



Baw Baw Shire Council

Road Management Plan

Version: 6
Date Adopted: 24 May 2017
Pursuant to Section 55 of the *Road Management Act 2004*



SCHEDULE OF ADOPTION & AMENDMENT

| Version No. | Date | Changes/Amendments | File Reference |
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1 INTRODUCTION

The Council of the Baw Baw Shire is charged with the responsibility to provide the public and other road users with a safe and efficient road network.

This Road Management Plan sets inspection intervals and response times as well as stating management systems which this Council will implement to ensure that its responsibilities within the Road Management Act 2004 are met.

For Council to show that it has satisfied its duty of care to road users, it is required to demonstrate that it has in place a reasonable regime for inspecting the road network to discover defects and a reasonable regime for planning and implementing repairs to overcome those defects. These aspects of inspection and response are dealt with in Section 11 and are the key components of this Plan.

2 LEGISLATIVE BASIS FOR THE PLAN

This Road Management Plan (referred to hereafter as the 'Plan') is prepared in accordance with Division 5, Sections 49-55 of the Road Management Act 2004 (referred to hereafter as the 'Act').

The Baw Baw Shire Council is the designated 'Co-ordinating Road Authority' for municipal roads within the municipality and is responsible for their care and management.

3 KEY STAKEHOLDERS

The key stakeholder groups in the community who use the road network and/or are affected by it include:

- Residents, rate payers, agricultural sector, and businesses within Council boundaries
- Pedestrians
- Users of a range of miscellaneous smaller, lightweight vehicles such as cyclists, motorised scooters, wheel chairs, prams, etc;
- Vehicle users such as cars, trucks, buses, commercial vehicles, and motor cycles;
- Tourists and visitors to the area;
- Emergency services (i.e. Police, Fire, Ambulance, SES).
- Utilities agencies that utilise the road reserve for their infrastructure (Water, sewerage, gas, electricity, telecommunications)
- Road Maintenance Contractors and;
- State and Federal Government who provide support funding to assist with management of the network

4 ROAD MANAGEMENT PLAN AVAILABILITY

A copy of the Plan can be obtained or viewed by the public at:

Warragul Civic Centre: Smith Street Annex, Warragul

Drouin Office: 33 Young Street Drouin

Council Website:- www.bawbawshire.vic.gov.au

5 RESPONSIBILITY OF ROAD USERS

All road users have a duty of care under Section 106 of the Act, with particular obligations prescribed in Section 17A of the Road Safety Act 1986. These are summarised below:-

5.1 Obligations of Road Users

A person who drives a motor vehicle on a public highway must drive in a safe manner having regard to all relevant factors including (but not limited to) the:

- physical characteristics of the road;
- prevailing weather conditions;
- level of visibility;
- condition of the motor vehicle;
- prevailing traffic conditions;
- relevant road laws and advisory signs; and
- physical and mental condition of the driver.

A road user other than a person driving a motor vehicle must use a public highway in a safe manner having regard to all the relevant factors.

A road user must have regard to the rights of other road users and the community, taking reasonable care to avoid conduct that may:

- endanger the safety and welfare of other road users
- damage any infrastructure on the road reserve
- harm the environment of the road reserve.

6 DEFINITIONS OF TERMS

Terms used in this Plan have the same meaning as the specific definitions included in the Act.

7 BAW BAW SHIRE ROAD RELATED INFRASTRUCTURE

7.1 Assets covered by this Plan

The provisions of this plan only apply to those local roads, ancillary areas, carparks, bridges and pathways listed in the Register of Public Roads.

7.2 Roadway Infrastructure

Roadway Hierarchy

Roads within Baw Baw Shire are given a road hierarchy classification based on factors including traffic volume, traffic type and accessibility, as shown in the table below.

This results in varied inspection frequencies, intervention levels and response times for each road classification.

| Classification | Description |
|----------------|--|
| Link | Provides a linkage between or to significant population centres, defined townships, districts , tourist facilities and major traffic generators such as residential, industrial and commercial nodes and/or declared road network. |
| Collector | Distributes traffic between arterial roads or provides connection into larger residential areas. The collector street may be used as a bus route. |
| Local | Provides access to local residents. |
| Local minor | These roads provide access to abutting property with little if any through traffic. |
| Limited Access | Roads or streets which have no through traffic component and generally serve less than 2 properties |

7.3 Register of Public Roads

Baw Baw Shire's Register of Public Roads defines the public roads and their classifications for roads deemed required for public use which the Council is the responsible road authority.

Council has adopted a policy and procedures for registering or removing a road on or from the Register. As per the Road Management Plan, these documents are also available at Council Offices and via the Baw Baw Shire website.

The Register is updated on a regular basis to include new roads in subdivisions etc.

Furthermore, Council must inspect, maintain and repair to ensure that if a road is required for public traffic that it is kept open for public use, and may carry out work on the road. Council is not obliged to do any specific work on the road and in particular is not obliged to carry out any surface or drainage work on an unmade road.

7.4 Pathway infrastructure

Pathway Hierarchy

A pathway hierarchy classification has been developed, based principally on the volume of usage (both pedestrian and cyclists if applicable and are detailed in the table below:

| Footpath Classification | Locations & Functions |
|-------------------------|--|
| High Usage | CBD areas of major towns including:- Warragul, Drouin, Trafalgar, Yarragon and Neerim South, Longwarry |
| Medium Usage | Specified locations which can represent a moderate volume of pedestrians e.g. outside schools, medical precincts, elderly citizens centres, hospitals, markets, minor-shopping areas, collector paths and shared bicycle/pedestrian paths. |
| Low Usage | Constructed footpaths in residential areas. |

7.5 Access to Private Property

This Plan does not apply to the following:

- any road, driveway or pedestrian pathway on private property and/or providing access from private property to a public road

- any unconstructed road which Council does not maintain but which provides access from private property to a public road;
- roads or tracks, whether the road or track is located within a road reserve or not that are not constructed to Council's minimum standards and are not already listed on Council's Road Register;
- any access track or driveway location within a road reserve, that was not constructed by or on behalf of Council that only provides access to adjoining private property and is not already listed on Council's Road Register;
- roads or tracks maintained by any other authority.

Section 107 of the RM Act provides that Council is under no statutory duty to inspect, maintain or repair vehicle crossovers on road reserves that provide access to land adjoining a road.

This responsibility rests with the adjoining landowner.

7.6 Demarcation and transfer of responsibility

Baw Baw Shire Council is bounded by 5 Municipalities: Cardinia Shire Council, South Gippsland Shire Council, Latrobe City Council, Yarra Ranges Shire Council and Mansfield Shire Council

The municipal boundary is often the centreline of a road or follows a watercourse over which bridges or culverts have been constructed. Council has agreements with the neighbouring municipalities for boundary roads to clearly assign maintenance responsibilities for the whole road or bridge to one or other of the municipalities. The agreement also identifies capital works responsibilities.

| Name | Authority | Relationship | Documented Agreement |
|-------------------------------|------------------|---|----------------------|
| Cardinia Shire Council | Local Government | Maintenance of boundary roads by Baw Baw Shire Council and Cardinia Shire Council. | In place |
| South Gippsland Shire Council | Local Government | Maintenance of boundary roads by Baw Baw Shire Council and South Gippsland Shire Council. | In place |
| Latrobe City Council | Local Government | Maintenance of boundary roads by Baw Baw Shire and Latrobe City Council. | In place |

| Name | Authority | Relationship | Documented Agreement |
|----------------------------|------------------|---|----------------------|
| Yarra Ranges Shire Council | Local Government | Maintenance of boundary roads by Baw Baw Shire Council and South Gippsland Shire Council | In place |
| Mansfield Shire Council | Local Government | Maintenance of boundary roads by Mansfield Shire Council. (Baw Baw Shire Council pays an annual maintenance fee.) | In place |

VicRoads is the coordinating road authority for the main road network and is typically the responsible authority for the entire road reserve on all Highways, Freeways and declared main roads in rural areas.

VicRoads has an agreement with the Baw Baw Shire Council which defines the maintenance responsibilities on those roads in urban areas. VicRoads generally maintains the road pavement and kerb and channel, whilst Baw Baw Shire maintains the road reserve and footpath.

Figure 1 below shows a typical cross section showing Council's area of responsibility outside the kerbs of the VicRoads declared main road in urban areas. Any service lanes and paths outside of this area whether on a single or dual carriageway are Council's responsibility.

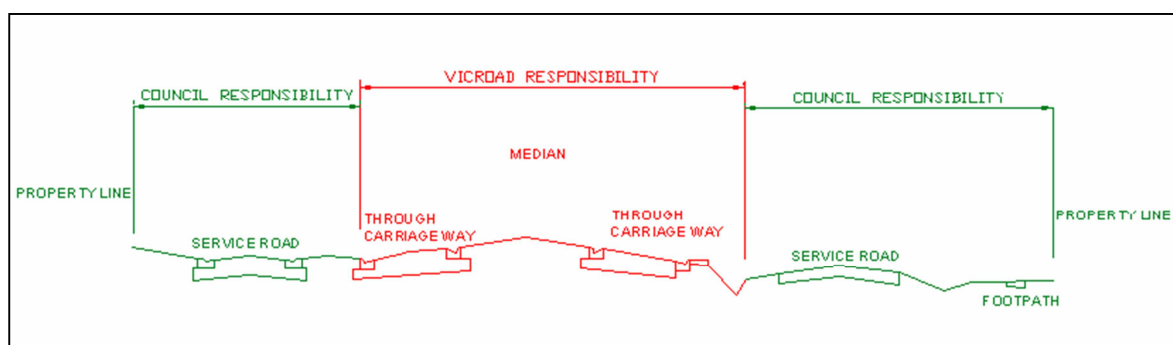


Figure 1 - Typical VicRoads Declared Main Road in Urban areas.

Department of Environment, Land, Water and Planning (DELWP) has an agreement with Baw Baw Shire Council which defines the maintenance responsibilities for those roads within Baw Baw Shire they are responsible for.

Amendments to the Rail Safety Act 2006 require Rail Infrastructure Managers and Road Managers to jointly manage safety risks from the road/rail crossings through Safety Interface Agreements (SIA's). The requirements for these interface agreements are set out in the Public Transport Safety Victoria – Rail Safety Guidelines. Baw Baw Shire is yet to come to a suitable arrangement and therefore is yet to sign the agreement.

8 CODES OF PRACTICE AND REGULATIONS

The following Codes and Regulations that relate to this Plan can be viewed via the VicRoads website at www.vicroads.vic.gov.au.

- Code of Practice - Operational Responsibility for Public Roads
- Code of Practice - Management of Infrastructure in Road Reserves
- Regulation – Road Management (Works and Infrastructure) Regulations
- Regulation – Road Management (General) Regulations

9 POWER TO DETERMINE STANDARD OF CONSTRUCTION, INSPECTION, MAINTENANCE AND REPAIR

Pursuant to the provisions of Section 41 of the RM Act, the Council as the relevant road authority may determine the standard to which it will construct, inspect, maintain and repair roadways, pathways, road infrastructure and road related infrastructure for which it is responsible.

9.1 Standard of Maintenance

The Plan identifies the standards of maintenance applicable to those local roads (including associated kerb & channel and drainage), and pathways listed in the Register of Public Roads. The details outline:-

- a. Examples of tasks or works expected to be undertaken;
- b. the schedule of inspections to be undertaken of specified matters at specified intervals;
- c. the circumstances under which intervention action is to be taken with respect to repair or maintenance needs from defects reported or found on inspection;
- d. priority to be given to intervention action under paragraph c;
- e. the kind of priority intervention action which is to be taken in the circumstances specified under paragraph d; and
- f. provision, as far as practicable, for the unpredictable, i.e. emergencies, unusual weather events e.g. high winds, heavy rain, high grass growth and “natural disasters”.

The Plan acknowledges the importance of understanding that the level of work undertaken in response to community expectation is also subject to budget allocation.

9.2 Maintenance

Road maintenance is currently undertaken by both a contractor and Council's own staff. Council's current Road Maintenance Contract commenced on 1st July 2015.

9.3 Inspection Schedules

To ensure that roads are maintained to a reasonable standard, various inspection schedules have been determined for each category of road and road asset. The frequency of inspections varies for individual road assets and reflects road classifications, usage, reasonable community expectations, and available resources.

DEFECT INSPECTIONS are undertaken on a programmed basis to identify and measure the extent of any defect in an asset with all defects then assessed against intervention levels set out in the Plan.

SAFETY INSPECTIONS are inspections initiated from a customer request or council officer.

The adopted inspection regimes are detailed in Schedule 1 of this Plan.

9.4 Service Standards

The minimum standard to which roads and road assets are to be maintained are reflected in the service standards specified in this Plan. To ensure that the assets do not deteriorate beyond the set standards, individual intervention levels have been determined for each road asset that reflect road classification and usage, community expectations potential risk and available resources.

The adopted service standards are detailed in Schedule 2 of this Plan.

Where "day, week or month" is used to define the response time it refers to a calendar day, week or month.

Where the response is "programmed" it is referred to a program of works and undertaken, subject to the availability of funds, in conjunction with other scheduled works.

9.5 Temporary Measures

When any reported hazard requires maintenance works to be carried out to any road, bridge, carpark, kerb & channel or footpath and it is not practical or feasible to undertake the works immediately, it may be necessary for temporary measures to be undertaken to reduce the extent of or to highlight the risk to road users.

These temporary measures may take the form of:

- a. Physical minor works
- b. Highlighting the defect/hazard through the use of appropriate signage or barricades or visually distinctive pavement markings and regular inspection of the site.

9.6 Non Standard Maintenance Replacement - Footpath/Kerb & Channel

When any footpath or kerb & channel has generally deteriorated to the point that it needs replacement, but its condition is not considered a safety risk to pedestrians or motorists, the work is referred to the annual capital works replacement program.

10 CONTRACT MANAGEMENT

As part of Council's contract management procedures there are half yearly reviews of the Road Maintenance Contract to ensure compliance with the requirements of the Contract and also the requirements of the Plan.

11 DELEGATIONS

The Chief Executive has through an "Instrument of Sub-Delegation" delegated the various functions under the Act to the respective officers of Council detailed in the Instrument of Sub-Delegation.

12 EXCEPTIONAL CIRCUMSTANCES

Council will make every endeavour to meet all aspects of the Plan. However in the event of natural disasters and events but not limited to, fires, floods, as well as human factors, but not limited to lack of Council staff or suitably qualified contractors, because of Section 83 of the Victorian Wrongs Act, 1958, as amended, Council reserves the right to suspend compliance with its Plan.

In the event that the Chief Executive Officer of the Council, has to, pursuant to Section 83 of the Act, consider the limited financial resources of Council and its other conflicting priorities, meaning the Plan cannot be met, they will write to the Council Officer in charge of the Plan and inform them that some, or all of the timeframes and responses in the Plan are to be suspended.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's Chief Executive Officer will write to the Council Officer responsible for the Plan and inform them which parts of the Plan are to be reactivated and when.

13 FINANCIAL RESOURCES

This Plan is supported by the budget set each year by Council. Funds are provided for both operating and capital components and budget levels are determined after consideration of various inputs including:

- Level of service requested by the community;
- Condition reports;
- Cost benefit analysis;
- Council's strategic resources plan.

Current levels of funding for road maintenance and road improvements have been built using past expenditure results and asset condition needs.

Continued monitoring and review of asset condition and customer requests will form the basis of future budget requirements as part of Council's asset and resource planning.

14 SAFETY AT WORKSITES

All maintenance work on local roads will be undertaken in accordance with the relevant occupational, health and safety legislation, codes of practice and guidelines.

Council's OH & Safety Policies which are relevant to Contractor, Council Workers and public safety can be obtained by contacting Council.

15 SYSTEM FOR MANAGING SERVICE REQUESTS

Regardless of the method in which they are received, service requests are entered into Council's Customer Request System to ensure they are actioned in accordance with the service standards nominated in this plan. This system enables the request to be automatically directed to the responsible team for inspection and if a defect exists programming of the necessary rectification works in accordance with the response times specified.

16 PLAN REVIEW

A formal review, in accordance with the Road Management (General) Regulations 2016, will be conducted every four years in line with Council elections.

16.1 Audits

Auditing, using both internal and external auditors, is undertaken for the purposes of ensuring that all the management systems in place are delivering the levels of service adopted by Council for its road network assets.

16.2 Amendment of the Plan

Unless required as a result of a significant change in budget allocations for road and footpath maintenance this Road Management Plan will not be amended during the life of the Plan.

Any revision of the Plan would be subject to the consultation and approval processes as detailed in Section 54 of the Act.

ATTACHMENTS

Schedule 1 – Road Inspection Schedule

Schedule 2 – Maintenance Standards and Response Times

STANDARDS OF SERVICE

BAW BAW SHIRE ROAD INSPECTIONS

SCHEDULE 1

| ASSET | GENERAL DESCRIPTION | INSPECTION TYPE | INSPECTION FREQUENCY | |
|--|--|--|---|--|
| Road | | | | |
| Link, Collector, Local, Local Minor and Limited Access Roads | Undertake regular inspections of the asset by suitably qualified and/or experienced staff or contractor to determine COMPLIANCE with maintenance standards as specified. | Defect inspections are undertaken to determine adherence to the intervention standards set out in this Plan. | Link (Rural) Link (Urban) Collector (Rural) Collector (Urban) Local (Rural) Local (Urban) Local Minor Limited Access | 13 weeks 26 weeks 13 weeks 26 weeks 13 weeks 26 weeks 26 weeks 52 weeks |
| Delineation | | | | |
| Regulatory Signs Guide and Advisory signs (parking signs and street name plates excepted), Guideposts, markers posts and delineators. All linemarking including other pavement markings | Undertake regular inspections of the asset by a suitably qualified and/or experienced staff or contractor to determine COMPLIANCE with the maintenance standards as specified. | Defect inspections are undertaken to determine adherence to the intervention standards set out in this Plan. | Link Collector Local Local Minor Limited Access | 26 weeks 26 weeks 26 weeks 26 weeks 26 weeks |
| | | Night inspections to assess delineation at night. Only undertaken on Link & Collector Roads | Link & Collector | 2 years |

STANDARDS OF SERVICE

BAW BAW SHIRE ROAD INSPECTIONS

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|-------------------|
| SCHEDULE 1 |
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| ASSET | GENERAL DESCRIPTION | INSPECTION TYPE | INSPECTION FREQUENCY | |
|--|--|---|---|-------------------------------------|
| Bridges & Major Culverts (equal to or greater than 1500mm span/diameter) | Undertake regular inspections of the asset by suitably qualified and/or experienced staff or contractor to determine COMPLIANCE with maintenance standards as specified. | Defect inspections (Level 1) are undertaken to determine adherence to the intervention standards set out in the Plan. | All Roads | 2 years |
| Footpaths | Undertake regular inspections of the asset by suitably qualified and/or experienced staff or contractor to determine COMPLIANCE with maintenance standards specified. | Defect inspections are undertaken to determine adherence to the intervention standards set out in the Plan. | High Usage Medium Usage Low Usage | 12 months 24 months 36 months |
| Car Parks (within the Road Reserve) | Undertake regular inspections of the asset by suitably qualified and/or experienced staff or contractor to determine COMPLIANCE with maintenance standards as specified. | Defect inspections are undertaken to determine adherence to the intervention standards set out in the Plan. | All Roads | 52 weeks |

STANDARDS OF SERVICE

SCHEDULE 2

BAW BAW SHIRE MAINTENANCE STANDARDS AND RESPONSE TIMES

Maintenance Standards, as defined in the Ministerial Code of Practice, are the levels of service or targets which have been set by Council to ensure a consistent approach to manage risks within available resources and budget.

| ASSET | GENERAL DESCRIPTION | INTERVENTION LEVELS | RESPONSE TIME After inspection or notification | |
|--------------------------|--|---|---|------------|
| Sealed Roads | | | | |
| Potholes | These are defined as small breaks and depressions caused by loss of pavement material from the road and sealed shoulders. | Repair when potholes are greater than 100 mm in depth and greater than 300 mm in width. | Link | 2 weeks |
| | | | Collector | 2 weeks |
| | | | Local | 4 weeks |
| | | Repair when potholes are greater than 100 mm in depth and greater than 450 mm in width. | Local Minor | 6 weeks |
| | | | Limited Access | 6 weeks |
| Pavement Edge Breaks | These are defined as fretting along the seal edge resulting in reduced seal width and a drop off the seal edge to shoulder. | Repair when edge break encroaches 200 mm into the seal over a 1m length or 300 mm into the seal for isolated edge breaks. | Link | 10 weeks |
| | | | Collector | 10 weeks |
| | | | Local | 14 weeks |
| | | | Local Minor | 26 weeks |
| Shoulder wear - Unsealed | The regular maintenance of unsealed shoulders, including spot gravelling to avoid pavement drop off, removal of water ponding, re-working existing materials to maintain shape and cross fall. | Repair when potholes or scouring exceed 100mm depth and 450 mm in width. | Link | 10 weeks |
| | | | Collector | 10 weeks |
| | | | Local | Programmed |
| | | | Local Minor | Programmed |

STANDARDS OF SERVICE

SCHEDULE 2

BAW BAW SHIRE MAINTENANCE STANDARDS AND RESPONSE TIMES

| ASSET | GENERAL DESCRIPTION | INTERVENTION LEVELS | RESPONSE TIME <i>After inspection or notification</i> | |
|--------------------------|--|---|--|------------|
| | | Repair when the drop off from the edge of seal exceeds 75 mm over 20 metres or greater than 100mm over 2 metres. | Link | Programmed |
| | | | Collector | Programmed |
| | | | Local | Programmed |
| | | | Local Minor | Programmed |
| Wheel Ruts & Depressions | Application of levelling course of asphalt or other suitable treatment (less than 5sqm) to remove water ponding. | Defects greater than 75 mm depth under a 3m straight edge measured at 90° to the traffic flow direction. | | Programmed |
| Large Pavement Failures | Defined as failed areas of pavement and seal greater than 5sq.m requiring excavation/Major Patching/Digouts of pavement by equipment and reinstatement, or other suitable treatment. | <ul style="list-style-type: none"> When the sealed surface no longer holds together; and/or Extensive shoving has occurred; and/or Road surface drainage is no longer effective. | | Programmed |
| Unsealed Roads | | | | |
| Potholes | These are defined as isolated depressions caused by loss of pavement from the road or car park (within the Road Reserve). | Repair when potholes are greater than 100 mm in depth and greater than 500 mm in width or there are numerous smaller potholes greater than 200mm diameter over 20% of the road surface, or where this concentration exceeds 20m in 100m length of road. | Link | 4 weeks |
| | | | Collector | 4 weeks |
| | | | Local | 8 weeks |
| | | | Local Minor | Programmed |
| | | | Limited Access | Programmed |

STANDARDS OF SERVICE

BAW BAW SHIRE MAINTENANCE STANDARDS AND RESPONSE TIMES

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|-------------------|
| SCHEDULE 2 |
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| ASSET | GENERAL DESCRIPTION | INTERVENTION LEVELS | RESPONSE TIME | |
|------------------------------------|--|---|---|---------------------------|
| | | | After inspection or notification | |
| Rough Surface | The regular maintenance grading and reshaping of gravel roads or car parks (within the Road Reserve) to remove corrugations and rutting and provide for proper drainage of the unsealed surface. This activity can also include removal of vegetation from shoulders, cleaning and reshaping table drains. | Works are undertaken in accordance with a program following assessment by inspector. | | Programmed |
| Pavement (localised areas) | The application of gravel or crushed rock to the wearing surface in localised areas to strengthen and reshape the surface or to make safe following grading if surface becomes slippery in rain. | Insufficient pavement to reshape; or recently graded surface becomes slippery prior to re-compaction. | | Programmed |
| Pavement failure | Defined as failed areas of pavement greater than 5sq.m requiring excavation/Major Patching/Digouts of pavement by equipment and reinstatement, or other suitable treatment. | Extensive shoving has occurred; and/or Road surface drainage is no longer effective. | | Programmed |
| Sealed & Unsealed Roads | | | | |
| Road Drainage | Maintenance of drainage pit covers. | Replace when pit lid cover is missing, broken | | Make safe within 24 hour. |

STANDARDS OF SERVICE

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|-------------------|
| SCHEDULE 2 |
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BAW BAW SHIRE MAINTENANCE STANDARDS AND RESPONSE TIMES

| ASSET | GENERAL DESCRIPTION | INTERVENTION LEVELS | RESPONSE TIME <i>After inspection or notification</i> | |
|--|---|---|--|------------|
| | The clearing of road culverts, pits and pipes excluding Vehicle Crossing Culverts. | If potential to flood the road or affect a residence (except during and following major storms) | | 6 weeks |
| | Clearing of culvert inlets and outlets | If potential to flood the road or affect a residence (except during and following major storms) | | 6 weeks |
| Delineation Includes all signs, guideposts, delineators and line marking. | Replacement of damaged or missing signs, guideposts, marker posts and delineators. Regular painting of all pavement markings, including line marking. | Where Council has installed guideposts replace if more than 20% of these posts are missing. | Link & Collector | 6 weeks |
| | | | All other. | Programmed |
| | | Replace regulatory signs (Parking Signs excepted) that are missing or illegible at 100 metres at night using low beam or are illegible at 100 metres in daylight. | Link | 1 week |
| | | | Collector | 1 week |
| | | | Local | 1 week |
| Local Minor | 1 week | | | |
| | Limited Access | 2 weeks | | |
| | Replace warning and guide signs (street name plates excepted) that are missing, or illegible at 100 metres using low beam at night or are illegible at 100metres in daylight. | | | Programmed |
| | Line marking, undertaken on a programmed basis | Rural areas | 24 months | |
| | | Urban areas | 12 months | |

STANDARDS OF SERVICE

BAW BAW SHIRE MAINTENANCE STANDARDS AND RESPONSE TIMES

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|-------------------|
| SCHEDULE 2 |
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| ASSET | GENERAL DESCRIPTION | INTERVENTION LEVELS | RESPONSE TIME <i>After inspection or notification</i> | |
|----------------------------------|---|---|--|--|
| Roadside Vegetation – Long Grass | Mowing or spraying of roadside areas to maintain sight distances. | Grass and vegetation at intersections to be cut to maintain safe sight distances of 250m. | All Roads | 6 weeks |
| Bridge Surface | Removal of surface debris; maintenance of the surface, signage and barriers. | Make safe when timber surface planks are broken and have significant movement or are missing. | | 2 days. |
| Roadside Guardrails/ Fences | Undertake maintenance works as required. | Make safe Guardrail if posts &/or rail severely damaged. | | Programmed. |
| Any Hazard | Any defect identified as an immediate safety risk to road users, pedestrians or the public. | Take appropriate action such as signing, barricading, removal of hazard etc to protect road users, pedestrians and the public. | | As soon as possible, 24 hr, remove the hazard and or notify the relevant road authority. |
| Footpaths | | | | |
| Footpath defects | Rectify and/or replace footpath. | <p>High Usage:</p> <p>Hard surface: Vertical displacement between two adjacent surfaces is greater than 10mm</p> <p>Gravel or Bituminous surface: Dips, holes, washouts or undulations resulting in a variation over a length of 1m that is greater than 50mm.</p> | | Programmed |

STANDARDS OF SERVICE
BAW BAW SHIRE MAINTENANCE STANDARDS AND RESPONSE TIMES

| |
|-------------------|
| SCHEDULE 2 |
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| ASSET | GENERAL DESCRIPTION | INTERVENTION LEVELS | RESPONSE TIME | |
|-------|---------------------|--|----------------------------------|------------|
| | | | After inspection or notification | |
| | | <p>Medium Usage:</p> <p>Hard surface: Vertical displacement between two adjacent surfaces is greater than 15mm.</p> <p>Gravel or Bituminous surface: Dips, holes, washouts or undulations resulting in a variation over a length of 1m that is greater than 50mm.</p> | | Programmed |
| | | <p>Low Usage:</p> <p>Hard surface: Vertical displacement between two adjacent surfaces is greater than 30mm.</p> <p>Gravel or Bituminous surface: Dips, holes, washouts or undulations resulting in a variation over a length of 1m that is greater than 100mm.</p> | | Programmed |