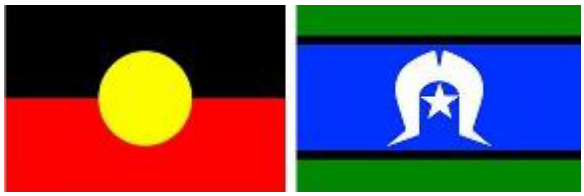
Road Management Plan 2025



wyndhamcity



Acknowledgement of Traditional Owners

Wyndham City Council recognises the Bunurong people on the east of the Werribee Yalook (river) and the Wadawurrung people on the west side oof the Werribee Yalook as the Traditional Owners of the lands on which Wyndham City operates.

Wyndham City Council acknowledges the Bunurong and Wadawurrung people as the Traditional Owners of this land. We pay respect to Ancestors and Elders who always have, and always will, care for Country and community today and for future generations.

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English

Wyndham City Council is responsible for local roads and footpaths, this Road Management Plan is one way that Council manages them. It aims to ensure that roads and footpaths are safe to use through road maintenance and its contents includes:

- When roads and footpaths are inspected for defects
- What is considered a defect
- How long it will take Council to respond to a defect once it is aware of it

If you would like assistance with this document, you can contact customer service on 1300 023 411 or Telephone Interpreting Service on 13 14 50 if an interpreter is required.

Hindi / हिंदी

Wyndham नगर परिषद स्थानीय सड़कों और फुटपाथों के लिए जिम्मेदार है, यह सड़क प्रबंधन योजना (Road Management Plan) परिषद के लिए उन्हें प्रबंधित करने का एक तरीका है। इसका उद्देश्य यह सुनिश्चित करना है कि सड़क रखरखाव के माध्यम से सड़क और फुटपाथ उपयोग के लिए सुरक्षित रहें और इसकी सामग्री में शामिल है:

- सड़कों और फुटपाथों का खराबी के लिए निरीक्षण कब किया जाता है
- खराबी किसे माना जाता है
- खराबी के बारे में पता चलने के बाद परिषद को इसके लिए प्रतिक्रिया करने में कितना समय लगेगा

यदि आपको इस दस्तावेज के साथ सहायता चाहिए, तो आप ग्राहक सेवा से 1300 023 411 पर संपर्क कर सकते/सकती हैं, या अगर आपको दुभाषिए की आवश्यकता है, तो आप टेलीफोन दुभाषिया सेवा (Telephone Interpreting Service) से 13 14 50 पर संपर्क कर सकते/सकती हैं।

Chinese (Simplified) / 普通话

Wyndham市议会负责管理本地道路和人行道。本《道路管理计划》是市议会管理道路和人行道的一种方式，旨在通过道路维护确保道路和人行道可以安全使用，计划内容包括：

- 何时检查道路和人行道是否有缺陷
- 哪些被认为是缺陷
- 市议会了解到缺陷后，需要多长时间才能做出反应

如果你想获得帮助理解本文件，可以拨打 1300 023 411 联系客户服务部，或者如果需要口译员，可以拨打13 14 50 联系电话口译服务处。

العربية

يتحمل مجلس مدينة ويندهام المسؤولية عن الطرق المحلية وممرات المشاة، وتعتبر خطة إدارة الطرق هذه من الوسائل التي يستخدمها المجلس في ذلك. تهدف الخطة إلى ضمان ملاءمة الطرق وممرات المشاة للاستخدام الآمن من خلال صيانتها، وتشمل محتوياتها:

- متى يتم فحص الطرق وممرات المشاة بحثًا عن أي خللٍ
- ما الذي يعتبر خللًا
- كم من الوقت ستتطلب استجابة المجلس للخلل بعد علمه بوجوده

إذا كنت ترغب في الحصول على مساعدة بشأن هذا المستند، يمكنك الاتصال بخدمة العملاء على الرقم 1300 023 411 أو الاتصال هاتفيا خدمة الترجمة الفورية على الرقم 13 14 50 للحصول على مترجم فوري عند الضرورة.

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Document Control

The Road Management Plan (RMP) is reviewed and revised as per the *Road Management Act 2004*. At a minimum it is reviewed every four years and revised as required. When a revision is proposed it is to be adopted by Council at an ordinary council meeting. The table below is a record of the revisions of the RMP.

Date	Summary of Changes	Record Number
18/02/2008	Revised standards for inspection, maintenance & repair.	A322946
09/06/2009	Amendments made to both the administrative procedures and the levels of service for inspection and maintenance activities.	A322942
24/06/2013	Amendments made to both the administrative procedures and the levels of service for inspection and maintenance activities.	A1168001
14/06/2017	Amendments made to both the administrative procedures and the levels of service for inspection and maintenance activities.	A1673153
30/11/2021	A thorough update of the entire document, including changes to formatting, wording, referencing and standards.	A3339345
TBC	Amendments made to the levels of service for inspection and maintenance activities.	TBC

The RMP is a public document, the current version can be viewed on the Wyndham City Council website as well as at the Civic Centre. For access to previous versions please contact customer service on 1300 023 411. This document is controlled by the Manager of Roads and Maintenance.

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Executive Summary

Wyndham City Council manages municipal (local) public roads and pathways. This Road Management Plan (RMP) is one tool used to do this. It aims to ensure that the public can safely use roads and pathways by undertaking maintenance, as far as reasonable considering various factors such as the resources available. This RMP applies to public roads and pathways within municipal road reserves. It does not apply to pathways in parks for example.

While Wyndham City Council is responsible for municipal (local) public roads and pathways, it is not responsible for everything to do with roads. The RMP outlines responsibilities for various parties including the State Government, Councils, road users and neighbouring properties. It then goes onto describe the infrastructure within the road reserve, how they are classified, as well as the management system that Council uses when making decisions around roads.

Finally, the RMP specifies in detail the standard of maintenance adopted by Wyndham City Council including:

- When inspections occur
- What is considered a defect
- The response time to address a defect once it has been identified

This version of the RMP is a significant update to the previous version with the following major changes:

- The plan has been rewritten so that it is easier to understand
- An improvement to pathway maintenance to reduce tripping hazards

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Glossary

Asset	An item of property. In this context usually infrastructure owned by Council such as roads, pathways, and other road infrastructure.
Capital Work	Work where an asset is created, this can include the creation of new assets to replace existing ones and renewals.
Coordinating Road Authority	As defined in the *Road Management Act 2004* and is usually the same as the land manager. e.g. Department of Transport is the Coordinating Road Authority for freeways and other State declared roads.
Arterial Roads	Refers to freeways, highways and declared mains roads, which are managed by the Victorian Government, through Head of Transport for Victoria (as the co-ordinating authority).
Municipal Roads	Road for which the municipal council is the co-ordinating road authority. The Road Management Act 2004 imposes specific duties on the municipal council with respect to the inspection, repair and maintenance of these roads and associated road-infrastructure.
Non-road Infrastructure	As defined in the *Road Management Act 2004* and refers to such things as gas pipes, sewerage pipes, electricity poles, bus shelters and roadside furniture.

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Pathway	As defined in the *Road Management Act 2004* and refers to footpaths, bicycle paths and shared use paths. This does not include bike lanes located on roads.
Periodic Maintenance	Tasks that are performed at a time interval to ensure that the asset continues to operate. Activities include inspections, repairs and replacements.
Public Road	As defined in the *Road Management Act 2004.*
Renewal	The replacement or refurbishment of an existing asset with a new asset or to an as-new condition.
Responsible Road Authority	As defined in the *Road Management Act 2004*, the road authority assigned operational responsibility for undertaking tasks.
Road Infrastructure	As defined in the *Road Management Act 2004* and refers to structures and materials forming part of the road, pathway or shoulder such as asphalt, gravel and lane markers.
Road Management Function	As defined in the *Road Management Act 2004.*
Road Related Infrastructure	As defined in the *Road Management Act 2004* and refers to infrastructure installed to facilitate the operation of the road such as traffic signals, streetlights and drains.

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Road Reserve	As defined in the *Road Management Act 2004* and generally refers to the entire parcel of land that a road is located in.
Roadway	As defined in the *Road Management Act 2004* and refers to the part of the road intended for driving motor vehicles on.
Routine Maintenance	Ongoing tasks that are undertaken to identify and prevent problems before they result in failure. Activities include inspections, minor repairs and replacements.
State Declared Roads	Roads that have been declared by a State government road authority and includes freeways, arterial roads and non-arterial State roads.

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SECTION 1 - INTRODUCTION

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Purpose

Wyndham City Council is responsible for municipal public roads, also known as local roads, within the Wyndham City area. As per the *Road Management Act 2004*, Wyndham City Council has adopted the option of using a Road Management Plan (RMP) as part of its approach to managing municipal public roads. This RMP aims to:

- Contribute to the provision of a safe and efficient road network
- Establish the system for the management of roadways, pathways and road related infrastructure that Council is responsible for based on policy, operational objectives and available resources
- Set the standards of the road management functions related to inspections, maintenance and repairs of roadways, pathways and road related infrastructure

The RMP applies to public roads and pathways within municipal road reserves. It does not apply to pathways in parks for example.

The legislation that has been considered in developing this RMP includes:

- *Road Management Act 2004*
- *Local Government Act 2020*
- *Local Government Act 1989*
- *Road Management (General) Regulations 2016*
- *Road Management Act 2004 – Code of Practice for Road Management Plans*
- *Road Management Act 2004 – Code of Practice Operational Responsibility for Public Roads*
- *Road Safety Act 1986*

Wyndham City Council policies and strategies have also been considered to ensure that this RMP is consistent with the adopted position of Council as a whole.

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Stakeholders

In preparing this RMP, Wyndham City Council has considered the interests of various stakeholders including:

- Motorists and other vehicle users
- Pedestrians
- Cyclists
- Ratepayers
- Emergency services
- Business and freight
- Wyndham City Council
- State Government Road authorities and adjoining Councils

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Road Authorities

There are multiple road authorities and understanding who is responsible for a section of road can be difficult to determine as the lines of responsibilities are complex. The main road authorities are Councils and the State Government. The State Government Road Authority is made up of the following:

- Transport for Victoria
- Department of Transport (DoT)
- VicRoads
- Regional Roads Victoria

The State Government is responsible for State declared roads, which includes freeways and arterial roads. The roads that the State Government is responsible for can be found on:

- Register of Public Roads published by VicRoads as the formal register of public roads
- Maps of Declared Roads published by VicRoads as a supporting document

It is noted that Councils do have some responsibilities on arterial roads, such as for service roads and pathways, for details please refer to *Code of Practice Operational Responsibility for Public Roads.*

The remaining public roads are generally municipal roads and are the responsibility of Council. Municipal roads within Wyndham City are listed on the Wyndham City Council's Register of Public Roads and is publicly available for viewing through the Wyndham City Council website. If any assistance is required accessing it, please contact Wyndham City Council customer service on 1300 023 411.

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Road Users' Obligations

Road authorities are not required to provide roads and pathways that are in perfect condition or are perfectly safe to use, as this would cost a lot to achieve and is unrealistic. The *Road Management Act 2004* and the *Road Safety Act 1986* require road users to take some responsibility when using a road. The responsibilities of road users under Section 17A of the *Road Safety Act 1986* are highlighted below as they are relevant to the functioning of the roads and the RMP.

17A Obligations of road users

(1) A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all the relevant factors.

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

(2A) For the purposes of subsections (1) and (2) and without limiting their generality, the relevant factors include the following—

(a) the physical characteristics of the road

(b) the prevailing weather conditions

(c) the level of visibility

(d) the condition of any vehicle the person is driving or riding on the highway

(e) the prevailing traffic conditions

(f) the relevant road laws and advisory signs

(g) the physical and mental condition of the driver or road user

Note

The above factors are relevant to section 106 of the Road Management Act 2004 (Matters which may be considered to constitute contributory negligence).

(3) A road user must

(a) take reasonable care to avoid any conduct that may endanger the safety or welfare of other road users

(b) take reasonable care to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve

(c) take reasonable care to avoid conduct that may harm the environment of the road reserve

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Force Majeure

Wyndham City Council will make all reasonable endeavours to meet the performance standards set in this RMP. There are circumstances beyond the control of Wyndham City Council that may prevent these standards from being met such as:

- Natural disasters
- Emergencies
- Shortages of materials and labour
- Major breakdowns of equipment

In such circumstances Wyndham City Council reserves the right to suspend its compliance with its RMP. This decision is to be made by the Wyndham City Council Chief Executive Officer (CEO) after careful consideration. If the CEO decides to suspend the requirements of the RMP it will inform Council officers of this in writing that some, or all, of the timeframes and response times are to be suspended. Once the events beyond the control of Council have abated, or if the events have partly abated, the CEO will write to Council officers and inform them which parts of the RMP are to be reactivated and when.

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SECTION 2 - ROAD MANAGEMENT SYSTEM

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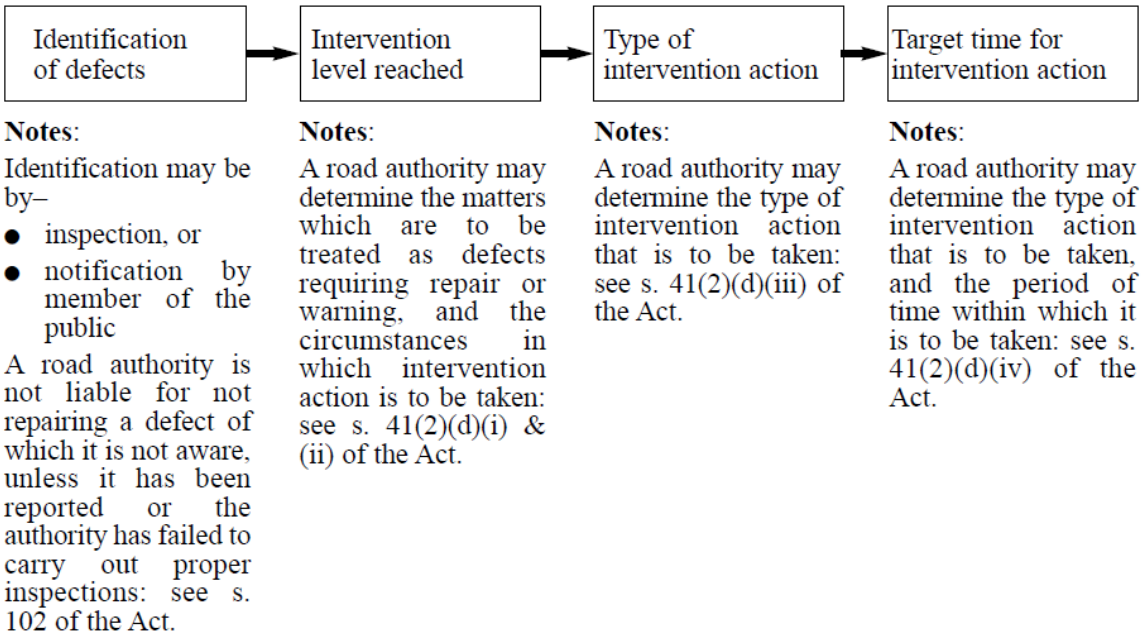
Management System

As per Section 7.5 of *Road Management Act 2004 – Code of Practice for Road Management Plans,* a RMP may include details of the management system that best meets a road authority's needs to discharge its duty to inspect, maintain and repair public roads such as:

- Policies and procedures for setting standards
- Monitoring road condition
- Establishing priorities and allocating resources
- Delivering and auditing maintenance programs
- Recording asset performance
- Responding to incidents

Schedule 1 Road Management Act 2004 – Code of Practice for Road Management Plans

Diagram illustrating a management system for inspection, maintenance and repair of road Infrastructure.



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Strategic Context

The RMP is one element in a larger system that Wyndham City Council uses to manage roads. This larger system includes strategies and plans such as:

- Council plan
- Financial plans and budgets
- Asset and service plans
- Transport strategies
- Road safety strategies

This RMP has been developed with consideration to these other plans and strategies so that it is in alignment with them.

Identification of Defects

Identification of defects may occur by:

- Inspections
- Request for service/ Notification by a member of the public

Wyndham City Council conducts scheduled inspections on a regular basis to proactively identify defects and minimise the risk to public safety. The timing for scheduled inspections is described in Section 4, Scheduled Inspections.

Wyndham City Council also conducts reactive inspections in response to when a member of the public notifies Wyndham City Council of a possible defect; these notifications are recorded in the Customer Request Management System. The timing for reactive inspections are described in Section 4, Reactive Inspections.

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Levels of Service

The levels of service for municipal public roads managed by Wyndham City Council are detailed in Section 4, Intervention Levels, and include the intervention level for each defect type and the response time to address them.

It is noted that during an inspection Council may use spray paint to mark pavements. This does not indicate that Council will repair a defect.

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Adjoining Municipalities

Wyndham City Council shares boundaries with the following local government municipalities:

- Hobsons Bay
- City of Greater Geelong
- Melton City
- Moorabool Shire
- Brimbank City

Some of these boundaries are in the centre of the road reserve, meaning that each Council is responsible for half of the road. As being responsible for half a road is not a practical way of managing an asset, Wyndham City Council has entered into agreements with neighbouring Councils and has transferred some maintenance responsibilities. These agreements are recorded in memoranda of understanding. At the time of writing of this RMP, the status of the memoranda of understanding with neighbouring Councils is as follows:

Neighbouring Council	Version	Record No.
Hobsons Bay	April 2021	A3019826
City of Greater Geelong	December 2020	A2875986
Melton City	February 2022	A4000691
Moorabool Shire	None	
Brimbank City	None	

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SECTION 3 – ASSET DESCRIPTIONS

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Assets

Wyndham City Council's responsibility for municipal public roads listed on the Register of Public Roads includes being responsible for:

- Road pavements
- Pathways (footpaths and shared user paths)
- Bridges
- Drainage
- Traffic signs

The table below shows the roads, pathways and road related infrastructure Wyndham City Council is responsible for within the road reserve and approximate quantities as of the date of publication of this RMP.

Item	Quantity
Road pavements	1849 km
Pathways (within road reserve)	2354 km
Kerb and channel	3010 km
Bridges and major culverts	192
Traffic signals	82

Wyndham City Council keeps detailed records of infrastructure assets in its asset management system.

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Asset Classifications

Wyndham City Council classifies roads and pathways into categories based on their importance to the transport network, as well as the risk to the public if a defect does occur. These categories are used to determine the standard of maintenance (inspection frequencies, intervention levels and response times). Roads and pathways of a higher priority may receive a higher standard of maintenance. This is not always the case though.

Road Classification	Description
Main	Distribute traffic between the State declared road network and provide access to the local network
Collector	Distribute traffic between the Main network and the local system
Local access	Provide abutting properties with access to the road network

Path Classification	General Description
3	Main shopping centres
2	Small shopping centres, schools, aged care facilities.
1	Residential and industrial streets

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Inclusions and Exclusions

The road reserve is a shared space that contains both road related infrastructure and other infrastructure such as telecommunications, gas pipes and sewerage. The standards set in the RMP relate to roadways, pathways and road related infrastructure only. See table below for examples of what the RMP covers and does not cover.

RMP covers	RMP does not cover
Road materials (E.g. asphalt, concrete, gravel)	Gas pipes
Road shoulders	Water pipes
Path materials (E.g. asphalt, concrete)	Telecommunications
Traffic signals	Electricity poles and cables
Kerb and channel	Rail infrastructure
Street lighting	Bus stops
Bridges and culverts	Fences
Street signs	Roadside and nature strips
Road drains	Tree condition
	Speed limits
	Design standards
	Rail crossings
	Stormwater drains that service private land

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Vehicle Crossovers (Driveway Crossovers)

Access to private property

In urban areas the adjoining property owner is responsible for constructing and maintaining the portion of the vehicle crossing (i.e., driveway) located between the road and the property boundary. (See Figure 1)

This also applies in rural areas where the property owner is responsible for constructing and maintaining the entire vehicle crossover from the edge of the road to property boundary. (See Figure 2)

Section 206 and Schedule 10 of the *Local Government Act 1989* gives Council powers over roads. As allowed in Clause 12, Schedule 10 Council has decided that it will require, the property owner for which the vehicle crossover provides access to and from the road, to construct, inspect, maintain, repair and renew vehicle crossovers. This has been formalised in Community Amenity Local Law (2023).

This responsibility extends to:

- The area between the front edge of footpath and the road
- The section of footpath within the vehicle crossover
- The layback, including any kerb and channel (gutter)
- Drainage, including end walls, headwalls and wingwalls

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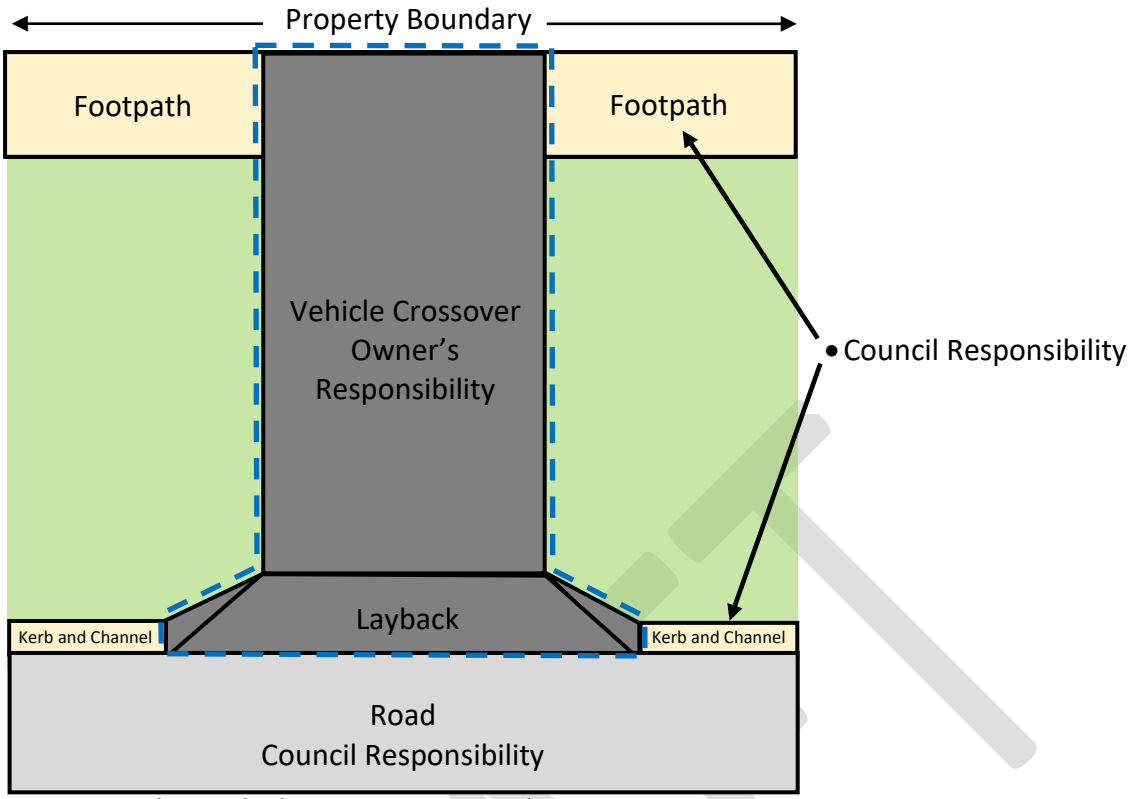


Figure 1: *Urban vehicle crossover example*

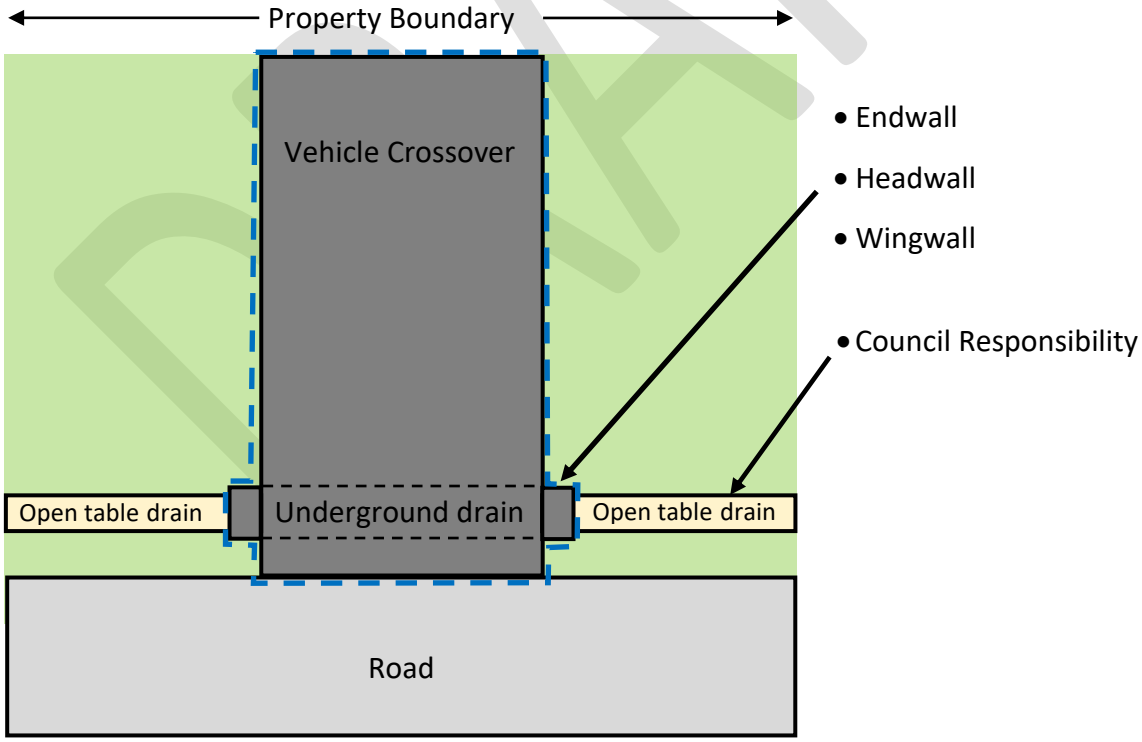


Figure 2*: Rural vehicle crossover example*

Property owner responsibility

Public Lighting

Councils are responsible for public lighting within the road reserve. Wyndham City Council engages Powercor, the electricity distribution company in Wyndham City, to operate and maintain public lighting on its behalf. Inspection schedules, intervention levels and response times are determined by Powercor. Any identification of defects for public lighting will be forwarded to Powercor for action.



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Traffic Signals

Responsibility for traffic signals is as per Section 9 of the *Road Management Act 2004 – Code of Practice Operational Responsibility for Public Roads*. Wyndham City Council is responsible for traffic signals on the municipal (local) road network. The State Government is responsible for traffic signals on State declared roads, including intersections between a State declared and a municipal road.

Wyndham City Council has opted to contract the Department of Transport (DoT) to operate and maintain traffic signals on its behalf. Inspection schedules, intervention levels and response times are determined by DoT. Any identification of defects for traffic signals will be forwarded to DoT for action.



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SECTION 4 - STANDARDS

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Scheduled Inspections

Roadways

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Compliance inspections are undertaken as part of an inspection regime or in conjunction with routine patrol maintenance to determine compliance with the approved intervention levels and to determine risk.	All road segments.	Inspect at least every **6** weeks.	Inspect at least every **7** months.	Inspect at least every **14** months.
Condition inspections are undertaken by suitably qualified and experienced personnel to determine overall structural condition of infrastructure. The inspections may include risk assessment.	All road segments.	**4**-year Pavement Management Survey.	**4**-year Pavement Management Survey.	**4**-year Pavement Management Survey.
	Bridges/Major Culverts – inspections as per the VicRoads bridge Inspection Manual.	**4**-year inspection cycle	**4**-year inspection cycle	**4**-year inspection cycle

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Street Trees

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Compliance inspections are undertaken as part of an inspection regime or in conjunction with reactive maintenance and block clearance activities to determine compliance with the approved intervention levels and to determine risk.	General compliance – undertaken as part of the road inspection regime, the block pruning regime or in conjunction with reactive maintenance to determine compliance with the approved intervention levels.	Inspect trees at least every **3** years.	Inspect trees at least every **3** years.	Inspect trees at least every **3** years.

Pathways

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		3	**2**	**1**
Compliance inspections are undertaken as part of an inspection regime to determine compliance with the approved intervention levels and to determine risk.	All pathways.	Inspect at least every **4** months.	Inspect at least every **7** months.	Inspect at least every **14** months.
Condition inspections are undertaken by suitably qualified and experienced personnel to determine overall structural condition of infrastructure. The inspections may include risk assessment.	All pathways.	**4**-year Condition Survey.	**4**-year Condition Survey.	**4**-year Condition Survey.

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Reactive Inspections

Roadways

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Reactive inspections are ad hoc inspections of infrastructure consequent to notifications from parties, to verify compliance with maintenance standards and to determine risk.	Driving surface defects.	Inspect within **5** working days of notification.	Inspect within **10** working days of notification.	Inspect within **20** working days of notification.
	Damaged or missing regulatory and warning signs.	Inspect within **5** working days of notification.	Inspect within **5** working days of notification.	Inspect within **5** working days of notification.
	Damaged all other road related signage including missing guideposts, marker posts, delineators, pavement markings, line marking and damaged or missing street furniture.	Inspect within **10** working days of notification.	Inspect within **10** working days of notification.	Inspect within **10** working days of notification.
	Bridges/Major Culverts.	Inspect within **5** working days of notification.	Inspect within **5** working days of notification.	Inspect within **5** working days of notification.
	Where a flood is likely to warrant the closure of a bridge/major culvert	Inspect within **4** hours of notification	Inspect within **4** hours of notification	Inspect within **4** hours of notification
	Missing/collapsed drainage pit lids.	Inspect within **3** working days of notification.	Inspect within **3** working days of notification.	Inspect within **3** working days of notification.
	Damaged or missing guard fencing.	Inspect within **3** working days of notification.	Inspect within **3** working days of notification.	Inspect within **3** working days of notification.

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INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		Main	Collector	Local Access
Reactive inspections are ad hoc inspections of infrastructure consequent to notifications from parties, to verify compliance with maintenance standards and to determine risk.	Emergency surface cleaning/clearing.	Inspect within **4** hours of notification.	Inspect within **6** hours of notification.	Inspect within **1** working day

Kerb and Channel

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		Main	Collector	Local Access
Reactive inspections are ad hoc inspections of infrastructure consequent to notifications from parties, to verify compliance with maintenance standards and to determine risk.	Kerb & Channel segment defects.	Inspect within **20** working days of notification.	Inspect within **20** working days of notification.	Inspect within **20** working days of notification.

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Pathways

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		3	2	1
Reactive inspections are ad hoc inspections of infrastructure consequent to notifications from parties, to verify compliance with maintenance standards and to determine risk.	Pathway defects.	Inspect within **15** working days of notification.	Inspect within **15** working days of notification.	Inspect within **20** working days of notification.

Street Trees

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		Main	Collector	Local Access
Reactive inspections are ad hoc inspections of assets consequent to notifications from parties, to verify compliance with maintenance standards and to determine risk.	Where tree or part of the tree has fallen across a path or road.	Inspect within **1** working day of notification.	Inspect within **1** working day of notification.	Inspect within **1** working day of notification.
	Where tree or part of the tree has fallen across a power line.	Inspect within **4** hours of notification.	Inspect within **4** hours of notification.	Inspect within **4** hours of notification.
	All other tree defects including intrusion into pedestrian and/or vehicle clearance zone and sight distance issues.	Inspect within **10** working days of notification.	Inspect within **10** working days of notification.	Inspect within **10** working days of notification.

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Vegetation (General)

INSPECTION	ASSET SEGMENT	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Reactive inspections are ad hoc inspections of assets consequent to notifications from parties, to verify compliance with maintenance standards and to determine risk.	Both within path environments and road environments, the management of vegetation so as to provide: • Line of sight at intersections • Line of sight to regulatory signage Suitable access to the vehicle envelope for the planned usage of the road/path	Inspect within **10** working days of notification	Inspect within **10** working days of notification	Inspect within **10** working days of notification

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Intervention Levels

Kerb and Channel

MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Take remedial and/or protection action and/or undertake temporary repairs.	K&C defect being: • level (height) differential greater than **50mm** • crack width greater than **50mm**	Take remedial action within **20** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action within **20** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action within **20** working days of inspection. If permanent works required place on budgeted works program.

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Roadways

MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Take remedial and/or protection action and/or undertake temporary repairs.	Asphalt surface defect being: • a pothole exceeding **200mm** diameter or **75mm** in depth • an edge break exceeding **100mm** width or **75mm** depth • individual unconnected pavement defects where the depth, measured with a 1.5 m straight edge, is greater than 100 mm and affects an area greater than 2 m^2	Take remedial action within **5** working days of inspection. Carry out repairs to an appropriate level within 30 working days of inspection.	Take remedial action within **10** working days of inspection. Carry out repairs to an appropriate level within 30 working days of inspection.	Take remedial action within **20** working days of inspection. Carry out repairs to an appropriate level within 30 working days of inspection.
	Unsealed shoulder and/or roadway: • corrugation (**repetitive 75mm** depth) • potholes (**300mm** diameter or **100mm** depth) • rutting (**100mm** depth wheel-path impression) • loss of crown or cross fall	Take remedial action within **5** working days of inspection. Carry out repairs to an appropriate level within 30 working days of inspection.	Take remedial action within **10** working days of inspection. Carry out repairs to an appropriate level within 30 working days of inspection.	Take remedial action within **20** working days of inspection. Carry out repairs to an appropriate level within 45 working days of inspection.
	Replace/repair missing or damaged regulatory and warning signs.	Take remedial action within **5** working days of inspection. Carry out repairs to an appropriate level within 15 working days of inspection.	Take remedial action where required within **5** working days of inspection. Carry out repairs to an appropriate level within 30 working days of inspection.	Take remedial action where required within **5** working days of inspection. Carry out repairs to an appropriate level within 30 working days of inspection.

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MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Take remedial and/or protection action and/or undertake temporary repairs.	Damaged all other road related signage including missing guideposts, marker posts, delineators, pavement markings, line marking and damaged or missing street furniture.	Take remedial action where required within **10** working days of inspection. Carry out repairs to an appropriate level within 45 working days of inspection.	Take remedial action where required within **10** working days of inspection. Carry out repairs to an appropriate level within 45 working days of inspection.	Take remedial action where required within **10** working days of inspection. Carry out repairs to an appropriate level within 45 working days of inspection.
	Missing / collapsed drainage pit lids.	Take remedial action where required within **3** working days of inspection. Carry out repairs to an appropriate level within 20 working days of inspection.	Take remedial action where required within **3** working days of inspection. Carry out repairs to an appropriate level within 20 working days of inspection.	Take remedial action where required within **3** working days of inspection. Carry out repairs to an appropriate level within 20 working days of inspection.
	Damaged or missing guard fencing.	Take remedial action where required within **3** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action where required within **3** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action where required within **3** working days of inspection. If permanent works required place on budgeted works program.

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MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Take remedial and/or protection action and/or undertake temporary repairs.	Regular maintenance of bridge decking, wearing surface, drainage, abutments and side rails including temporary repairs or erecting appropriate barriers, removal of dirt and gravel from kerbs and expansion joints, keeping the waterway area clear and free of weeds and debris.	Take remedial action where required within **5** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action where required within **5** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action where required within **5** working days of inspection. If permanent works required place on budgeted works program.
	Where a flood warrants the closure of a bridge/major culvert.	Take remedial action where required within **2** hours of inspection.	Take remedial action where required within **2** hours of inspection.	Take remedial action where required within **2** hours of inspection.
Take remedial and/or protection action and/or undertake temporary repairs.	For concrete roads. Defect is: • level (height) differential greater than **20mm** • crack width greater than **50mm**	Take remedial action and/or undertake temporary repairs within **15** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action and/or undertake temporary repairs within **15** working days of inspection. If permanent works required place on budgeted works program.	Take remedial action and/or undertake temporary repairs within **20** working days of inspection. If permanent works required place on budgeted works program.

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Street Trees

MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Take remedial and/or protection action and/or undertake temporary repairs.	Where a tree and/or part of a tree has fallen across a path, road or power line.	Take remedial action where required within **2** hours of inspection. Carry out permanent repairs within **10** working days of inspection.	Take remedial action where required within **2** hours of inspection. Carry out permanent repairs within **10** working days of inspection.	Take remedial action where required within **2** hours of inspection. Carry out permanent repairs within **10** working days of inspection.
	Other tree defects: • intrusion into pedestrian and/or vehicle clearance zone • diseased or poisoned tree • dead or dying tree	Take remedial action where required within **10** working days of inspection. Carry out permanent repairs within **40** working days of inspection.	Take remedial action where required within **10** working days of inspection. Carry out permanent repairs within **40** working days of inspection.	Take remedial action where required within **10** working days of inspection. Carry out permanent repairs within **40** working days of inspection.
Take remedial and/or protection action and/or undertake temporary repairs.	Where a tree is intruding into the power line clearance zone.	Maintenance is carried out in accordance with Council's Open Space Electrical Line Clearance Management Plan which is updated annually.	Maintenance is carried out in accordance with Council's Open Space Electrical Line Clearance Management Plan which is updated annually.	Maintenance is carried out in accordance with Council's Open Space Electrical Line Clearance Management Plan which is updated annually.

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MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
	Where a tree impacts significantly on planned light spill from streetlights	Carry out permanent repairs within **40** working days of inspection.	Carry out permanent repairs within **40** working days of inspection.	Carry out permanent repairs within **40** working days of inspection.

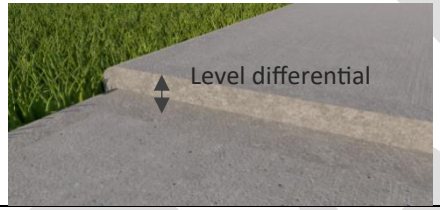
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Vegetation (General)

MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		Main	**Collector**	**Local Access**
Take remedial and/or protection action and/or undertake temporary repairs.	Both within path environments and road environments the management of vegetation as to provide: • line of sight at intersections • line of sight to regulatory signage • suitable access to the vehicle envelope for the planned usage of the road/path	Undertake permanent repairs within **40** working days of inspection.	Undertake permanent repairs within **40** working days of inspection.	Undertake permanent repairs within **40** working days of inspection.

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Pathways

MAINTENANCE ACTION	INTERVENTION LEVELS	FREQUENCY/RESPONSE TIME		
		3	**2**	**1**
Place on budgeted works program for future works and/or take remedial and/or protection action where required.	**Category B** defect: • crack width **greater than 20mm and less than 50mm** (excluding chipping or potholes) • level (height) differential **greater than 20mm and less than 50mm** 	Place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled.	Place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled.	Place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled.
Place on budgeted works program for future works and/or take remedial and/or protection action where required.	**Category A** defect: • crack width **greater than 50mm** (excluding chipping or potholes) • level (height) differential **greater than 50mm** 	Undertake rectification or temporary repairs within **15** working days of inspection. and, If temporary repairs are undertaken, place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled.	Undertake rectification or temporary repairs within **15** working days of inspection. and, If temporary repairs are undertaken, place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled.	Undertake rectification or temporary repairs within **20** working days of inspection. and, If temporary repairs are undertaken, place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled.

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Exceptions

It is Wyndham City Council's intention that the standards in this RMP are the adopted standards. At the discretion of Wyndham City Council, it may choose to repair or replace infrastructure and achieve a higher standard than what has been set in this RMP for the following reasons:

- Where it would be better value for money
- Where it would be more practical

When these occur, it is by exception and are not intended to change the adopted standards in this RMP.

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