

Road Management Plan 2021





Road Management Plan

As from 1 January 2020 the Head, Transport for Victoria (HTfV) replaced the Roads Corporation trading as VicRoads as the responsible road authority for freeways and arterial roads under s.37 of the *Road Management Act 2004 (the Act)*.

HTfV (the road authority) manages the roads for which it has responsibility under the *Act*, including Ancillary Areas, in accordance with this Road Management Plan. These roads include the freeways, arterial roads and any other roads specified in the Road Network Database and published in Register of Public Roads' and 'Road Maintenance Category – Road List'.

The 'Register of Public Roads' and 'Road Maintenance Category – Road List' provide additional details of each of the roads for which the road authority has responsibilities. The Register of Public Roads is not an "incorporated document" in this plan and is available on the road authority website vicroads.vic.gov.au. The Road Maintenance Category – Road List is an incorporated document in this plan and is available on the road authority website vicroads.vic.gov.au.

The purpose of the Road Management Plan is to:

- provide a safe and efficient road network for use by all members of the public,
- establish road asset management practices focused on delivering optimal outcomes while having regard to affordability, available resources, and the policies, priorities and strategies of government and road authorities,

- set out the policies and procedures adopted by the road authority to achieve its road maintenance standards; and
- describe the inspection frequencies and condition standards adopted by the road authority for various traffic conditions.

The Road Management Plan sets out the circumstances, the manner and the standards to which the road authority will perform its inspection, maintenance and repair responsibilities required to discharge its duties in the performance of those road management functions.

The Road Management Plan comprises the following documents:

- Road Infrastructure Management System, which sets out details of the management system and policies to be implemented by the road authority in the discharge of its duty to inspect, maintain and repair roads (Schedule A).
- Road Maintenance Standards, which are the standards in accordance with which the road authority performs its road management functions (Schedule B).

The Road Management Plan has been prepared in accordance with Division 5 of Part 4 of the *Road Management Act 2004*.

Queries in relation to this Road Management Plan should be directed to:

Executive Director – Transport Assets
Head, Transport for Victoria
60 Denmark Street
Kew Victoria 3101

Further information is also available on the road authority's website vicroads.vic.gov.au



Review and amendment of the Road Management Plan

The Road Management Plan has been reviewed and amended in accordance with Part 3 of the Road Management (General) Regulations 2016.

The Road Management Plan, as amended, takes effect on day of publication in the Government Gazette.

Version No.	Date of Effect	Amendment - Section	Amendment - Description A
1	30 October 2004		
2	1 April 2014		
3	25 February 2021	Introduction	Clarification of Head, Transport for Victoria as the Road Authority under the Act, RMP takes effect on day of issued gazette
		Schedule A	Inclusion of funding availability description (introduction)
		Schedule A	Inclusion of controls to access maintenance and long term programs (introduction)
		Schedule A	Inclusion of databases that roads are recorded in: the Road network Database, Register of public roads and the Road Maintenance Category list (phase 1)
		Schedule A	Inclusion of more factors that impact inspection, maintenance and repair standards (phase 1)
		Schedule A	Inclusion of reference to Network wide intervention analysis when developing maintenance program targets and using survey results to prioritise road surface and pavement projects (phase 2)
		Schedule A	Inclusion of performance requirements around maintenance specifications and surveillance plans (phase 3)
		Schedule A	Updated reference to Managing Pavements in Poor Condition Policy, provided examples of structures, and pavement condition benchmarking surveys is not completed annually on selected roads for benchmarking purposes (phase 4).
		Schedule B	Updated Obligations of Road Users to reflect the latest Road Safety Act contents.
		Schedule B	Clarification in days for each time period and removal of RMC 6 from all tables
		Schedule B - Table 3	Updated skid resistance hazard in accordance with Managing Pavements in Poor Condition Policy
		Introduction Schedules A & B	Minor editorial corrections, changes and clarifications to achieve accuracy, ensure consistency with the Act and improve readability, understanding and navigation of the document.

Notes:

1. Includes primary amendments only (excludes minor or editorial changes).
2. Road Management Plan as amended following a review by HTfV as required under section 54(6) of the *Road Management Act 2004*.

Schedule A

Road Infrastructure Management System

Outline

Road management involves the management of both physical road infrastructure and the aspects of the use and operation of that infrastructure. It applies to all road infrastructure including roads, structures (e.g. bridges), roadsides, signs, delineation, traffic control equipment, drainage etc. It involves all phases of the asset life cycle from planning and construction to the inspection, maintenance and repair of that infrastructure. It may also involve the disposal of that infrastructure when no longer required, is replaced or is transferred to another agency.

The road infrastructure management system supports road management by the inclusion of the road authority's policies and practices for the maintenance of existing road infrastructure, the processes relating to road infrastructure maintenance, the information management systems and the responsibilities of the road authority's managers with respect to road infrastructure maintenance.

The infrastructure management system assists the road authority to meet its statutory responsibilities and provide value to the community considering the funding available for inspection, maintenance and repair.

Fundamental inputs to this system are:

- Relevant legislation;
- Government policies and priority areas;
- Government objectives for road maintenance, in terms of Key Result Areas and Key Performance Indicators; and

- The Government budget for the maintenance and repair of road infrastructure.

The key components of this system, are set out in the following five phases:

Phase 1 - Developing standards and guidelines

Covers developing road infrastructure management strategies and establishing maintenance standards and road infrastructure performance targets for managing road infrastructure together with those aspects of the operation and use of the road network that affect road infrastructure performance and condition. It also covers preparing guidelines for development of the maintenance program.

Phase 2 - Developing the maintenance program

Covers using the results of road infrastructure condition survey, network demand, risk assessments, maintenance standards and performance targets, to identify gaps in performance and options for managing those gaps. This may involve repair or replacement and/or modifying the operation/use of road infrastructure. It also covers the methods used to develop priorities and select treatments for inclusion in the road maintenance program, considering current strategies and the available maintenance budget.

The development of forward works maintenance programs over multiple years is preferable to achieve better asset whole of life cost outcomes.

Phase 3 - Implementing the maintenance program

Covers developing specifications and contract administration arrangements for delivering the maintenance program. It also includes receiving and acting on customer feedback, preparing incident reports and record keeping.

Phase 4 - Auditing

Covers auditing of completed maintenance works. It also covers the procedures for collecting and storing information regarding road infrastructure condition and use.

Phase 5 - Reviewing

Covers reviewing road infrastructure performance following delivery of the maintenance program, together with periodic reviews of management strategies to assess that the maintenance program has delivered the expected benefits to road users and stakeholders. This phase also involves taking account of any external factors that are likely to influence the next program cycle.

The five phases are shown in the following Road Infrastructure Management System, Process Flow Diagram, which is adapted from Austroads 'Integrated Asset Management Guidelines for Road Networks'.

Process flow diagram



Phase 1

Developing Standards and Guidelines

1. Overview

The Road Management Act 2004 determines the roads for which Head, Transport for Victoria will be the coordinating road authority. These roads are recorded in the Road Network Database and published in the Register of Public Roads (in accordance with the Act and Road Maintenance Category – Road List).

The road authority identifies the road infrastructure on all roads or parts of roads for which it is the responsible road authority, in accordance with the Act and any Code of Practice referred to in s37(3) of the Act.

The road authority maintains a road asset system that records the location and nature of key infrastructure. These details are recorded when infrastructure is built or installed, and then updated progressively as any road infrastructure is changed.

Each year, as part of the Corporate Business Planning process, the road authority prepares strategic guidelines to assist with developing the maintenance program and recommendations for road infrastructure improvements for the coming year. These guidelines

address policy initiatives of the Victorian Government, ongoing directions identified in asset management strategies, and the effects of any changes in external influences.

Consistent with its management strategies, the road authority determines inspection, maintenance and repair standards with respect to road infrastructure (for example roadways and pathways) and road-related infrastructure (for example signs, lighting, etc). The road authority continues to develop maintenance standards and road infrastructure performance targets that reflect the best value for the community given the funding available for inspection, maintenance and repair. These maintenance standards are a key part of Road Management Plan.

Developing and publishing maintenance standards

This involves establishing (for different classes of roads and assets) appropriate inspection periods, types and severity of defects and time frames within which defects are to be addressed.

Performance targets

These are used to identify the desirable service standard to be provided within the funding available for inspection, maintenance and repair of road infrastructure.

A number of these targets will come from maintenance strategies.

2. Policies

- 2.1 The location, type, quantity and condition of important road infrastructure will be systematically monitored and recorded in the road asset system.
- 2.2 The safety of road users, the integrity of road infrastructure and the amenity of roadsides are important considerations in inspection, maintenance and repair standards.
- 2.3 Inspection, maintenance and repair standards and performance targets will be established using a risk management approach to best meet reasonable community expectations within the resources available for inspection, maintenance and repair. Road user costs will be taken into account when establishing performance targets.
- 2.4 Inspection, maintenance and repair standards and performance targets will vary across the road network in line with factors, including the geometry and location of a road, nature and volume of traffic on a road, the susceptibility of road infrastructure to deterioration, types of users of the road, operating speeds, the cost effectiveness of repairs and the competing priorities for funding.
- 2.5 The road authority will prepare Program Development Guidelines each year to provide strategic direction for the development of its maintenance program.



Phase 2

Developing the Maintenance Program

1. Overview

The road authority develops its maintenance program as part of the annual business plan development cycle. Development of the maintenance program is focused on:

- Implementing established road infrastructure management strategies; and
- Achieving established maintenance standards and road infrastructure performance targets for the optimum life cycle cost.

This is achieved through the following processes:

Identifying gaps in road infrastructure performance: This involves comparing the most recent results from periodic road infrastructure condition surveys to maintenance standards and performance targets.

- Network level analysis is carried out to examine the options available for managing identified performance gaps. Options are categorised into routine maintenance, periodic asset preservation or rehabilitation activities as well as opportunities for changing the operation and use of road infrastructure e.g. control of heavy vehicles.
- Routine maintenance addresses minor defects before significant deterioration occurs and ensures road user safety. Typically, this involves the identification and repair of defects such as potholes before they become hazards.

- Periodic asset preservation maintenance, sometimes referred to as asset preservation, is more substantial work designed to prevent deterioration of road infrastructure at minimum costs. Road resurfacing and corrosion protection for bridges are typical periodic work.
- Restoration/ Rehabilitation restores road infrastructure that has deteriorated and was providing a reduced level of service. These are more extensive repairs that will extend the service life of road infrastructure. Rehabilitation also reduces the demand for routine maintenance.

Developing initial maintenance program targets

This uses the network wide intervention analysis together with the existing maintenance program as a starting point. Consideration is given to the effects of likely funding scenarios, changes in external influences as well as any recent changes to management strategies. It also involves adjustments to maintenance program targets based on the preliminary network level analysis of road, structure, roadside, traffic signal and on-road electrical asset maintenance needs.

Preparing the maintenance program

This aims to identify the best mix of maintenance treatments that can satisfy the identified road infrastructure maintenance needs at the optimum life-cycle cost and within the level of funding provided.

The routine maintenance component of the program is the priority and is based on achieving maintenance standards with a specific focus on maintaining road safety.

Preparing the periodic asset preservation and rehabilitation components of the program then involves validation of candidate maintenance projects and assigning priorities to each project for all users of the road.

The prioritisation process is based on delivering the road authority and Government objectives. These priorities are used to help determine which projects are included in the annual maintenance program, managed within the available budget. Other program development tools are also used to assist with identifying the best mix of maintenance treatments.

Components of the maintenance program deal with the pavement, structures and roadside, as well as road safety, road use and traffic management facilities maintenance activities.

2. Policies

- 2.1 Candidate road pavement and road surface projects will be ranked in priority order using available survey results, network analysis, and an analysis of relative risks and needs.
- 2.2 Candidate structural maintenance projects (including works on heritage bridges) will be ranked in priority order using the risk management approach.
- 2.3 Candidate roadside maintenance projects will be identified and prioritised based on meeting statutory responsibilities, preserving roadside asset integrity as well as satisfying road safety criteria and environmental goals.
- 2.4 Candidate electrical maintenance projects are ranked in priority order using asset condition and relative risks and needs.
- 2.5 Inspections will be carried out of road infrastructure identified as potential candidates for periodic maintenance or rehabilitation to identify the most cost-effective treatment and scope of each project.

Phase 3

Implementing the Maintenance Program

1. Overview

Maintenance works are carried out in ways that aim to ensure the safety of both road workers and road users as well as minimizing network disruption.

The Road Authority generally uses a combination of internal and external resources to deliver its maintenance program.

Comprehensive and accurate records of day-to-day inspections, maintenance activities and completed works are an important part of the maintenance program delivery process.

This is achieved using the following processes:

Developing maintenance specifications and surveillance plans.

This involves documenting performance requirements and administration arrangements that assist the road authority to ensure that its maintenance standards contracts are being met. As well as information management requirements to ensure that changes to assets are recorded and provided in the required format.

Managing customer comment and feedback.

This involves the road authority seeking and receiving comments and feedback on road infrastructure performance and condition from a wide variety of sources, recording that information and then acting on it in a systematic manner.

Managing incidents

This involves the early identification and appropriate response to incidents on freeways and arterial roads, such as the presence of debris, vehicle breakdowns and other safety hazards. An important part of managing incidents is to provide road users with timely advice as to how to avoid delays that may be associated with incidents. The management of some larger incidents comes under State emergency management planning arrangements, where the road authority performs a support role.

The inspection requirements for sites of fatal crashes on freeways and arterial roads are set out in the *'Guidelines to Complete Fatal Crash Reports'*.

The inspections are conducted to identify contributions to these crashes from road conditions and/or road operations, with the aim of identifying possible work or other remediation that would help reduce the risk of future crashes. Sites of significant crashes (non-fatal) and where a "Notice of Incident" is received may also require inspection.

Managing the delivery of maintenance works

This involves the systematic surveillance and auditing of each contractor's quality assurance system and operations to verify compliance with contract requirements, including the achievement of maintenance standards.

Controlling heavy vehicle mass and dimension

Heavy vehicles are a large contributor to damage to road pavements and structures. To reduce the incidence of vehicles carrying more than the legal mass, the road authority uses quality assurance programs for heavy vehicle operators to self-regulate compliance with mass limits. The road authority delivers education and training programs to individuals and companies involved with operating heavy vehicles, as well as carrying out random on-road checks for compliance with mass limits. The road authority ensures that permits are issued to carry loads above general mass limits, provided special vehicles are used and specific routes are followed.

The road authority also designates routes for some classes of heavy vehicles e.g. B Doubles and over-dimensional vehicles, to ensure damage to roads and structures is minimised.

Managing route and lane usage protects both road infrastructure and vehicles using the road.

The road authority may place restrictions on larger vehicles so that, where standard bridge and vegetation height and width clearances are not feasible, traffic lanes and routes are managed safely, (e.g. provision of warning signs for low vertical clearance under bridges and vegetation).

2. Policies

- 2.1 The road authority maintenance specifications will be based on the road authority's established maintenance standards.
- 2.2 Appropriate, timely responses will be provided to comments and feedback from road users and the community regarding road conditions and any safety concerns, including feedback to the person initiating the contact and confirming action taken.
- 2.3 The road authority will prepare incident reports for fatal crashes and other significant incidents on freeways and arterial roads using a risk-based approach. Recommendations from these reports will be considered to identify and implement appropriate safety treatments, intended to help reduce the risk of future crashes.
- 2.4 Maintenance works will be carried out in ways that appropriately manage safety for road users and road workers and in a manner that minimises delays and inconvenience to road users and the community.
- 2.5 Accurate records will be kept of completed maintenance works, including the type of work, its location and the time when the maintenance work was carried out.

Phase 4

Auditing

1. Overview

Audits commence when implementation of the maintenance program begins, and are part of the road authority's contract management processes.

Road infrastructure condition surveys are carried out to provide information for audits, to enable changes in road infrastructure condition to be monitored over time, and to provide up to date condition data for the next road infrastructure maintenance program development cycle. The maintenance program is also intended to protect public investment in road infrastructure. This is monitored by using the results of infrastructure condition surveys to regularly update and report the valuation of infrastructure. This is achieved using the following processes:

Auditing of maintenance program outputs, which is intended to confirm whether maintenance projects were delivered on time, within budget and to the specified quality.

Monitoring road infrastructure condition, which involves conducting surveys to collect information on road infrastructure condition. Separate procedures establish the requirements for systematic monitoring, reporting and evaluation of road pavements, road surfaces, structures, roadsides and electrical road infrastructure.

2. Policies

- 2.1 Road pavement condition surveys will be conducted every two years on declared roads. Annual reports will be prepared to show the surveyed road condition within each region.
- 2.2 Road surface condition surveys will be carried out periodically on declared roads (including sealed shoulders). In addition, impaired roads will be managed in accordance with the Managing Pavements in Poor Condition Policy.
- 2.3 Structure condition monitoring is carried out to assess the condition of each structure and its principal components. New structures will be inspected within 12 months of commissioning. All bridges and major culverts, including heritage bridges, will be inspected every two to five years, depending on their condition. All structures will be inspected in accordance with the requirements of the Bridge Manuals.
- 2.4 The road authority will periodically report the effect of its maintenance program on infrastructure condition and on the valuation of that infrastructure.

Phase 5

Reviewing

1. Overview

Reviews are carried out by the road authority to ensure that the maintenance program is achieving the objectives of road infrastructure management strategies and that customers and stakeholders are consulted regarding the outcomes of the maintenance program.

This is achieved using the following processes:

- Reviewing infrastructure performance, which aims to determine whether performance expectations are being achieved. The outputs of condition surveys and maintenance inspection records are used to assist with these reviews.
- Reviewing road infrastructure management strategies, which aims to determine whether the objectives of strategies have been achieved. This type of review would normally be conducted periodically as required. It also may involve an assessment of whether there is a need to update strategies.
- Reviewing customer feedback and stakeholder requirements, which involves the regular assessment of customer and stakeholder satisfaction with the outcomes of maintenance programs. It also involves the analysis of outcomes from:
 - Austroads road user surveys to measure its User Satisfaction Index, together with the collection of performance data to produce its National Performance Indicators; and
 - HTfV Enquiry Tracking System to ensure that standards for managing customer feedback are being met.

- Assessing changes in external influences, which involves continuous monitoring of factors outside of the road authority's control that may affect future maintenance demands. These factors may include changes in road users, industry, weather patterns, changes in traffic loading, availability of maintenance materials, changes in land use, changes in funding, risk management requirements etc.

2. Policies

- 2.1 The outcomes of maintenance programs will be reviewed, and the results of these reviews will be used to reassess performance targets and maintenance strategies.
- 2.2 A survey of customers and stakeholders will be periodically held to determine their satisfaction with maintenance program outcomes.

Schedule B

Road Maintenance Standards

1. Obligations of Road Users

Road users have a duty in respect of the use of a highway. For drivers, this duty is set out in section 17A of the *Road Safety Act 1986* which states:

- (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.
- (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.

Cyclists and pedestrians when using a highway must do so in a safe manner having regard to the above factors.



2. Definitions

Defect – for the purposes of these maintenance standards, a defect is a change in road condition that is not a hazard.

Hazard – for the purposes of these maintenance standards, a hazard is that described in Table 3.

Hazard Inspection Frequency – is the frequency of inspections of a road to identify hazards. The nominated inspection frequency is listed in Table 1, and an additional 10% margin is allowed.

Where the required frequency would result in the inspection falling on a day other than a Weekday, the inspection may be undertaken on the first following Weekday.

Response Code – is a code, designated by a letter from 'A' to 'H', that indicates the control mechanism and the response time for addressing a particular hazard on a particular road. The control mechanisms are included in Table 2.

Response Time – is the time allowed to respond to a hazard, which is based on consideration of the hazard type and severity. Response Time is measured from the time the hazard is identified by, or notified to, the road authority and is listed in Table 2. An additional 10% margin on these times is allowed.

Road Maintenance Category (RMC) – the nominated RMC for each road is determined by the road authority according to an assessment of risk, taking into account factors such as road function, road type and volume and type of traffic. The RMC for a road is designated by a number from '1' to '5' and is contained in the Road Maintenance Category - Road List (see Section 6 for further details).

Weekday – any day other than a Saturday or Sunday or any public holiday recognised in Victoria within the place where the inspections are to be undertaken.



3. Hazard Inspection Type and Frequency

- (i) Table 1 describes the hazard inspection type and frequency for each RMC. Table 2 identifies the response codes and response times. Table 3 describes the hazard and the response code applicable to each RMC. Note: The road infrastructure and roadside aspects listed in Table 3 refers to those for which HTfV is the responsible road authority.
- (ii) Where the road authority identifies a hazard to road users caused by the condition of the infrastructure, assets or roadside, which is the responsibility of an authority other than HTfV, the road authority will notify the responsible authority in accordance with clause 9(2), Schedule 7 of the Act.
- (iii) A duty to inspect, maintain and repair a road does not impose a duty to upgrade or maintain a road to a higher standard than that to which the road was constructed (s.40(2) of the Act).
- (iv) The road authority conducts inspections of the parts of an arterial road intersecting with a municipal road within the limits of its responsibility and with respect to all road infrastructure that is provided for the operation of the intersection in accordance with clauses 9 and 11 of the Code of Practice for Operational Responsibility for Public Roads (refer Victoria Government Gazette No. S174 Tuesday 30 May 2017 or as amended from time to time).

Table 1 – Hazard Inspection Type and Frequency by RMC

Inspection Type	RMC 1	RMC 2	RMC 3	RMC 4	RMC 5
Day-Time	Each Weekday	Twice per 7 days	Once per 7 days	Once per 14 days	Once per 30 days
Night-Time	Not Exceeding 180 days	Not Exceeding 180 days	Not Exceeding 180 days	Not Exceeding 365 days	Not Exceeding 365 days

Note: The **Hazard Inspection Frequency** for each RMC does not apply to:

- Pedestrian overpass or underpass structures and pathway structures located in the roadside remote from the roadway; and
- Pathways located within the road reservation of a freeway. Inspection of these road infrastructure elements is to be carried out twice yearly (every 180 days) frequency, with a 30-day maximum latitude.

Table 2 – Road Risk Action Response

Reason Code	Control Mechanism	Response Time
A	Inspect and rectify, if feasible, or provide appropriate warning. #	Within 4 hours of inspection or notification
B		Within 24 hours of inspection or notification
C		Within 7 days of inspection or notification
D		Within 30 days of inspection or notification
E		Within 90 days of inspection or notification
G*		Within 8 hours of inspection or notification
H*		Within 16 hours of inspection or notification

Notes:

* These response codes are only relevant to traffic signal related hazards.

Appropriate Warning

Where because of the nature of the work required, level of resources required or workload, it is not feasible to rectify a hazard within the time shown in Table 2, **appropriate warning** of the hazard is to be provided by the road authority or its contractor(s) until a suitable repair or treatment can be completed.

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

- Provision of warning signs;
- Traffic control action;
- Diverting traffic around the site;
- Installation of temporary speed limits;
- Lane closures;
- Closure of the road to use by certain vehicles (e.g. a load limit); and
- Road closures.

Table 3 – Hazard Response - Response Code by Hazard and RMC

Description of Hazard	RMC	1	2	3	4	5
Pavements						
Obstructions and Substances in Traffic Lanes						
Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, accumulation of dirt or granular materials on the traffic lane of sealed roads		A	A	B	B	C
Ponding of water >300mm deep, fallen trees, oil spills, stray livestock		A	A	A	B	B
Pavement or Surface						
Potholes in traffic lane of a sealed pavement greater than 300mm in diameter and greater than 100mm deep or in the traffic lane of an unsealed pavement greater than 500mm diameter and 150mm deep		A	B	C	C	D
Where assessment of skid resistance in accordance with the Managing Pavements in Poor Condition Policy indicates remediation is required.		C	D	D	D	D
Deformations >100mm under a 3m straight edge		A	B	C	C	D
Edge drops onto unsealed shoulder >100mm		n/a	B	C	C	D
Drainage						
Damaged or missing drainage pit lids, surrounds or grates in pedestrian areas or traffic lanes		A	B	B	D	D

Description of Hazard	RMC	1	2	3	4	5
Roadside						
Vegetation						
Tree limbs or trees that are in immediate likelihood of falling on the roadway		A	A	A	B	B
Trees shrubs and grasses that have grown to restrict design sight distance to intersections or restrict viewing of safety signs.		C	C	D	D	D
Vegetation clearance less than 4.5m in height, unless signed otherwise, over traffic lanes and the trafficable portion of shoulders, or protruding over the edge of seal.		C	D	E	E	E
Vegetation clearance less than 2.5m in height, unless signed otherwise, over a pedestrian/bicycle path, or protruding over the path edge.		E	E	E	E	E
Roadside Furniture						
Safety Signs* - Missing, illegible, damaged, and misleading making them substantially ineffective.		C	D	D	D	D
Guideposts - Missing or damaged at a critical location** making them substantially ineffective		C	D	D	E	E
Safety Barriers and Fencing - Missing or damaged at a critical location** making them substantially ineffective		C	D	D	E	E
Islands, Footpaths and Bicycle/Shared Paths - Defective pedestrian areas with a step > 50mm		D	D	D	E	E
Pavement Markings - Missing, illegible or misleading at a critical location**.		A	A	A	B	B
Structures[^]						
Visible damage likely to affect road user or public safety		A	A	A	B	B
Traffic Signals & Other On-Road Electrical Assets						
Traffic signal failure		G	G	G	G	G
Traffic signal controller or traffic signal pole knocked down		H	H	H	H	H
Traffic signal facing wrong direction		G	G	G	G	G
Walk/do not walk globe inoperative		G	G	G	G	G

Notes

* safety signs

- Is a road sign that provides the driver with advice on the safe use of the road. For example, a regulatory sign, warning sign or hazard marker as defined by Traffic Engineering Manual Volume 2. This manual is not an "incorporated document" in the Road Management Plan. These signs may be static or electronic. This manual may be viewed, or a copy obtained from the road authority's website (vicroads.vic.gov.au).
- For advance warning and direction signs located on a municipal road or non-arterial State road approach to an intersection with an arterial road (being signs that directly relate to the operation of the intersection), hazard inspections by the road authority will be conducted at the relevant frequency equivalent to the 'night-time' frequency for the intersecting arterial road as specified in Table 1.

** **critical location** - is a location where the road alignment and/ or pavement width and/or geometry are identified by additional markings or furniture to guide the travelling public (cars, trucks, motorcycles, bicycles and pedestrians).

[^] **structures** - are bridges, culverts, sign gantries or other designated structures (e.g. retaining walls, noise walls, high mast lighting structures) which have been assigned an asset structures number under the Bridge Management System.

Act Requirements

Note that, under the Act:

- s.40(4) - the road authority's statutory duty to inspect does not apply to any roadside that has not been developed by a road authority for use by the public as a roadway or pathway, nor to non-road infrastructure which is installed in the road reserve.
- s.107 - the road authority does not have a statutory duty or a common law duty to maintain, inspect or repair the roadside, including trees on the roadside, of any public highway (whether or not a public road).
- s.109 - the road authority does not have any liability for any damages that may be caused by reason of any road not being fenced in or fenced off.

4. Additional Maintenance Activity

Maintenance of the road network is also carried out to preserve the road infrastructure. The details of this maintenance are described in the Road Infrastructure Management System - Schedule A.

5. Road Maintenance Category - Road List

The Road Maintenance Category - Road List records the RMC for each road or each section of road where different sections have different RMCs.

The Road Maintenance Category - Road List is not contained in this Road Management Plan but is incorporated in full in accordance with section 53(2) of the Act.

The Road Maintenance Category - Road List may be amended when required to accommodate changes such as road use, the construction of new roads or changing management responsibilities.

It is recommended that this Road Management Plan be read together with the latest version of the Road Maintenance Category - Road List which may be viewed or a copy obtained from the road authority's website vicroads.vic.gov.au.

6. References

Code of Practice for Operational Responsibility for Public Roads:

Vicroads.vic.gov.au/about-vicroads/acts-and-regulations/road-management-act-regulations-and-codes/codes-of-practice-under-the-road-management-act

Road Management Act 2004: legislation. vic.gov.au Road Safety Act 1986: legislation. vic.gov.au

Road Maintenance Category - Road List:

Vicroads.vic.gov.au/about-vicroads/acts-and-regulations/road-management-plan

Traffic Engineering Manual Volume 2:

Vicroads.vic.gov.au/business-and-industry/technical-publications/traffic-engineering

