the Act and Regulations, and has prepared this report to document findings. The Review is to ensure that the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and classes of road to which the Road Management Plan applies are appropriate.

Proposed amendments to Council's current RMP (2022) are described within this report and may be implemented as part of the formal amendment process as described in the Act.

2 Purpose of a Road Management Plan

Section 50 of the Road Management Act 2004 (RMA) states that the purpose of a Road Management Plan (RMP) is:

1. To establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and
2. To set the relevant standard in relation to the discharge of duties in the performance of those road management functions.

If complied with, the RMP provides Council with a policy defence against civil liability claims associated with management of the municipal road network.

3 Review Scope

The Review of Council's RMP has been undertaken in accordance with the current Road Management Act 2004 and Part 3 of the Road Management (General) Regulations (2016).

The Review summarised in this report, includes consideration of the following:

- Recommended amendments to the current RMP 2022 (refer to **Error! Reference source not found.**).
- Assessment of community satisfaction:
- Local government community satisfaction survey results (2015 - 2024).
- Comparison with neighbouring Council's Road Management Plans (refer to **Error! Reference source not found.**)

- Assessment of recent performance:
- RMP compliance as reported in Council's asset and works management information system.
- Feedback from Council staff responsible for implementation of the RMP

4 Assessment of Community Satisfation

4.1 Local Government Community Satisfation Survey Results (2015-2024)

Council participates in the annual Local Government Community Satisfaction Survey (LGCSSS), which is coordinated by Local Government Victoria (LGV). The survey benchmarks Council's performance against other participating Victorian Councils (62 Councils in 2024).

Although the survey is at a relatively high level, it provides participating Councils with information about how their performance is rated by the communities they serve. Table 1 shows community satisfaction on the condition of local streets and footpaths between 2015 and 2024. Scores are rated out of 100 with higher scores translating to a higher level of satisfaction.

Over this period, survey results suggest that the community is generally satisfied with Council's current approach to the management of its road and footpath assets. Council's current rating in 70 which is 6 points higher than similar Councils. Frankston's 10-year average is 66, the same as similar council average of 66.

Table 1: Community Satisfaction Survey Results - Condition of local streets and footpaths

Survey Area	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Average (10 years)
Frankston	64	63	59	64	66	60	70	73	69	70	**66**
Similar Council Average	59	67	66	68	69	67	68	66	63	64	**66**
All Council Average	55	54	53	53	56	54	58	55	50	50	**54**

4.2 Community Feedback on the Current RMP

Under the Road Management (General) Regulations (2016), it is not a requirement to seek community feedback on the Review of the current RMP. As such, no feedback has been sought from the community as part of this Review.

Should the Review recommend amendments to the current RMP, the process to facilitate these adjustments in accordance with regulation 10, requires Council to submit a public notice on the proposed amendments, should they be of a lesser standard than what is currently within the RMP. Aggrieved persons may make a submission on the appropriateness of those proposed amendments.

5 Comparison with other Road Authority Plans

The Frankston RMP 2022 was compared with the plans prepared by other road authorities including:

- City of Casey
- City of Greater Dandenong
- City of Kingston
- Mornington Peninsula Shire

The purpose of this comparison was to benchmark Council's RMP against the RMPs of other road authorities, including neighbouring Council's, in order to assess the reasonableness of Frankston City Council's current RMP. It must be noted that it was difficult to make a direct comparison due to the subtle differences in processes and descriptions adopted by each authority.

This comparison has influenced the recommended changes to the structure and contents of the Frankston RMP. Differences between the plans, including inspection and maintenance service level standards, are identified in Attachment 2 –RMP .

Notable differences when comparing Frankston's RMP with other road authorities are:

- Length of document – Frankston's RMP is significantly longer than other plans (this is largely due to the amount of defects and inspections included within the RMP).
- Some other road authorities have adopted different defect intervention levels for different road hierarchies, whilst Frankston uses the same standard across all roads and path hierarchies.
- Frankston's RMP includes information on routine maintenance activities/scheduling whilst others cover only routine defect inspections and associated maintenance activities and timeframes. Some Council's note these practices are explained further in their respective Road Asset Management Plans.
- Overall, Frankston's RMP seems to be more detailed than other road authority's RMPs, particularly around the management of other ancillary assets within the road reserve,

responsibility of property owners and utility service providers and their assets within the road reserve, and the level of detail provided in descriptions of reactive works.

- Other Councils have a consistent reactive inspection time rather than differences based on defects.

- Vehicle crossing demarcation, most Council's don't consider the Layback as part of Council's responsibilities.

5.1 RMP Format

In 2024, Municipal Association Victoria (MAV) Insurance undertook significant work to create a RMP template. The template has been developed for use by Victorian Councils with the following objectives:

- Provide an option for Members reviewing/updating their Plan that ensures all important content/information is included and wording of key content/information is in line with current best practice and legal advice

- Enable Councils to adopt, where practicable, a common, reasonable set of standards to prevent the risk of Council Plan standards being viewed as unreasonable when compared to peers

- Ensure Councils remain able to determine their own standards for inspections, intervention levels and repair timeframes respective of resources while also maintaining, where necessary, consistency with other councils.

In review of the RMP format, it is the intent that Council moves to use template where standards can be achieved. If Council cannot achieve template standards, adoption of a standard as close as possible that can be achieved. Addition to the differences noted above with neighbouring Councils, notable differences when comparing Frankston's RMP with the MAV template are:

- Reactive inspection frequencies and repair timeframes are different based on asset hierarchies

- Kerb and Channel assets being inspected with footpaths

- Only external pit inspections being undertaken in road and paths inspections

- Only roadside vegetation overhead clearance and obstructing sightline inspections being undertaken in road and path inspections

- Difference in types of assets/defects covered within the plan

6 Assessment of Recent Performance

6.1 RMP Compliance – Frankston Asset Management Information System (FAMIS) Report

Council is able to assess compliance with its RMP through reporting functions in the Frankston Asset Management System (FAMIS).

Since July 2020, over 43,200 routine defect inspections have been undertaken in accordance with the RMP. These include:

- Internal Drainage Pit Defect Inspections
- Road & Road Related Defect Inspections
- Unsealed Road Defect Inspections
- Night Inspections
- Roadside Vegetation Line Clearance Low Voltage Inspections
- Path & Path Related Defect Inspections
- Roadside Vegetation Line Clearance Inspections

84% of these inspections were completed within a one-month timeframe in accordance with the RMP, as compared to 91% on average from the previous RMP review. This is due to the Roadside Vegetation and Internal Drainage inspections not meeting the timeframes within the RMP. Without these inspections, 95% of inspections have been completed within the one-month timeframe in accordance with the RMP for Road based inspections, 100% 2023/24. Any proposed changes to inspections are listed in Attachment 1 – Proposed Amendments to the RMP 2022.

A detailed breakdown of performance across inspection activities can be seen in Table 3 below.

Table 2: RMP Inspection Results

Inspection Activity	2020/21 % Complete on Time	2021/22 % Complete on Time	2022/23 % Complete on Time	2023/24 % Complete on Time
Internal Drainage Pit	100%	100%	68%	31%

Inspection Activity	2020/21 % Complete on Time	2021/22 % Complete on Time	2022/23 % Complete on Time	2023/24 % Complete on Time
Night	100%	100%	98%	100%
Path & Path Related	98%	93%	90%	99%
Road & Road Related	97%	93%	89%	100%
Roadside Vegetation	4%	44%	13%	40%
Unsealed Road	100%	95%	90%	100%
TOTAL	**95%**	**88%**	**74%**	**84%**

An assessment has been completed on Council's ability to meet initial assessment, temporary works and rectification works timeframes as set out in the RMP. Performance across these areas over the period beginning 1 July 2021 are as follows:

- Of the 55,226 initial assessments undertaken, 45,803 (82.9% average) were completed on time in accordance with the RMP.
- Of the 109 temporary work orders raised, 79 (72.5% average) were completed on time in accordance with the RMP.
- Of the 46,078 rectification work orders raised, 37,229 (80.8% average) were completed on time in accordance with the RMP.

When comparing these results with results from the previous RMP review undertaken in 2021, there has no significant change to the completion of initial assessments within given timeframes. 82.9% of initial assessments were completed on time as compared to 85.4% in the previous review (2017/18 – 2020/21).

A detailed breakdown of performance across maintenance activities can be seen in Table 3 below. A target of 90% compliance with the RMP has been set.

Table 3: RMP Maintenance Results

Maintenance Activity		2020/21 % Complete on Time	2021/22 % Complete on Time	2022/23 % Complete on Time	2023/24 % Complete on Time
Bridges & Major Culverts	Initial Assessment	0%	50%		
	Temporary Works				
	Rectification Works		100%	100%	
Drainage	Initial Assessment	93%	80%	90%	88%
	Temporary Works	81%	100%		
	Rectification Works	93%	76%	89%	91%
Footpaths	Initial Assessment	90%	93%	89%	85%
	Temporary Works	75%	50%		
	Rectification Works	62%	55%	89%	95%
Kerb & Channel	Initial Assessment	97%	99%	96%	97%
	Temporary Works	0%			
	Rectification	93%	93%	99%	100%

Maintenance Activity		2020/21 % Complete on Time	2021/22 % Complete on Time	2022/23 % Complete on Time	2023/24 % Complete on Time
	Works				
Minor Structures	Initial Assessment	81%	87%	75%	83%
	Temporary Works	100%			
	Rectification Works	100%	100%	100%	94%
Road Furniture	Initial Assessment	88%	96%	89%	93%
	Temporary Works	38%	75%		
	Rectification Works	96%	88%	94%	95%
Road Pavement	Initial Assessment	100%	100%	99%	99%
	Temporary Works				
	Rectification Works	70%	37%	58%	76%
Roadside Vegetation	Initial Assessment	56%	46%	60%	58%
	Temporary Works	57%	0%		100%

Maintenance Activity		2020/21 % Complete on Time	2021/22 % Complete on Time	2022/23 % Complete on Time	2023/24 % Complete on Time
	Rectification Works	83%	69%	93%	96%
Sealed Road Surface	Initial Assessment	87%	87%	82%	81%
	Temporary Works	100%	100%		
	Rectification Works	80%	77%	70%	81%
Shared Path	Initial Assessment	87%	76%	0%	85%
	Temporary Works				
	Rectification Works	100%	69%	100%	100%
Signs	Initial Assessment	90%	93%	91%	91%
	Temporary Works	50%	67%	0%	
	Rectification Works	95%	93%	92%	95%
Unsealed Road Surface	Initial Assessment	91%	92%	91%	95%
	Temporary				

Maintenance Activity		2020/21 % Complete on Time	2021/22 % Complete on Time	2022/23 % Complete on Time	2023/24 % Complete on Time
	Works				
	Rectification Works	94%	84%	88%	92%
Total	**Initial Assessment**	**83%**	**82%**	**86%**	**81%**
	Temporary Works	**69%**	**70%**	**67%**	**89%**
	Rectification Works	**83%**	**71%**	**80%**	**93%**

Given the results above indicate that performance non-essential works within the RMP such as internal drainage, minor structures and vegetation clearance, it is considered that Council should follow the MAV template recommendations and move these maintenance items out of the RMP and into the maintenance plan.

7 Feedback from Staff

Representatives from the following Council departments were consulted for this Review:

- Procurement, Property and Risk
- Engineering Services
- Operations
- Sustainable Assets

Officers were asked to provide feedback on the current RMP (2022), including any changes that can be made to the document to provide clarity and an improved policy defence or any adjustments to service levels and timeframes which may be needed.

Various feedback was received relating to different elements of the Plan including document layout/wording (administrative suggestions) and defect intervention levels. Proposed amendments recommended from internal staff consultation are provided in Attachment 1 – Proposed Amendments to the RMP 2022.

7.1 Internal Consultation on MAV recommendations

Representatives from the departments listed above met on multiple occasions to work through the recommendations from the MAV template and whether Council believed adopting the template standards were achievable. Changes proposed to align with the MAV Insurance RMP template are provided in Attachment 1 – Proposed Amendments to the RMP 2022.

The table below is a register of standards vs the template where Council have not been able to adopt the MAV recommendation and the reasons why.

Table 4- Register of non-adoption of MAV template - General

Item No	MAV Recommendation	Frankston RMP	Reason for not adopting
1	Vehicle crossing demarcation gives responsibility of the layback to the property owner	The layback of a vehicle crossing is the responsibility of Council	Ther layback is considered an important part of our drainage network and therefore Council is comfortable to continue to take responsibility for the section of the vehicle crossing above the recommendation of the MAV.
2	Recommends Night inspections for roads 1-4 yearly.	Decision to remove night inspections	The amount of defects being collected in night inspection is around 1%. It is deemed that the resources spent on this service can be redirected elsewhere and we will inspect these assets in the regular proactive inspections and reactively.

Item No	MAV Recommendation	Frankston RMP	Reason for not adopting
3	Emergency Response for all assets - 12 hours	Defects that align with this response remain in our maintenance plan.	The impact on resourcing in introducing this inspection is unclear. Further work will need to be undertaken to determine whether Council can adopt this service level.
4	Recommends graduated response times based on hierarchy.	Kept response times consistent across hierarchy	Our current asset system does not support the set up for this approach. Council is currently working on replacing the system and the ability to do this is one of the functional requirements.
5	Roads Category 3 proactive inspection frequency is between 2 months and 6 months.	Equivalent category is 1 year.	Leave as current due to increased resources required to increase frequency. Claim information does not support an increase.

Table 5 - Register of non-adoption of MAV template - Defects

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
6	Visible damage likely to pose an immediate and significant risk to members of the public	2 weeks - 3 Months		Component damage or deterioration is presenting a hazard to road or path users	150	Use of limited contractors to repair bridge defects. Council will not meet short timeframes. Added a

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
						temporary repair timeframe to mitigate risk.
7	Missing Council drainage pit lids (Sealed Roads, footpaths and shared paths)	1 - 4 days		Broken or missing pit covers	5	Current resourcing could not incorporate increase in service level.
8	Missing Council drainage pit lids (Sealed Roads, footpaths and shared paths)	1 - 4 days		Broken or missing pit grates	5	Current resourcing could not incorporate increase in service level.
9	Cracking in footpaths >40 mm wide	2-8 weeks (10-40 days)	30-50mm	Cracks >15mm wide and 200mm long	40	Increased measurement slightly however change to 40mm deemed to large and not reasonable for our community
10	Dislodged or missing pieces or potholes >150 mm in	2-8 weeks (10-40 days)	150-300mm 20-30mm	FU-001 Potholes >50mm deep	40	Current resourcing could not incorporate

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
	length/width and >20 mm in depth			and 150 mm diameter		increase in service level.
11	Horizontal displacement section >40 mm	2-8 weeks (10-40 days)	40-75mm	New		This would be a new defect to be introduced and Council is unsure of the impact of this defect being introduced into the plan. Introduction to maintenance plan to access whether it is required and the budget impacts.
12	Vertical displacement – uplift section >40 mm	2-8 weeks (10-40 days)	40-75mm	K-003 Vertical displacement >50 mm	120	Council rely on limited contractors to undertake this work. It would be unreasonable to shorten response time with current contracts.

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
13	Vegetation intruding into the footpath envelope: • <2.5 m over footpath surface • <3.5 m over shared pathway surface and >50 cm beyond each edge	2 - 8 weeks	2.0-2.5m 3.0-3.5m 50-100cm	RV-002 Constructed Path Height Clearance < 2.5 m and minimum 1m trafficable width with vegetation not exceeding 25mm in height representing a trip hazard	30	MAV recommend increasing the clearance over the pathway envelope of shared user paths to 3.5m - FCC current RMP (RV-002) clearance is 2.5m - results in a significant amount of pruning throughout the municipality to lift the canopy with potential to detrimentally tree structure and will come with significant cost.

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
14	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m • Speed Limit – 100km/h = 95m	4 weeks - 6months		RV-007 Vegetation within sight clearance triangles as per Austroads Guidelines	30	Current wording deemed appropriate to allow for best practice changes. Inspection manuals will need to be reviewed in future to determine appropriate measurements.
15	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs	2 - 8 weeks	20-30m	RV-006 Foliage obstructing regulatory and warning signs	30	Current wording deemed appropriate to allow for best practice changes. Inspection manuals will need to be reviewed in

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
	when viewed from <20 m					future to determine appropriate measurements.
16	Potholes located in dedicated/marked bicycle lanes >30 mm depth and >100 mm diameter.	1 - 8 weeks	30-50mm 100-200mm	RS-001 Potholes >25mm deep and/or >150mm diameter on designated on-road cycle path	20	Decision to keep this as it is consistent with the pothole defect within the shared paths defect list.
17	Depression / deformations in the traffic lane of a sealed pavement >50 mm in depth under a 3m long straight edge	1 - 8 weeks	50-75mm	New		This would be a new defect to be introduced and Council is unsure of the impact of this defect being introduced into the plan. Introduction to maintenance plan to access whether it is required and the budget impacts.

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
18	Edge breaks >50 mm laterally over a 5m or greater length from the nominal seal line	1 - 8 weeks	30-70mm	Edge break >1m long & >50mm deep &/or extends/ protrudes 75mm laterally into trafficable area	20	Decision to keep the 50mm depth to keep in line with potholes but provide clarity on the measurement on this defect. Unsure of the impact in reducing the lateral measurement and will require further assessment to understand impact on budget.
19	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: • Speed Limit – <=50km/h = 30m	1 - 8 weeks		Damaged/ faded signs to an extent that makes them unreadable	14	Further work is required to understand the impact on inspections for this change in wording.

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
	• Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m • Speed Limit – 100km/h = 95m					
20	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m	1 - 8 weeks		Missing sign face	14	Further work is required to understand the impact on inspections for this change in wording.

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
	• Speed Limit – 100km/h = 95m					
21	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m	1 - 8 weeks		Graffiti covering >10% of the sign face rendering it unreadable	14	Further work is required to understand the impact on inspections for this change in wording.

Item No	MAV Template			Frankston RMP		Reason for not adopting
	Defect Description	Response Time	Recommended Range	Defect Intervention Level	Response Time (days)	
	• Speed Limit – 100km/h = 95m					
22	Potholes in unsealed pavement >75 mm in depth and >300 mm in diameter	2 weeks - 3 months	50-100mm 150-300mm	Unsealed Potholes >300mm diameter and 150mm deep over 50% of the unsealed road or shoulder length	30	Council is unsure of the impact of the change to the depth of this defect being introduced into the plan. Introduction to maintenance plan to access whether it is required and the budget impacts.

8 Next Steps

8.1 Finalisation of the Review

The review and subsequent amendment process is defined in the Road Management (General) Regulations (2016). Firstly, this report on the findings and conclusions of the review must be made publicly available.

8.2 Amendment of the Road Management Plan

The procedure for amendment and notification of amendment defined by Part 3, Division 2 and regulations 10, 11, 12 and 13 must be followed. The regulations do not specify the timing for implementation of amendments.

The Draft Road Management Plan with the amendments proposed in this document will be also advertised with the review report.

Attachment 1 – Proposed Amendments to the RMP 2022

Table 6 - Proposed Amendments to the RMP 2022

Amendment No.	Proposed Amendment	RMP Reference
Administrative		
1	Update to MAV template where appropriate	Whole Document
2	Update definitions in line with MAV template	Definitions
3	Update purpose of the plan to align with MAV template and legislation	1.1 Purpose of this Plan
4	Remove Council's Strategic Framework	1.2 Council's Strategic Framework
5	Update of Legislative Framework to align with MAV template (moving functions of road authority and obligations of Road Users to Section 2 Rights and Responsibilities)	1.3 Legislative Framework
6	Addition of What's Covered in this plan to align with MAV template	
7	Update of the Asset to which this plan applies (1.4 Assets to which this Plan Applies in previous plan) to align with MAV template	1.4 Assets to which this Plan Applies
8	Update of the Plan development & Review to align with MAV template	1.5 Plan Development Adoption & Review
9	Update Force Majeure/Exceptional Circumstances to align with MAV template and move from section 4.3 to 1.5	4.3 Force Majeure
10	Update of Register of Public Road (2.0 Register of Public Roads in previous plan) and demarcation agreements to align with MAV template. Moved to later in plan.	2.0 Public Road Register
11	Remove 3.4 updating of hierarchies	3.4 Process for updating Hierarchies
12	Remove 3.5 application of hierarchies	3.5 Current Application of the hierarchies

Amendment No.	Proposed Amendment	RMP Reference
13	Update of Vehicle crossing demarcation picture	C.3
14	Update of Road Management At Frankston to align with MAV template	4.0 Road Management & Frankston
15	Added technical references	
16	Update of Road & Path Hierarchies content to align with MAV template	Appendix B
17	Removal of detailed road hierarchy tables in appendix B1	Appendix B1
18	Removal of detailed path hierarchy tables in appendix B2	Appendix B2
19	Addition of Road Network lengths based on hierarchy and surface	
20	Moved demarcation of driveways and obligation of others from Appendix C to Section 2 of main document in line with MAV template.	Appendix C
21	Moved Maintenance agreements from Appendix D to section 5 and ensured all agreements listed.	Appendix D
22	Updated Inspection definitions and removed Condition and Serviceability audit definitions which are not applicable for RMP process.	Appendix E.1
23	Simplified Inspection frequency tables	Appendix E.2
24	Removal of Table 10 pictures of defect from RMP and moved into inspection manual	Appendix E.2
25	Removal of Public Safety Risk Assessment process and reactive maintenance flowchart	Appendix E.4.1
26	Simplified Defect Intervention Level Tables	Appendix E.4.1
27	Removal of Routine maintenance schedule and description from RMP and moved to maintenance plan	Appendix E.4.2/E4.3
28	Removal of maintenance zone diagram	Appendix E.4.4
29	Removal of Managing unexpected Renewal Works	Appendix E.5
30	Move normal compliance targets to Attachment 2 and 3 and cover Emergency management response in Exceptional Circumstances	Appendix E.6
31	Move Schedule of plan amendments to the front of the plan	Appendix F
32	Update amendment to previous versions	Appendix F

Amendment No.	Proposed Amendment	RMP Reference
Inspection Frequencies		
33	Update Reactive Inspection Frequency to 2 days for all assets	Attachment 2
34	Change the frequency of CAA pathway inspection from 1 month to 3 months	Attachment 2
35	Moved Kerb and Channel inspections into Path and Path Related Asset Inspection Type and undertake audits in line with adjacent footpath hierarchy.	E.2.5 - Defect Intervention Levels (table 12)
36	Internal Drainage Pit Defect Inspections moved out of RMP into maintenance plan	E.2.6 - Defect Intervention Levels (table 13)
37	Roadside Vegetation Line Clearance Inspections moved out of RMP into maintenance plan	E.2.7 - Defect Intervention Levels (table 14)
38	Ceasing proactive night inspections and undertake inspections reactively	E.2.8 - Defect Intervention Levels (table 15)
39	Road Patrol Inspections moved out of RMP into maintenance plan	E.2.9 - Defect Intervention Levels (table 16)
Defect Intervention and Maintenance Service Levels		
40	Added a 5 day temporary repair timeframe for Bridge defect - Component damage or deterioration is presenting a hazard to road or path users	E.2.1 - Defect Intervention Levels (table 10)
41	Moved timeframe for DE-009 Cracks considered likely to cause the pit lid or surrounds to collapse from 5 days to 10 days aligning with MAV suggested timeframes	E.2.1 - Defect Intervention Levels (table 10)

Amendment No.	Proposed Amendment	RMP Reference
42	Moved timeframe for footpath civil defect to 40 days to align with the shared path timeframes and the MAV suggested timeframes.	E.2.1 - Defect Intervention Levels (table 10)
43	Reworded Undulations from "Mounding/ undulations >100mm resulting from tree root uplift" to "Undulations (depressions/bumps) >100mm in depth/height under a 1.5m straight edge"	E.2.1 - Defect Intervention Levels (table 10)
44	Aligned timeframe with footpath vertical displacement of 40 days. Vertical displacement/ tripping hazard >25mm within designated pedestrian walkways and pedestrian refuge areas	E.2.1 - Defect Intervention Levels (table 10)
45	Changed the measurement for RS-006 Edge break >1m long & >50mm deep &/or extends/protrudes 75mm laterally into trafficable area to >5m in line with MAV standards	E.2.1 - Defect Intervention Levels (table 10)
46	Changed SPC-003 Cracks >15mm wide and 1m long to match footpath defect of Cracks >25mm wide and 200mm long	E.2.1 - Defect Intervention Levels (table 10)
47	Changed intervention for cracking from >15mm to >25mm	E.2.1 - Defect Intervention Levels (table 10)
48	Moved the following defects out of the plan and into respective maintenance plan: B002 – Structural integrity issues require further investigation B003 - Accumulation of material causes interruption to the escape of stormwater runoff B004 - Accumulation of material causes interruption to the operation of expansion joints. B005 – Vegetation growing in joints or cracks	E.2.1 - Defect Intervention Levels (table 10)

Amendment No.	Proposed Amendment	RMP Reference
	B006 - Any log debris >150 mm in diameter within 10m of structure.	
	B007 - Any accumulation of debris >400 mm in dimension within 10m of structure.	
	SI-001 Damaged/ faded signs to an extent that makes them unreadable	
	SI-002 Missing sign face	
	SI-003 Sign posts that are not vertical (>15 degrees from vertical).	
	D-003 Private land inundated	
	D-002 Water on trafficable lanes	
	D-004 Building inundated	
	D-005 Nature-strip holding water	
	D-006 Water ponding over >60% of path for longer than 72 hours.	
	DI-001 Debris in pit impeding pipe flow to outlet pipe	
	DE-001 Debris obstructing pit inlets	
	D-002 Water on trafficable lanes	
	D-003 Private land Inundated	
	D-004 Building inundated	
	D-005 Nature-strip holding water	
	D-006 Water ponding over >60% of path for longer than 72 hours.	
	DI-002 Pipe/ culvert obstructions impede stormwater flow	
	DE-001 - Debris Blocking >50% of pit inlets	
	DE-002 Pit throat (inlet) is damaged to the extent that it obstructs stormwater flow into the pit:	
	DE-003 Lintel damaged or deteriorated to the extent that it could be hazardous to pedestrians	
	DE-004 Reinforcement is exposed	
	DI-003 Broken frames that no longer support the pit lid securely	
	DI-004 Missing/ damaged/ deteriorated step irons and/or mesh panels.	
	DI-005 Collapsed pit walls	

Amendment No.	Proposed Amendment	RMP Reference
	DI-006 Collapsed pit floor	
	DE-004 Reinforcement is exposed	
	DE-007 Pit surrounds damaged to the extent that they are hazardous to road users/ pedestrians	
	DE-008 Vertical displacement >25mm only if the pit is within a designated pedestrian walkway	
	DE-009 Cracks considered likely to cause the pit lid or surrounds to collapse	
	D-001 Open drain capacity >50% obstructed	
	FC-002 Dislodged wedge	
	F-015 Damaged grate within footpath	
	F-015 Damaged grate within footpath	
	F-015 Damaged grate within footpath	
	F-001 Debris or ponding that is >400mm in diameter or considered hazardous to pedestrians or obstructing drainage	
	F-012 Dead Animal	
	F-002 Dumped rubbish	
	F-003 Path edge failures >75mm deep at the interface of the constructed path and adjacent ground	
	K-001 Hollows & peaks >50mm in 10 m, that may result in ponding of stormwater on trafficable areas	
	K-002 Concrete spalling/ worn exposing aggregate >100mm in width and 200mm in length	
	K-004 Displacement > 100mm at kerb adaptor with broken outlet pipe Kerb adaptor and surrounding kerb to be replaced.	
	S-001 Major damage affecting structural performance	
	S-002 Minor damage affecting structural performance	
	S-003 Settled and/or eroded batters and/or embankments,including seepage at toe of wall/ stairs	
	S-004 Loose/ missing handrails/ balustrades	
	S-005 Loose/ missing steps	
	S-006 Gaps > 50mm in staircase landings	

Amendment No.	Proposed Amendment	RMP Reference
	S-007 Slippery surface impacting >50% of steps or landings	
	SX-001 Missing/ Damaged school crossing posts/ other infrastructure	
	GP-001 Post has >50% loss of paint and/or reflectivity	
	GP-002 >50% of guide posts missing on straights	
	GP-003 >10% of guide posts missing on curves with an advisory speed	
	GP-004 >3 guideposts are missing	
	SL-001 Standards/ poles - hazardous to road users/ pedestrians/ property	
	SL-002 Arms/ masts - hazardous to road users/ pedestrians/ property	
	SL-003 Base supports - hazardous to road users/ pedestrians/property.	
	SL-004 Non-standard street light – not functioning	
	RF-003 Missing/ damaged bin enclosures	
	RF-004 Damaged/missing/ non-functional bike racks	
	RF-006 Banner/flag poles posing a hazard to road users, pedestrians or property	
	RF-005 Street furniture posing a hazard to road users, pedestrians or property	
	RP-001 Failed area >300mm in diameter and >50mm in depth with potential for pavement collapse	
	RV-001 Line Clearance in accordance with Code of Practice for Electric Safety (Electric Line Clearance) Regulations 2015	
	RV-005 Roadway lateral clearance < 200mm from back edge of shoulder and/or kerb.	
	RV-008 Limbs potentially hazardous to road or path users or property (i.e. immediate risk of falling)	
	RV-009 Trees potentially hazardous to road or path users or property. (i.e. immediate risk of falling)	
	RV-014 Vegetation diseases likely to affect tree stability	

Amendment No.	Proposed Amendment	RMP Reference
	RV-012 Stumps hazardous to road users/ pedestrians or property (obstructing pedestrian/ cyclist or vehicular traffic)	
	RV-010 Fallen limb obstructing pedestrian/ cyclist or vehicular traffic	
	RV-011 Fallen tree obstructing pedestrian/ cyclist or vehicular traffic	
	RV-015 Weeds/ grass>500mm high, within 1.5m from the back of kerb or shoulder and during the fire danger period	
	RV-015A Weeds/ grass>500mm high affecting sight distance	
	RS-003 Road surface stripping/ bleeding likely to result in loss of skid resistance	
	RS-004 Crocodile cracking with fines pumping	
	RS-005 Cracks >15 mm wide and covering an area of 5m2 or greater.	
	RS-007 Damaged/ dislodged or missing pavement markers (RRPMs & RPMs);	
	RS-010 Substance on road surface where there is a danger to traffic	
	RS-011 Substance on road surface where there is potential for stormwater pollution.	
	RS-012 Dead Animal	
	RS-013 Debris on road surface where there is a danger to traffic	
	RS-995 Dumped Rubbish	
	SPC-002 Dislodged wedge	
	SPU-002 Corrugations/ potholes >50mm deep	
	SP-001 Path edge failures >75mm protrude at the interface of the constructed path and adjacent ground	
	SP-003 Dirt/ silt/ ponding debris likely to cause slipping or obstruct stormwater flow	
	SP-012 Dead Animal	
	SP-002 Dumped Rubbish	

Amendment No.	Proposed Amendment	RMP Reference
	SP-007 Damaged/ dislodged or missing pavement markers (RRPMs & RPMs);	
	SP-008 Faded shared path line marking (<50% effective reflectivity)	
	SI-003 Sign posts that are not vertical (>15 degrees from vertical)	
	SI-001 Damaged/ faded signs to an extent that makes themunreadable	
	SI-002 Missing sign face	
	SI-003 Sign posts that are not vertical (>15 degrees from vertical)	
	SI-005 Unauthorised material attached to signs. (E.g. posters, balloons, signs, etc.)	
	US-004 Dust restricting visibility to less than 3m in either direction	
	US-005 Dead Animal	
	US-006 Debris on road surface where there is a danger to traffic	

Attachment 2 –RMP Document Benchmarking

Table 7 – RMP Document Benchmarking

No.	Item	Frankston City Council	MAV Template (metro)	City of Casey 2021 Road Management Plan (Adopted 20 July 2021)	Greater Dandenong Road Management Plan 2018 - 22 (30 June 2021)	City of Kingston Road Management Plan 2021-2025 (Adopted 28 June 2021)	Mornington Peninsula Shire Road Management Plan 2022 (6 September 2022)
1	Document length	104 pages	30 pages	26 pages	23 pages	31 pages	57 pages
2	Contents present	Yes	Yes	No	Yes	Yes	Yes
3	Definitions/Glossary	No	Yes	No	Yes	No	Yes
4	Purpose	current road management responsibilities and practices	To establish a system for our road management functions, which is based on policy, operational objectives and available resources.	The road assets the Council maintains	establish a management system for public road inspections and hazard mitigation management functions of the Council which is based on policy and operational objectives and available resources	to establish a management system for the road management functions of Council which is based on policy and operational objectives and its available resources	A Register of Public Roads
		policy defence against civil liability claims associated with management of the road network.	To set a performance standard for our road management functions.	The standards, policies and procedures used to maintain those assets	specify the relevant standards in relation to the discharge of duties in the performance of those road management functions	to specify the relevant standards in relation to the discharge of duties in the performance of those road management functions	Levels of Service/Standards
				The processes used to establish the appropriate standards.			A Management System
5	Scope (assets covered)	Bridges	Bridges & Culverts	Bridges & large culverts	Structures		Bridges, Footbridges and Major Culverts
		Drainage	Missing/Damaged Pit Lids		Missing/DamagedPit Lids & Blocked pits	Drainage	Road Drainage
		Footpaths	Footpaths	Constructed pathways (paths, shared paths & equestrian paths)	Paths	Pathways	Paths & Trails
				Carparks in the road reserve			Carparks
		Kerb & channel	Kerb & channel	Kerb & channel	Kerb & channel	Kerb & channel	Kerb & channel
		LATM's		Traffic control devices	LATM's		Traffic Control

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		Minor structures			Designated Structures		Structures
		Road Furniture	Only Guardrails and fencing		Safety barriers, crossing posts		Fences, Street lighting
		Road Pavement	Road Pavement	Road Pavement	Road Pavement	Road Pavement	Road Pavement
		Roadside vegetation	Only Road envelope and obstruction sightline clearance		Only Road envelope and obstruction sightline clearance		
		Sealed Road Surface	Sealed Road Surface	Sealed Road Surface & Shoulders	Sealed Road Surface	Sealed Road Surface	Sealed Road Surface
		Shared paths	Shared and Bicycle Paths	Constructed pathways (paths, shared paths & equestrian paths)	Paths		Paths & Trails
		Signs	Signs	Signs (Regulatory & Advisory only)	Signs	Street Signs	Signs
		Table Drains					Included in Drainage
		Unsealed Road Surface	Unsealed Road Surface	Unsealed Road Surface & Shoulders	Unsealed Road Surface	Unsealed Road Surface	Unsealed Road Surface
6	Vehicle crossing demarcation - Council responsibility	Footpath Layback Road Kerb	Footpath Road Kerb	Footpath Road Kerb	Footpath Road Kerb	Undefined	Footpath Road Kerb
7	Public Road Register	Separate	Separate	Separate	Separate	Separate	Separate
8	Max. hazard inspection frequency	3 years	2 years	3 years	4 years	3 years & 3 months	6 years
9	Max. reactive maintenance repair timeframe	150 days	60 days	30 days	60 days	360 days	6 years
10	Routine preventative schedule maintenance present	Yes	No	No	No	No	No

No.	Item	Frankston City Council	MAV Template (metro)	City of Casey 2021 Road Management Plan (Adopted 20 July 2021)	Greater Dandenong Road Management Plan 2018 - 22 (30 June 2021)	City of Kingston Road Management Plan 2021-2025 (Adopted 28 June 2021)	Mornington Peninsula Shire Road Management Plan 2022 (6 September 2022)
11	Exceptional circumstances (events beyond control of Council) present?	Yes	Yes	Yes	Yes	Yes	Yes
12	Inspection types	Routine Defect Inspections	Reactive Inspections	Risk/maintenance inspections	Reactive Inspections	Programmed inspections	Programmed inspections
		Ad hoc Defect Inspections	Proactive Inspections	Reactive Maintenance	Proactive Inspections	Reactive (Safety) inspections	Reactive inspections
		Condition audits	Condition Inspections	Condition inspections		Condition Inspections	Condition Inspections
		Serviceability audits		Emergency/Safety		Incident Inspections	Triggered inspections
						Emergency	
13	Bridges hierarchy	No	No	High priority	Declared Arterial Road Network Bridge	No	No
				Low priority	Unclassified Arterial Road Network Bridge		
					Collector/Local Road Network Bridge		
					Pedestrian/Cyclist Bridges		
					Underpasses		
					Local Access Road Network Bridge		
14	Road Hierarchy	Major roads	Main Distributor*	Freeway	Declared arterial roads*^	State Highways	Arterial*^
	Where classified: * Urban ^ Rural	Collector roads	Second Distributor*	Primary arterial	Unclassified arterial roads*^	Declared arterial roads	Collector*^
		Industrial roads	Collector*^	Secondary arterial (Major Roads)	Collector Roads*^	Trunk collector	Access*^
		Local roads	Local Access*^	Trunk collector	Local Roads*^	Collector Road	Access - not maintained*^

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		Lanes/ROW	Lane*	Collector	Lanes	Access Street	Access - substandard*^
		Fire tracks	Link^	Local Access		Access Place	Limited access *^
		CAA roads	Fire Access Tracks^	Limited Access		Access Lane	limited access - substandard *^
		Service roads	Limited Access Track^	Carparks		Ancillary areas - carparks	Limited access - not maintained*^
		Unsealed roads					
15	Schematic Diagram of Road Classification System	No	No	No	No	No	Yes
16	Path Hierarchy	Key CAA footpaths	High Use Areas	Priority	Pedestrian malls	Primary shopping areas	High profile footpaths
		Key access footpaths	Moderate Use Areas	Non - priority	Central Business District Footpath	Local shopping/high usage areas	Medium profile footpaths
		Industrial access footpaths	Other Areas		Local shopping Centre footpaths	All other pathways	Low profile footpaths
		Reserve footpaths			Elderly facilities		
					Residential Footpaths		
		Local access footpaths			Industrial/ commercial footpaths		
17	Maintenance Responsibilities figure at private property abutment	Yes - with schematic diagram	Yes - with photo	Yes - with photo	Yes - Written only	No	No
18	Car Park Hierarchy	No	No	No	No	No - listed as part of the road hierarchy	High profile carparks
							Medium profile carparks

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							Low profile carparks
19	Shared Paths Hierarchy	Primary shared paths	High Use Pathways	Priority	Regional cycle paths/shared paths (within road reserve only)	Not stated	Not stated
		Secondary shared paths	Moderate Use Pathways	Non - priority	Local cycle paths/shared paths (within road reserve only)		
			Other Pathways				
20	Emergency Inspections	No - only some defects 1 day timeframe	Emergency Response – All Asset / Categories * Reported Incidents / Hazards that present an immediate and significant risk to members of the public. Temporary measures (e.g. installing barriers, signage, closing the road/footpath, etc.) will be implemented to reduce the risk to users of the road network until such time as appropriate repairs can be completed.	Defects identified as likely to create a danger or serious inconvenience. Risk reduced by repair, barricades or warnings as appropriate, within 6 hours from the time it's initiated through the 24 hours, 7 days a week Council call out Spill creating slippery or other hazardous situation • Roadwork site unsafe (e.g. signage, plant or materials) • Obstacles on roadway or shoulder • Potholes, severe pavement subsidence or surface damage • Flooding in road reserve • Missing drainage pit lid • Unserviceable guard rail • Structural bridge damage reducing capacity or significant bridge surface defect	Reactive requests are deemed as "safety" where a concern or defect has been reported as meeting one of the following criteria: • It poses a hazard to users • The likelihood of damage to private or council property is high.	Emergency incidents including flooding and storms where the safety of the public or the protection of the asset is in immediate jeopardy, major traffic accidents, fires and other incidents where assistance is requested	No - All listed as defects
		12 Hours	6 hours (immediately after initiation, for 7 days a week) - Site inspected and risk reduced appropriately as	4 hours	4 hours		

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				required 48 hours (immediately after initiation, for 7 days a week) - Assess situation and determine remedial treatment			
21	Compliance Targets - Inspections	1 month (routine)	No	Approx 1/4 extra time maximum allowance between inspections	No	No	No
	Compliance Targets - Response	10%	No	No	No	No	No
22	Routine Defect Inspections	Bridges & major culvert inspections	Bridge & Culvert	Pavement & Kerb	Roads inspections	Roads inspections	Roads inspections
		Path & path-related inspections	Footpath, Kerb & Channel	Footpath and Shared Paths	Paths inspections	Kerb & channel inspections	Carpark inspections
		Unsealed roads inspections	Shared & Bicycle Pathways	Street Furniture/signage (regulatory and advisory)	Bridges inspections	Bridges inspections	Paths inspections
		Road & road-related inspections	Sealed Roads, Unsealed Roads, Regulatory, Warning and Hazard Signs (Proactive & Night)	Sealed roads linemarking		Paths inspections	Equestrian trail inspections
		Internal drainage pit inspections		Drainage			Signs, Guide Posts, Bollards, Pavement Marking, Electrical Hardware [e.g. traffic signals (Shire controlled)], Street Lighting (Shire controlled)
		Roadside vegetation line clearance inspections		Bridges			Street Furniture, Guard Rails, Fencing (excluding Bollards) and Handrails

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		Night inspections		Pedestrian Bridges			Bridges inspections
		Road Patrol Inspections		Horse Trails			Drainage pits
							Vegetation - Paths inspections
							Vegetation - Roads inspections
23	No of defects - Bridges	10	1	1	1	0	1
24	No of defects - Drainage	29	6	4	3	2	9
25	No of defects - Footpaths	18	6	4	1	2	5
26	No of defects - Kerb & Channel	4	2	1	2	1	1
27	No of defects - LATM's	2	0	0	1	0	1
28	No of defects - Minor Structures	7	0	0	1	0	0
29	No of defects - Road Furniture	17	1	3	2	0	4
30	No of defects - Road Pavement	1	0	0	0	0	0
31	No of defects - Roadside Vegetation	14	4	0	4	0	6
32	Defect Interventions - Sealed Roads	14	4	2	3	4	10
33	Defect Interventions - Shared Paths	14	4	4	2	2	5

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34	Defect Interventions - Signs (Regulatory)	8	1	1	1	1	2
35	Defect Interventions - Unsealed Roads	6	3	4	2	2	1
36	Total no of defects	144	32	24	23	14	45

Attachment 3 – Proactive Inspection Benchmarking

Table 8- Proactive Inspection Benchmarking

Proactive Inspection Benchmarking	Frequency	RMP template guide		Frankston	Casey	Greater Dandenong	Kingston	Mornington Peninsula
		Recommended	Acceptable Range					
Population				139,281	413,786	158,208	158,129	169,663
Road length (km)				715	1,975	695	604	1,750
Roads	***Major***	1 month	1 - 6 months	6 months	3 months	6 months	6 months	1 month
	Collector	3 months	3 - 6 months	1 year	6 months	12 months	6 months	1 month
	Local Access	12 months	6 - 24 months	2 years	1 year	18 months	13 months	1 year
	Fire Access	24 months	6 - 24 months	nil	nil	24 months	13 months	1 year
Kerb	***High***	1 month	1 - 6 months	6 months	3 months	6 months	13 months	1 month
	Medium	2 months	2 - 6 months	1 year	6 months	12 months	13 months	1 year
	Low	6 months	6 - 12 months	2 years	1 year	18 months	13 months	1 year
Drainage			with roads and paths	3 - 36 Months	2 years (side entry pits on roads)	as per roads	as per roads	5 years (pits in the roadway)
Footpaths	***High***	1 month	1 - 6 months	1-6 months	6 months	12 months	6 months	6 months
	Medium	2 months	2 - 6 months	12 months			13 months	1 year
	Low	6 months	6 - 24 months	24 months	12 months (unsealed and Asphalt) 3 years (concrete)	4 years	3 years and 3 months	2 years
Shared	***High***	1 month	1 - 6 months	6 months	6 months	12 months	6 months	6 months
	Medium	2 months	2 - 6 months				13 months	1 year

Proactive Inspection Benchmarking	Frequency	RMP template guide		Frankston	Casey	Greater Dandenong	Kingston	Mornington Peninsula
		Recommended	Acceptable Range					
	Low	6 months	6 - 24 months	1 year	12 months (unsealed and Asphalt) 3 years (concrete)	4 years	3 years and 3 months	2 years
Signs			With roads	Undertaken with Roads or Pathways	1 year	as per roads	as per roads	1 - 3 years
Bridges	***High***	6 months	6 - 12 months	6 months	12 weeks (pedestrian) 24 weeks (all road)	6 months	13 months	18 months
	Low				24 weeks			
Vegetation and trees			with roads and paths	HV (&CAA) - 12 months LV - 24 months	with roads and paths	with roads and paths	with roads and paths	6 years
Night	***Major***	1 month	1 - 3 years	6-12 months	Yearly	Nil	Nil	3 years
	Collector	3 months	1 - 3 years	2 years				3 years
	Local Access	12 months	2 - 4 years	nil				6 years
	Fire Access	24 months	3 - 5 years	nil				6 years

Attachment 4 – Reactive Inspection Benchmarking

Table 9 - Reactive Inspection Benchmarking

Reactive Inspection Frequency Benchmarking		RMP template guide Recommended	Frankston	Casey	Greater Dandenong	Kingston	Mornington Peninsula
Population			139,281	413,786	158,208	158,129	169,663
Road length (km)			715	1,975	695	604	1,750
Roads	***Major***	2 days	2 days 1 day (clear spillage/debris/obstructions)	10 days	2 days	Undefined	Undefined
	Collector	5 days					
	Local Access	10 days					
	Fire Access	10 days					
Kerb (incl LATM)	***High***	2 days	3 days	10 days	2 days	Undefined	Undefined
	Medium	3 days					
	Low	5 days					
Drainage		N/A	2 days 7 days (open drains)	10 days	2 days	Undefined	Undefined
Footpaths	***High***	2 days	2 days 3 days (path edge repair)	10 days	2 days	Undefined	Undefined
	Medium	3 days					
	Low	5 days					
Shared	***High***	2 days	2 days 5 days (unsealed)	10 days	2 days	Undefined	Undefined
	Medium	3 days					
	Low	5 days					
Signs		As per roads	2 days	10 days	2 days	Undefined	Undefined
Bridges	***High***	2 days	2 days	10 days	2 days	Undefined	Undefined
	Low						

Vegetation and trees	N/A	2 days 5 days (Stump Removal)	N/A	2 days	Undefined	Undefined

Attachment 5 – Defect Intervention Benchmarking

Table 10 - Defect Intervention Benchmarking

Frankston			RMP template guide			Casey		Greater Dandenong		Kingston		Mornington Peninsula	
Defect Level	**Intervention**	**Response Time**	**Defect Description**	**Response Time**	**Acceptable Range**	**Defect Description**	**Response Time**	**Defect Description**	**Response Time**	**Defect Description**	**Response Time**	**Defect Description**	**Response Time**
B001 – Component damage or deterioration is presenting a hazard to road or path users		150 days	Visible damage likely to pose an immediate and significant risk to members of the public	2 weeks - 3 Months		Visible damage on components likely to affect users or public safety	30 days (temp) following financial year	Visible damage likely to affect road user or public safety	10 days		NA	Structure unsafe for traffic or pedestrians.	3 days (temp) 2 Years
B002 – Structural integrity issues require further investigation		150 days											
B003 - Accumulation of material causes interruption to the escape of stormwater runoff		100 days											
B004 - Accumulation of material causes interruption to the operation of expansion joints.		100 days											
B005 – Vegetation growing in joints or cracks		100 days											
B006 - Any log debris >150 mm in diameter within 10m of structure.		120 days											

Frankston			RMP template guide			Casey		Greater Dandenong		Kingston		Mornington Peninsula	
Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
B007 - Any accumulation of debris >400 mm in dimension within 10m of structure.		120 days											
SI-001 Damaged/ faded signs to an extent that makes them unreadable		30 days											
SI-002 Missing sign face		30 days											
SI-003 Sign posts that are not vertical (>15 degrees from vertical).		30 days											
D-002 Water on trafficable lanes		60 days				Flooding of roadway more than 300mm deep	6 hours (reduce risk or warnings >300mm deep)			Pit, Pipe or culvert non functional	90 days	Low point completely blocked, and flooding of roadway could result. Waterway area restricted by more than 50% and flooding of roadway could result.	7 days - 3 months
D-003 Private land inundated		60 days								Pit, Pipe or culvert non functional	90 days		
D-004 Building inundated		60 days								Pit, Pipe or culvert non functional	90 days		

Frankston			RMP template guide			Casey		Greater Dandenong		Kingston		Mornington Peninsula	
Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
D-005 Nature-strip holding water		60 days								Pit, Pipe or culvert non functional	90 days		
D-006 Water ponding over >60% of path for longer than 72 hours.		60 days								Pit, Pipe or culvert non functional	90 days		
DI-001 Debris in pit impeding pipe flow to outlet pipe		60 days						Pit mouth is 100% blocked or pit is greater than 40% blocked or obstructed	30 days	Pit, Pipe or culvert non functional	90 days	Low point completely blocked, and flooding of roadway could result. Waterway area restricted by more than 50% and flooding of roadway could result.	7 days - 3 months
DE-001 Debris obstructing pit inlets		60 days						Pit mouth is 100% blocked or pit is greater than 40% blocked or obstructed	30 days	Pit, Pipe or culvert non functional	90 days	Low point completely blocked, and flooding of roadway could result. Waterway area restricted by more than 50% and flooding of roadway could result.	7 days - 3 months

Frankston			RMP template guide			Casey		Greater Dandenong		Kingston		Mornington Peninsula	
Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
D-002 Water on trafficable lanes		40 days				Flooding of roadway more than 300mm deep	6 hours (reduce risk or warnings >300mm deep)			Pit, Pipe or culvert non functional	90 days	Low point completely blocked, and flooding of roadway could result. Waterway area restricted by more than 50% and flooding of roadway could result.	7 days - 3 months
D-003 Private land Inundated		40 days								Pit, Pipe or culvert non functional	90 days		
D-004 Building inundated		40 days								Pit, Pipe or culvert non functional	90 days		
D-005 Nature-strip holding water		40 days								Pit, Pipe or culvert non functional	90 days		
D-006 Water ponding over >60% of path for longer than 72 hours.		40 days								Pit, Pipe or culvert non functional	90 days		
DI-002 Pipe/ culvert obstructions impede stormwater flow		40 days				Culvert Effective pipe area reduced by more than 40%	5 days (culverts)			Pit, Pipe or culvert non functional	90 days	Low point completely blocked, and flooding of roadway could result.	7 days - 8 weeks
DE-001 - Debris Blocking >50% of pit inlets		90 days				Damaged pit lid; pit lintel/surrounding	30 days			Pit, Pipe or culvert non functional	90 days	Low point completely blocked, and	7 days - 8 weeks

Frankston			RMP template guide			Casey		Greater Dandenong		Kingston		Mornington Peninsula	
Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
						damaged; pit blocked						flooding of roadway could result.	
DE-002 Pit throat (inlet) is damaged to the extent that it obstructs stormwater flow into the pit:		90 days				Damaged pit lid; pit lintel/surrounding damaged; pit blocked	30 days			Pit, Pipe or culvert non functional	90 days	Damage to stormwater drainage structure is sufficient to severely impair the structural or functional integrity of the asset.	8 weeks
DE-003 Lintel damaged or deteriorated to the extent that it could be hazardous to pedestrians		90 days				Damaged pit lid; pit lintel/surrounding damaged; pit blocked	30 days	Damaged that significantly undermines the structural integrity of the Pit Lid or surrounds or grates in pedestrian areas or traffic lanes	30 days	Pit, Pipe or culvert non functional	90 days	Damage to stormwater drainage structure is sufficient to severely impair the structural or functional integrity of the asset.	8 weeks
DE-004 Reinforcement is exposed		90 days								Pit, Pipe or culvert non functional	90 days	Damage to stormwater drainage structure is sufficient to severely impair the structural or functional integrity of the asset.	8 weeks

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
DI-003	Broken frames that no longer support the pit lid securely	90 days				Damaged pit lid; pit lintel/surrounding damaged; pit blocked	30 days	Damaged that significantly undermines the structural integrity of the Pit Lid or surrounds or grates in pedestrian areas or traffic lanes	30 days	Pit, Pipe or culvert non functional	90 days	Damage to stormwater drainage structure is sufficient to severely impair the structural or functional integrity of the asset.	8 weeks
DI-004	Missing/ damaged/ deteriorated step irons and/or mesh panels.	90 days								Pit, Pipe or culvert non functional	90 days	Damage to stormwater drainage structure is sufficient to severely impair the structural or functional integrity of the asset.	8 weeks
DI-005	Collapsed pit walls	90 days								Pit, Pipe or culvert non functional	90 days	Damage to stormwater drainage structure is sufficient to severely impair the structural or functional integrity of the asset.	8 weeks
DI-006	Collapsed pit floor	90 days								Pit, Pipe or culvert non functional	90 days	Damage to stormwater drainage structure is sufficient to severely impair the structural	8 weeks

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
												or functional integrity of the asset.	
DE-004 Reinforcement is exposed		45 days								Pit, Pipe or culvert non functional	90 days	Structural integrity of pit lintel, surround or lid is severely compromised.	8 weeks
DE-007 Pit surrounds damaged to the extent that they are hazardous to road users/ pedestrians		45 days				Damaged pit lid; pit lintel/surrounding damaged; pit blocked	30 days	Damaged that significantly undermines the structural integrity of the Pit Lid or surrounds or grates in pedestrian areas or traffic lanes	30 days	Pit, Pipe or culvert non functional	90 days	Structural integrity of pit lintel, surround or lid is severely compromised.	8 weeks
DE-008 Vertical displacement >25mm only if the pit is within a designated pedestrian walkway		45 days								Pit, Pipe or culvert non functional	90 days	Structural integrity of pit lintel, surround or lid is severely compromised.	8 weeks
DE-009 Cracks considered likely to cause the pit lid or surrounds to collapse		45 days								Pit, Pipe or culvert non functional	90 days	Structural integrity of pit lintel, surround or lid is severely compromised.	8 weeks

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Defect Level	**Intervention**	**Response Time**	**Defect Description**	**Response Time**	**Acceptable Range**	**Defect Description**	**Response Time**	**Defect Description**	**Response Time**	**Defect Description**	**Response Time**	**Defect Description**	**Response Time**
DE-005	Broken or missing pit covers	5 days	Missing Council drainage pit lids (Sealed Roads, footpaths and shared paths)	1 - 4 days		Damaged pit lid; pit lintel/surrounding damaged; pit blocked Missing pit lid	30 days 10 days	Damaged that significantly undermines the structural integrity of the Pit Lid or surrounds or grates in pedestrian areas or traffic lanes Missing drainage lids, or grates in pedestrian areas or traffic lanes	30 days 4 hours	Missing pit lid or grate cover	5 days	Pit lid missing.	7 days
DE-006	Broken or missing pit grates	5 days				Damaged pit lid; pit lintel/surrounding damaged; pit blocked Missing pit lid	30 days 10 days	Damaged that significantly undermines the structural integrity of the Pit Lid or surrounds or grates in pedestrian areas or traffic lanes Missing drainage lids, or grates in pedestrian areas or traffic lanes	30 days 4 hours	Missing pit lid or grate cover	5 days	Pit lid missing.	7 days
DE-009	Cracks considered likely to cause the pit lid or surrounds to collapse	5 days	Damaged Council drainage pit lids (such that they are potentially structurally unsound) (Sealed Roads, footpaths and shared paths)	2-8 weeks		Damaged pit lid; pit lintel/surrounding damaged; pit blocked	30 days			Pit, Pipe or culvert non functional	90 days	Structural integrity of pit lintel, surround or lid is severely compromised.	8 weeks

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
D-001 Open drain capacity >50% obstructed		120 days										Drain fully blocked with significant risk of damage to property, assets, general public or road users. Drain cross sectional area reduced by > 50%, or stormwater diverted out of drain path.	28 days - 3 months
FC-001 Vertical displacement/ tripping hazard >25mm		45 days	Vertical Displacement >25 mm in height	2-8 weeks (10-40 days)	20-30mm	Hazard identified with displacement > 20 mm	10/30 days	Pavement is vertically displaced greater than 25mm or horizontally displaced greater than 30mm or depression greater than 50mm over 1 metre	10 days	Vertical displacement >15 mm (Shopping centres and high usage) Vertical displacement > 20 mm	15 days/45days 90 days	Tripping hazard > 30 mm,	14 days - 6 months
FC-002 Dislodged wedge		45 days											
FC-003 Cracks >15mm wide and 200mm long		45 days	Cracking in footpaths >40 mm wide	2-8 weeks (10-40 days)	30-50mm	Hazard identified with crack width more the 20mm	10/30 days					Cracks > 30 mm wide over a continuous length > 1.0 m	14 days - 6 months

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
						over length of 0.5 m							
F-015 Damaged grate within footpath		45 days											
FA-001 Potholes >25mm deep and 150 mm diameter		45 days	Dislodged or missing pieces or potholes >150 mm in length/width and >20 mm in depth	2-8 weeks (10-40 days)	150-300mm 20-30mm	Whenever the number of potholes exceed two (2) per 100m of footpath or potholes are greater than 100mm diameter or 25mm in depth	30 days	Pavement is vertically displaced greater than 25mm or horizontally displaced greater than 30mm or depression greater than 50mm over 1 metre	10 days			Deformation under a 1.2 m straight edge > 120 mm depth	14 days - 6 months
FA-002 Mounding/ undulations >100mm resulting from tree root uplift		45 days	Undulations (depressions / bumps) >75 mm in depth/height under a 1.5m straight edge	2-8 weeks (10-40 days)	50-100mm								
FA-003 Cracks >15mm wide and 200mm long		45 days	Cracking in footpaths >40 mm wide	2-8 weeks (10-40 days)	30-50mm	Whenever cracking exceeds 2m in length and 10mm in width	30 days					Cracks > 30 mm wide over a continuous length > 1.0 m	14 days - 6 months
F-015 Damaged grate within footpath		45 days											

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
FP-001 Vertical displacement/ tripping hazard >25mm		45 days	Vertical Displacement >25 mm in height	2-8 weeks (10-40 days)	20-30mm					Vertical displacement >15 mm (Shopping centres and high usage) Vertical displacement > 20 mm	15 days/45days 90 days	Tripping hazard > 30 mm,	14 days - 6 months
FP-002 Loose, missing or dislodged pavers with gaps >20mm		45 days	Loose and unstable segmented pavers (i.e. bluestone, bricks, etc.) that move underfoot	2-8 weeks (10-40 days)									
F-015 Damaged grate within footpath		45 days											
FU-001 Potholes >50mm deep and 150 mm diameter		45 days	Dislodged or missing pieces or potholes >150 mm in length/width and >20 mm in depth	2-8 weeks (10-40 days)	150-300mm 20-30mm			Pavement is vertically displaced greater than 25mm or horizontally displaced greater than 30mm or depression greater than 50mm over 1 metre	10 days			Defect constitutes a hazard to pedestrians; with tripping point > 60 mm	14 day - 12 months
FU-002 Corrugations/ subsided areas >50mm deep		45 days				Whenever scours of depth greater than 50mm occur at any location	30 days	Pavement is vertically displaced greater than 25mm or horizontally displaced greater than 30mm or depression greater	10 days			Deformation under a 1.2 m straight edge > 100 mm depth	14 day - 12 months

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
								than 50mm over 1 metre					
F-001 Debris or ponding that is >400mm in diameter or considered hazardous to pedestrians or obstructing drainage		14 days											
F-012 Dead Animal		14 days											
F-002 Dumped rubbish		14 days											
F-003 Path edge failures >75mm deep at the interface of the constructed path and adjacent ground		60 days											
F-014 Damaged tactile pavers (cracked or worn) that could be hazardous to pedestrians affecting > 50% of the tiles		45 days	Damaged or missing	2 days-3 months									
K-001 Hollows & peaks >50mm in 10 m, that may result in ponding of stormwater on trafficable areas		120 days	Horizontal displacement section >40 mm	2-8 weeks (10-40 days)	40-75mm			Damaged where water is ponding to be a depth of greater than 100mm	60 days	Vertical Displacement > 50 mm	90 -180 days	Step or misalignment > 50 mm	12 weeks-1 year
K-002 Concrete spalling/ worn exposing aggregate		120 days											

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
>100mm in width and 200mm in length													
K-003 Vertical displacement >50 mm		120 days	Vertical displacement – uplift section >40 mm	2-8 weeks (10-40 days)	40-75mm	Tripping hazard identified with displacement between kerb sections exceeding 80 mm	20 days	Kerb is significantly displaced more than 100mm from its intended alignment road	60 days	Vertical Displacement > 50 mm	90 -180 days	Step or misalignment > 50 mm	12 weeks-1 year
K-004 Displacement > 100mm at kerb adaptor with broken outlet pipe Kerb adaptor and surrounding kerb to be replaced.		120 days											
L-001 Damaged kerb & channel that may result in ponding of stormwater on trafficable areas		120 days						Missing or damaged making them substantially ineffective	60 days			Step or misalignment in island kerbing or paving > 50 mm excluding footpath section	12 weeks-1 year
L-002 Vertical displacement/ tripping hazard >25mm within designated pedestrian walkways and pedestrian refuge areas		120 days						Missing or damaged making them substantially ineffective	60 days			Step or misalignment in island kerbing or paving > 50 mm excluding footpath section	12 weeks-1 year
S-001 Major damage affecting structural performance		120 days						Visible damage likely to affect road user or public safety	10 days				

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
S-002 Minor damage affecting structural performance		120 days											
S-003 Settled and/or eroded batters and/or embankments, including seepage at toe of wall/ stairs		120 days											
S-004 Loose/ missing handrails/ balustrades		120 days											
S-005 Loose/ missing steps		120 days											
S-006 Gaps > 50mm in staircase landings		120 days											
S-007 Slippery surface impacting >50% of steps or landings		120 days											
SX-001 Missing/ Damaged school crossing posts/ other infrastructure		14 days				Timber posts to be replaced when damaged or greater than 50% wood rot is evident	5 days	Missing or damaged making them substantially ineffective	10 days				
GP-001 Post has >50% loss of paint and/or reflectivity		30 days				Damaged posts/delineators. 50% of the white face of the post is noticeably degraded or faded.	20 days						

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
GP-002 >50% of guide posts missing on straights		30 days										10-30% on straights or 5% on curves of guide post installations per block missing or defective, relative to original installation and design standards and a risk to public safety. (Refer AS1742.2)	28 days-6 months
GP-003 >10% of guide posts missing on curves with an advisory speed		30 days										10-30% on straights or 5% on curves of guide post installations per block missing or defective, relative to original installation and design standards and a risk to public safety. (Refer AS1742.2)	28 days-6 months
GP-004 >3 guideposts are missing		30 days											
GR-001 Guardrail broken or deformed by >500mm		60 days	Guard rail/fence damaged or missing making	4 weeks - 6months		Guard rails in damaged condition (other	20 days	Missing or damaged making them	20 days			Damage is sufficient to severely impair	28 days-6 months

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
			them substantially ineffective			than immediate safety hazards)		substantially ineffective				the structural or functional integrity of the asset.	
GR-002 Loss of >50% of guardrail reflectors		60 days											
SL-001 Standards/ poles - hazardous to road users/ pedestrians/ property		120 days											
SL-002 Arms/ masts - hazardous to road users/ pedestrians/ property		120 days											
SL-003 Base supports - hazardous to road users/ pedestrians/property.		120 days											
SL-004 Non-standard street light – not functioning		120 days											
RF-001 Fencing rotten/ corroded/ broken poses hazard to public		60 days	Guard rail/fence damaged or missing making them substantially ineffective	4 weeks - 6months				Missing or damaged making them substantially ineffective	20 days			Damage is sufficient to severely impair the structural or functional integrity of the asset.	8 weeks -3 months
RF-002 Fencing posts, rails, strainers, wire or panels is not operational and is		60 days											

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
	facilitating unrestricted access												
RF-003 Missing/ damaged bin enclosures		30 days											
RF-004 Damaged/missing/ non-functional bike racks		30 days											
RF-006 Banner/flag poles posing a hazard to road users, pedestrians or property		30 days											
RF-005 Street furniture posing a hazard to road users, pedestrians or property		30 days											
RP-001 Failed area >300mm in diameter and >50mm in depth with potential for pavement collapse		30 days											
RV-001 Line Clearance in accordance with Code of Practice for Electric Safety (Electric Line Clearance) Regulations 2015		30 days											

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RV-002 Constructed Path Height Clearance < 2.5 m and minimum 1m trafficable width with vegetation not exceeding 25mm in height representing a trip hazard		30 days	Vegetation intruding into the footpath envelope: • <2.5 m over footpath surface • <3.5 m over shared pathway surface and >50 cm beyond each edge	2 - 8 weeks	2.0-2.5m 3.0-3.5m 50-100cm			Vegetation clearance less than 3.0m in height, over a pedestrian/bicycle path. Vegetation not to protrude more than 300mm horizontally over the path edge, unless otherwise signed. Vegetation cleared as far as reasonably practicable and all tree pruning shall be in line with AS.4373-2007 Pruning of amenity trees	20 Days			Growth within vegetation clearance envelope: 2 m high x ¾ width of path	1 - 6 years
RV-004 Roadway height clearance <4.5m		30 days	Vegetation intruding into the road envelope: • <4.9 m clearance over the trafficable portion of Arterial roads • <4.5 m over the trafficable portion of Cat 3 & 4 roads • <4.0 m over the trafficable portion of Cat 1 & 2 roads	1 -8 weeks	4.5-4.9m 4.5-4.9m 4.0-4.5m			Vegetation clearance no less than 4.1m in height, over traffic lanes and the trafficable portion of shoulder. Vegetation not to protrude over the edge of the road seal unless signed otherwise. Vegetation cleared as far as reasonably practicable and all tree pruning shall be in line with AS 4373-2007 Pruning of Amenity Trees	20 Days			Growth within vegetation clearance envelope: 3.75 m high (over road centre line) x width of road to back of kerb or outer edge of shoulder	12 weeks - 6 years

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
RV-005 Roadway lateral clearance < 200mm from back edge of shoulder and/or kerb.		30 days											
RV-007 Vegetation within sight clearance triangles as per Austroads Guidelines		30 days	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m • Speed Limit – 100km/h = 95m	4 weeks - 6months								Restricted line of sight (appropriate for speed limit) at intersection or pedestrian crossing: Speed Limit Sight Distance 50 30 m 60 40 m 70 55 m 80 65 m 90 80 m 100 95 m	12 weeks - 6 years
RV-008 Limbs potentially hazardous to road or path users or property (i.e. immediate risk of falling)		30 days											

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
RV-006 Foliage obstructing regulatory and warning signs		30 days	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs when viewed from <20 m	2 - 8 weeks	20-30m							Restricted line of sight (appropriate for speed limit) to regulation or warning sign. Speed Limit Sight Distance 50 30 m 60 35 m 70 45 m 80 50 m 90 55 m 100 60 m	12 weeks - 6 years
RV-009 Trees potentially hazardous to road or path users or property. (i.e. immediate risk of falling)		30 days						Hanging branches and fallen branches/entire trees on or over traffic lanes	4 hours				
RV-014 Vegetation diseases likely to affect tree stability		30 days											
RV-012 Stumps hazardous to road users/ pedestrians or property (obstructing pedestrian/ cyclist or vehicular traffic)		100 days											
RV-010 Fallen limb obstructing pedestrian/ cyclist or vehicular traffic		20 days						Hanging branches and fallen branches/entire trees on or over traffic lanes	4 hours			Tree, vegetation, limb or bough is assessed by the Shire's professional arborist as a	28 days

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												high or immediate risk to road users	
RV-011 Fallen tree obstructing pedestrian/ cyclist or vehicular traffic		20 days						Hanging branches and fallen branches/entire trees on or over traffic lanes	4 hours				
RV-015 Weeds/ grass>500mm high, within 1.5m from the back of kerb or shoulder and during the fire danger period		30 days											
RV-015A Weeds/ grass>500mm high affecting sight distance		30 days											
RS-001 Potholes >25mm deep and/or >150mm diameter on designated on-road cycle path		28 days	Potholes located in dedicated/marked bicycle lanes >30 mm depth and >100 mm diameter.	1 - 8 weeks	30-50mm 100-200mm							on bicycle lanes, depth > 20 mm and diameter > 500 mm	

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RS-002 Potholes >50mm deep and/or >150mm diameter in trafficable lane		28 days	Potholes in sealed pavement >50 mm in depth and >150 mm in diameter Depression / deformations in the traffic lane of a sealed pavement >50 mm in depth under a 3m long straight edge	1 - 8 weeks	50-70mm 150-300mm 50-75mm	Repair all potholes greater than 300mm diameter and 50mm depth	10 days	Potholes in traffic lane of a sealed pavement greater than 200mm in diameter and greater than 50mm deep	10 days	Pothole depth > 50mm Pothole diameter > 300mm	14 days (Trunk and collector) 45 days (others)		Pothole depth > 35 mm and diameter > 150 mm; Where any distressed pavement > 25 m2 in area and deformation > 75 mm depth under a 1.2 m straight edge (except at bridge abutments and culverts where deformation > 40 mm depth):
RS-003 Road surface stripping/ bleeding likely to result in loss of skid resistance		40 days											
RS-004 Crocodile cracking with fines pumping		40 days											
RS-005 Cracks >15 mm wide and covering an		60 days											

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area of 5m2 or greater.													
RS-006 Edge break >1m long & >50mm deep &/or extends/ protrudes 75mm laterally into trafficable area		20 days	Edge breaks >50 mm laterally over a 5m or greater length from the nominal seal line	1 - 8 weeks	30-70mm					> 50% of line marking worn through	90 days /180 days		Horizontal fretting > 75 mm; and Drop off at edge of seal > 75 mm
RS-007 Damaged/ dislodged or missing pavement markers (RRPMs & RPMs);		30 days											
RS-008 Faded Statcon pavement marking (<50% effective reflectivity)		30 days	Pavement markings which are missing or faded making them substantially ineffective	4 weeks - 6 months		When line marking is faded, eroded, worn or nonreflective.	Program	Missing or illegible linemarking on thorough traffic and bicycle lanes of the lane road, and shared pathways	30 days				
RS-009 Faded other line marking (<50% effective reflectivity)		30 days	Pavement markings which are missing or faded making them substantially ineffective	4 weeks - 6 months									
RS-010 Substance on road surface where there is a danger to traffic		1 day						Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, or objects, accumulation of dirt or granular	4 hours			Oil spills	24 hours - 7 days

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
								materials on the traffic lane					
RS-011 Substance on road surface where there is potential for stormwater pollution.		1 day						Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, or objects, accumulation of dirt or granular materials on the traffic lane	4 hours			Oil spills	24 hours - 7 days
RS-012 Dead Animal		1 day						Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, or objects, accumulation of dirt or granular materials on the traffic lane	4 hours				
RS-013 Debris on road surface where there is a danger to traffic		1 day						Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, or objects,	4 hours			Any area where accumulated debris > 5 m2 within the common travelled path.	28 days - 3 months

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
								accumulation of dirt or granular materials on the traffic lane					
RS-995 Dumped Rubbish		1 day						Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, or objects, accumulation of dirt or granular materials on the traffic lane	4 hours				
SPC-001 Vertical displacement/ tripping hazard >25mm in sealed path		40 days	Vertical Displacement >20 mm in height	2 - 8 Weeks	20-30mm	Hazard identified with displacement > 20 mm	10 days 30 days	Pavement is vertically displaced greater than 25mm or horizontally displaced greater than 30mm	10 days			Tripping hazard > 30 mm;	14 days - 2 years
SPC-002 Dislodged wedge		40 days											
SPC-003 Cracks >15mm wide and 1m long		40 days	Cracking perpendicular to path of travel >30 mm wide Longitudinal cracking >20 mm wide	2 - 8 Weeks	30-50mm 20-40mm	crack width more the 20mm over length of 0.5 m	10 days 30 days					On a shared path, longitudinal crack (crack that follows the same direction as the path) > 20 mm wide over a continuous length > 1.0 m	14 days - 2 years

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
SPA-001 Potholes >50mm deep and 150 mm diameter		40 days	Dislodged or missing pieces or potholes >150 mm in length/width and >20 mm in depth	2 - 8 Weeks	150-300mm 20-30mm	Whenever the number of potholes exceed two (2) per 100m of footpath or potholes are greater than 100mm diameter or 25mm in depth Whenever cracking exceeds 2m in length and 10mm in width Wherever pavement shows significant concentrated levels of distress	30 days						
SPA-002 Mounding/ Undulations >100mm resulting from tree root uplift		40 days	Undulations (depressions / bumps) >75 mm in depth/height under a 1.5m straight edge	2 - 8 Weeks	50-100mm			depression greater than 50mm over 1 metre	10 days			Deformation under a 1.2 m straight edge > 120 mm depth;	14 days - 2 years
SPA-003 Cracks >15mm wide and 1m long		40 days	Cracking perpendicular to path of travel >30 mm wide Longitudinal cracking >20 mm wide	2 - 8 Weeks	30-50mm 20-40mm							On a shared path, longitudinal crack (crack that follows the same direction as the path) > 20 mm wide over	14 days - 2 years

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
												a continuous length > 1.0 m	
SPU-001 Potholes >50mm deep and 150 mm diameter		60 days	Dislodged or missing pieces or potholes >150 mm in length/width and >20 mm in depth Dislodged or missing pieces or potholes >150 mm in length/width and >20 mm in depth	2 - 8 Weeks	150-300mm 20-30mm								
SPU-002 Corrugations/ potholes >50mm deep		60 days				Whenever pavement shows significant concentrated levels of distress Whenever scours of depth greater than 50mm occur at any location	30 days					Deformation under a 1.2 m straight edge > 100 mm depth	14 days - 12 months
SP-001 Path edge failures >75mm protrude at the interface of the constructed path and adjacent ground		60 days										Defect constitutes a hazard to pedestrians; with tripping point > 60 mm	14 days - 12 months
SP-003 Dirt/ silt/ ponding debris likely to cause slipping or obstruct stormwater flow		14 days											

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
SP-012	Dead Animal	14 days											
SP-002	Dumped Rubbish	14 days											
SP-007	Damaged/ dislodged or missing pavement markers (RRPMs & RPMs);	30 days											
SP-008	Faded shared path line marking (<50% effective reflectivity)	30 days											
SI-001	Damaged/ faded signs to an extent that makes them unreadable	14 days	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m • Speed Limit – 100km/h = 95m	1 - 8 weeks		Road signs missing or illegible	20 days	Sign is missing or illegible	10 days	Missing or otherwise damaged beyond legibility	14 days	> 50% sign legend illegible at 150 m under low beam or in daylight.	28 days - 12 weeks

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
SI-002	Missing sign face	14 days	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m • Speed Limit – 100km/h = 95m	1 - 8 weeks		Road signs missing or illegible	20 days	Sign is missing or illegible	10 days	Missing or otherwise damaged beyond legibility	14 days	Sign missing.	3 - 28 days
SI-003	Sign posts that are not vertical (>15 degrees from vertical)	14 days											
SI-001	Damaged/ faded signs to an extent that makes them unreadable	40 days				Road signs missing or illegible	20 days	Sign is missing or illegible	30 days				
SI-002	Missing sign face	40 days				Road signs missing or illegible	20 days	Sign is missing or illegible	30 days				
SI-003	Sign posts that are not vertical (>15	40 days											

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
degrees from vertical)													
SI-004 Graffiti covering >10% of the sign face rendering it unreadable		14 days	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m • Speed Limit – 100km/h = 95m	1 - 8 weeks		Road signs missing or illegible	20 days	Sign is missing or illegible	10 days	Missing or otherwise damaged beyond legibility	14 days	> 50% sign legend illegible at 150 m under low beam or in daylight.	28 days - 12 weeks
SI-005 Unauthorised material attached to signs. (E.g. posters, balloons, signs, etc.)		14 days											

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
US-001 Rutting and corrugations exceeding 100mm over 50% of the unsealed road or shoulder length		30 days	Wheel ruts or scouring on an unsealed road >75 mm in depth	2 weeks - 3 months	50-100mm	where corrugations exceed 30% of the area of a single road shoulder per km	10 days			Corrugations or other distress > 75 %	360 days	Corrugations, scouring, depressions and potholes on unsealed roads must not exceed 50 mm in depth for > 30% of area of roadway in road block; or Any scour occurrence length > 5 m and mean scour depth > 150 mm.	8 weeks - 6 months
US-002 Potholes >300mm diameter and 150mm deep over 50% of the unsealed road or shoulder length		30 days	Potholes in unsealed pavement >75 mm in depth and >300 mm in diameter	2 weeks - 3 months	50-100mm 150-300mm	When pavement defects (as specified) and/or loose material (greater than 40mm deep) exceed 20% pavement surface area per km when there are more than 20 potholes per km of single shoulder of depth greater than 50mm or	20 days 10 days	Potholes in traffic lane of an unsealed pavement greater than 300mm in diameter and greater than 50mm deep	20 days	potholes > 100 mm in depth	360 days	Corrugations, scouring, depressions and potholes on unsealed roads must not exceed 50 mm in depth for > 30% of area of roadway in road block; or Any scour occurrence length > 5 m and mean	8 weeks - 6 months

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Defect Level	Intervention	Response Time	Defect Description	Response Time	Acceptable Range	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time	Defect Description	Response Time
												scour depth > 150 mm.	
US-003 Edge drops from traffic lane to shoulder >50mm over 20m length under a 1.5m straight edge		30 days	Edge drops onto an unsealed shoulder >30 mm in depth over a 10m or greater length	1 - 8 Weeks	30-70mm	the drop from the traffic lane to the shoulder exceeds 75mm over any length	10 days	edge of sealed drop off on unsealed shoulders greater than 50mm for greater than 100metres	20 days				
US-004 Dust restricting visibility to less than 3m in either direction		30 days											
US-005 Dead Animal		1 day											
US-006 Debris on road surface where there is a danger to traffic		1 day											