

**Southern
Grampians Shire
Council**

**Road Management
Plan**

V2.20

Adopted by Council 14/10/2009

Contents

1	Introduction	1
1.1	The Legislative Basis	1
1.2	Key Stakeholders.....	2
1.3	Interpretation of Terms.....	2
1.4	The Purpose of the Plan.....	3
1.5	Obligations of Road users.....	3
1.6	Corporate Relationships	4
1.7	Physical Resources	4
2	Local Road Asset Description	5
2.1	Register of Public Roads	5
2.2	Asset Register.....	5
2.3	Hierarchy	6
2.3.2	Footpath & Bicycle / Shared Path Hierarchy	8
2.4	Utilities and Non Council Assets.....	9
3	Standards	9
3.1	Construction Standards.....	9
3.2	Maintenance Standards.....	10
3.3	Levels of Service	10
3.4	Customer Requests	11
3.5	Maintenance Management.....	12
4	Road Network Inspection & Maintenance	13
4.1	Inspections.....	13
4.2	Intervention Levels	14
4.3	Defect Reporting and Prioritisation of Repairs	14
4.4	Irregular or Unforeseen Events.....	Error! Bookmark not defined.
5	Reference Documents.....	15
6	Plan Review.....	15
	Appendix 1 – Road Inspection Standards and Defect Response.....	16

1 Introduction

1.1 The Legislative Basis

The Victorian State Government has enacted the Road Management Act 2004. As such, from 1st January 2005 all road authorities will be required to have road management plans in place.

This Road Management Plan (referred to hereafter as the 'Plan') is prepared in accordance with Section 79 of the Road Management Act 2004 (referred to hereafter as the 'Act').

The purpose of the Road Management Act is to establish a coordinated management system that will promote safe and efficient road networks at state and local government levels and the responsible use of road reserves for other legitimate purposes.

This Plan reflects the purposes and objectives of the Council as specified under Sections 6 and 7 of the Local Government Act, 1989.

The Road Management Act defines a road to include:

- (a) any public highway
- (b) any ancillary area
- (c) any land declared to be a road

Public Roads include any roads previously defined as Declared Roads plus those roads that a road authority regards as reasonably required for general public use.

Furthermore the Local Government Act 1989 (LGA) describes a public highway as a road which is open to the public as a right, irrespective of whether the road is in fact open to traffic, and includes a road:

- (a) Declared to be a public highway under section 204(1) or under any other Act.
- (b) Which becomes a public highway under section 24(2)(c) of the Subdivision Act 1988:

The term "road" includes:

- (a) A street; and
- (b) A right of way; and
- (c) Any land reserved or proclaimed as a street or road under the Crown Land (Reserves) Act 1978 or the Land Act 1958; and
- (d) A passage; and
- (e) A cul-de-sac; and
- (f) A by-pass; and
- (g) A bridge or ford; and
- (h) A footpath, bicycle path or nature strip; and

- (i) Any culvert or kerbing or other land or works forming part of the road

Section 205 of the LGA states:

- 1) A Council has the care and management of all public highways (vested in Council)... and roads.
- 2) A Council that has the care and management of a road;
 - (a) Must ensure that if the road is required for public traffic, it is kept open for public use (Subject to the exercise of any powers that it has to the contrary under Schedules 10 and 11); and
 - (b) May carry out work on the road; and
 - (c) Is not obliged to do any particular work on the road, and in particular, is not obliged to carry out any surface or drainage work on an unmade road.

1.2 Key Stakeholders

Key stakeholders include operators and users of the road network and comprise the following:

Southern Grampians Shire Council as the local road authority

VicRoads

Parks Victoria

DSE

VicTrack

Utility providers (Telstra, Wannon Water, Origin Energy, Powercor, TXU, AGL etc.)

Emergency Agencies (Police, Fire, Ambulance, SES)

Road Users incorporating:

- General public including ratepayers, tourists and visitors to the area
- Commercial vehicle operators
- Commercial and agriculture industries

1.3 Interpretation of Terms

Terms used in this Plan have the same meaning as the specific definitions included in the Road Management Act 2004.

1.4 The Purpose of the Plan

The purposes of this Plan are:

- to establish a management system for the road management functions of the Southern Grampians Shire Council (SGSC) which is based on policy and operational objectives and available resources;
- to identify the relevant standards or policy decisions in relation to the discharge of duties in the performance of those road management functions; and
- to identify the management systems required for Council to implement in the discharge of its duty to inspect, maintain and repair public roads for which the Council is responsible.
- to remind road users that it is their duty to drive to the conditions of the road.

The provisions of this Plan apply to those local roads and pathways which are deemed to be required for public traffic within the Shire boundary as identified in the register of public roads. For arterial roads within the Shire boundary, VicRoads is the responsible road authority. The code of practice titled "Operational Responsibility for Declared Freeways and Arterial Roads" has been developed to provide for the demarcation of responsibility between arterial and municipal roads.

1.5 Obligations of Road users

Section 138 of the Act amends the Road safety Act (1986) by including Section 17A to provide the following obligations of road users.

- A road user who drives a motor vehicle on a public highway must drive in a safe manner having regard to all the relevant factors including:
 - a) Standard of construction of the road
 - b) Prevailing weather conditions
 - c) Level of visibility
 - d) Condition of the motor vehicle
 - e) Prevailing traffic conditions
 - f) Relevant road laws and advisory signs
 - g) 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 avoid any conduct that may endanger their safety or welfare
- A road user must take care to avoid causing the risk of damage to a public highway or any infrastructure in, on, under or over a road reserve.
- A road user must treat with respect the environment of a road reserve.

If a person has an incident arising out of the condition of a public road or infrastructure, the person must give notice to the responsible road authority within 30 days if they propose to seek compensation, as per Section 115 of the Act

1.6 Corporate Relationships

The Council Plan 2009-2013 recognises the importance of asset management. The MAV Advanced Step Program, asset management plans and the reviewing and maintaining of the infrastructure capital works and maintenance program have been incorporated into the Council Plan. This Road Management Plan has been developed to assist in the sustainability of the provision and maintenance of Council's infrastructure.

Council has an Asset Management Policy, and Asset Management Strategy which provide the framework for the improvement of Councils asset management. This Plan has been developed with regard to the Asset Management Policy and Asset Management Strategy.

Council annually reviews its Organisational Service Profiles, which determines the allocation of financial and other resources to each function of Council. The resources allocated for works on local roads and pathways are based upon Council's Financial Strategy, Organisational Service Profiles, and Council Plan 2009-2013 which has due regard for the overall service delivery priorities of each function of Council. The structure of the budget sets out how the allocated expenditure is distributed across the functional areas and the split between operational and capital components. The capital component provides for the renewal and provision of new road assets in their various categories, which may include -:

- Urban and Rural road improvements
- Urban and Rural road reseals
- Gravel road resheeting
- Bridges
- Footpaths
- Kerb & Channel
- Roadside Assets
- Rural Property Access
- Stormwater Drainage

1.7 Physical Resources

Staff

Council employs a direct labour workforce for its maintenance and construction activities. These activities are undertaken from depots located throughout the Shire, with the main depot located in Hamilton. The Council has an Enterprise Agreement which along with the Victorian Local Authorities Award recognises the need to continually improve its efficiency and effectiveness through a program of continuous improvement which strives to meet Best Value principles.

Plant

Council owns and operates a fleet of heavy and light plant for use in its road maintenance and construction activities. A rolling plant replacement program is reviewed and updated annually during the budgeting process. Due to fluctuating work demands and seasonal conditions, additional plant is hired to ensure efficient usage levels for Council activities. Council hires the additional plant through plant hire contracts.

Contractors and Suppliers

Council annually considers which of its services it intends to deliver by contract and typically this will include supply contracts for the following:

- Supply of bitumen, fuel, quarry products, and other stores items
- Plant hire, and minor works and services.

These contracts are contained in a number of contract documents, which are updated following the tender process for new contracts.

2 Local Road Asset Description

2.1 Register of Public Roads

As part of this Plan, Council has developed a Register of Public Roads. The register details Council's road assets by providing the Road name, Location, and Classification within the Road Hierarchy

The Council has determined that those local roads and pathways on the Register of Public Roads are those public highways that are considered to be reasonably required for general public use.

The provisions of this Plan apply to those local roads and pathways listed in Council's Register of Public Roads. This will be periodically updated and made available to the public at Council's engineering offices.

2.2 Asset Register

Council currently utilises a number of asset management systems as its asset register, to record the details of the key road related assets for which it is responsible. The register includes sealed, gravel, and formed roads in the urban and rural parts of the shire which Council has adopted for public access or use. The register does not include rural roads or urban streets or lanes which are not open to the public for general access, private streets, or public road reserves where there is no formed road.

Arterial Roads -: Assets on Arterial roads are not included in this plan, with the exception of service roads, footpaths and bicycle paths, as detailed in the code of practice titled "Operational Responsibility for Declared Freeways and Arterial Roads".

Driveways -: The Act provides that a road authority is not liable for private driveways and pathways on road reserves that provide access to land

adjoining a road. This includes culverts which are utilized to pass water under a property entrance in rural parts of the Shire.

Rail Bridges and Level Crossings -: VicTrack is responsible for maintaining railway level crossings and rail bridges in Southern Grampians Shire, in the immediate vicinity of the railway line. Council is responsible for maintaining the approaches to the rail line and bridges, and approach signage on the local road network.

Abutting Municipalities -: Council shares responsibility for managing roads on the boundaries of our municipality with the following abutting municipalities:

- Glenelg Shire
- Moyne Shire
- Rural City of Ararat
- Horsham Rural City
- West Wimmera Shire Council

Agreements are in place to clarify maintenance responsibility for these roads. The Asset Register identifies which Councils have maintenance responsibilities for which sections of the boundary roads.

2.3 Hierarchy

2.3.1 Road Hierarchy

The primary purpose of a road hierarchy is to ensure that appropriate management, engineering standards and planning practices are applied to a road based on its function. It also enables more efficient use of limited resources by allocating funding to those roads that are in greater need and on which expenditure is better justified.

Council has previously adopted a road hierarchy which has been reviewed as part of the development of this plan.

In reviewing the road hierarchy, it was determined a four tier system, would best suit Southern Grampians Shire Council. These classifications are Link, Collector, Access and Limited Access roads.

A schematic diagram of the various road classifications is illustrated in Figures 1 and 2 for urban and rural areas respectively. The intent of the diagrams is to depict the relative function of the road classifications in terms of the main road through an area, the various collectors/distributor roads and access roads.

Tables 1 and 2 provide a description of each classification of the road hierarchy.

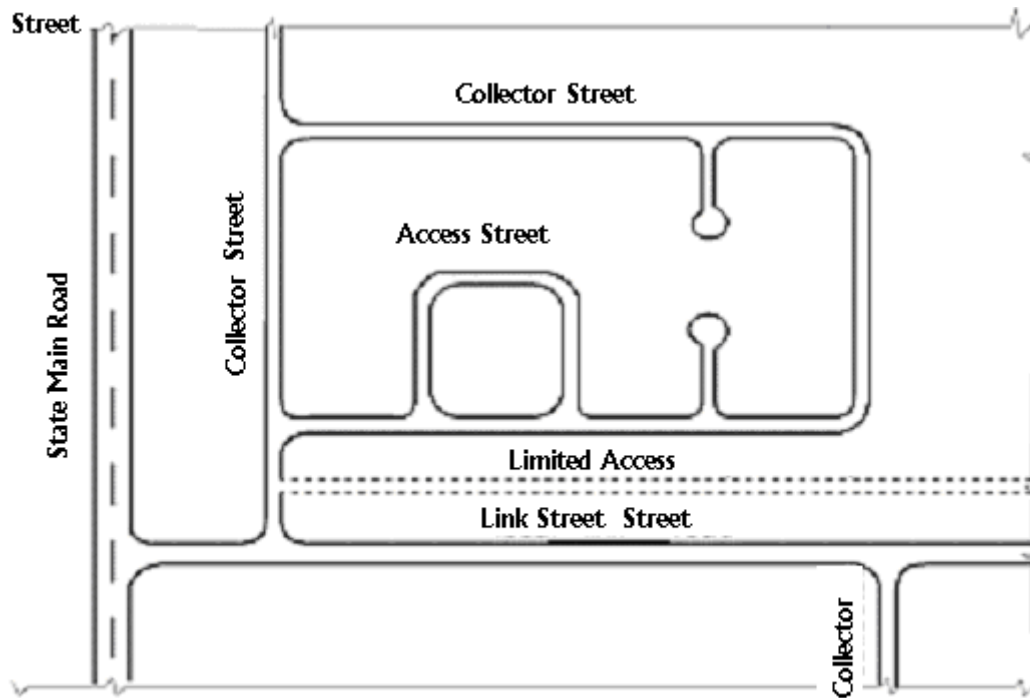


Figure 1: Schematic Diagram of Road Classification System for Urban Area

Table 1: Road Classifications in Urban Areas

Class Type	Service Function Description
Link Street	Provides primarily for the main connection from, urban centers and local areas to the wider State main arterial road network
Collector Street	Provides for collecting and distributing traffic and acting as a feeder service to local arterial roads
Access Street	Provides predominantly for direct access to properties, recreational areas and industries in urban zones
Limited Access Street	Provides primarily for limited access to rear of properties or within recreational parks

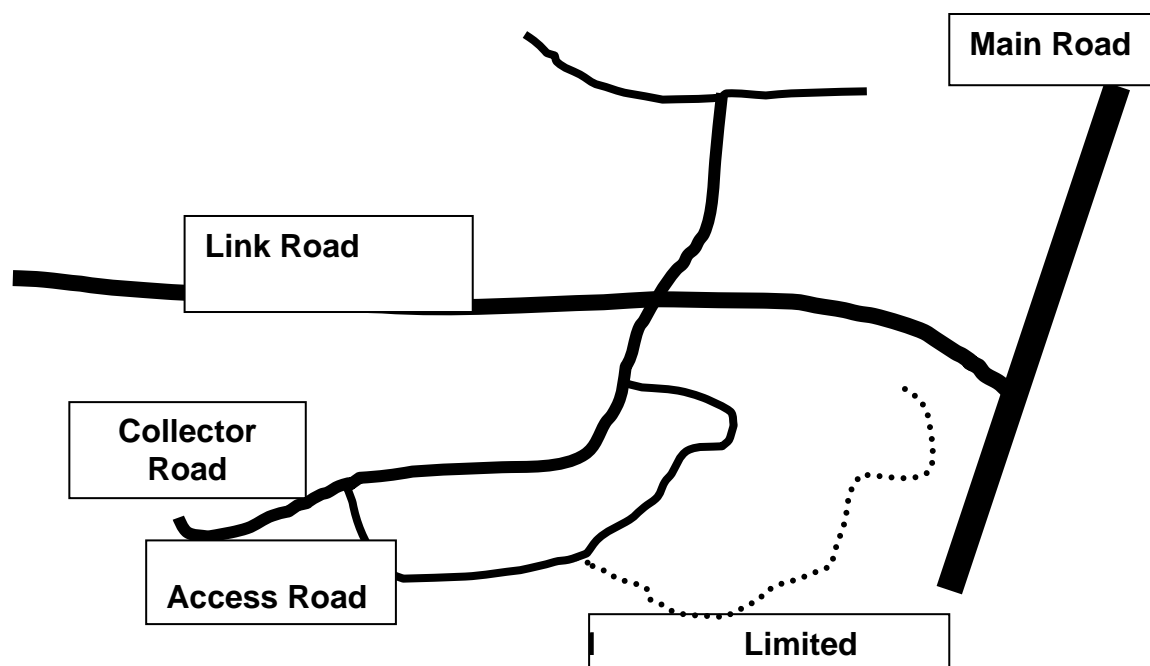


Figure 2: Schematic Diagram of Road Classification System for Rural Roads

Table 2: Road Classifications in Rural Areas

Class Type	Service Function Description
Link Road	Provides primarily for the main connection from, town centers and local areas to the wider State main road network
Collector Road	Provides for collecting and distributing traffic and acting as a feeder service to local arterial roads
Access Roads	Provides predominantly for direct access to properties, recreational areas and industries in urban and rural zones
Limited Access Road	Provides primarily for fire and property access

2.3.2 Footpath & Bicycle / Shared Path Hierarchy

The primary purpose of a footpath hierarchy is to ensure that appropriate management practices are applied to a footpath based on its usage. It also enables more efficient use of limited resources by allocating funding to those roads that are in greater need and on which expenditure is better justified.

In determining the footpath hierarchy, it was determined that a three tier system would best suit Southern Grampians Shire Council. These classifications are A, B, and C, and have been determined by the amount of usage, and relative location to various facilities. Table 3 provides a description of each classification of the footpath hierarchy.

Table 3: Footpath Classifications

Class Type	Service Function Description
A	Provides for high usage with a large portion of elderly pedestrians using public facilities in the immediate area.
B	Provides for medium-high usage with portion of elderly pedestrians using public facilities in nearby areas.
C	Provides for low usage of pedestrian access to nearby areas

2.4 Utilities and Non Council Assets

While Council is not responsible for utilities and other non-council assets located within the road reserve, Council has a duty of care to ensure that these assets are in a safe condition for the public in general. The “Management of Road and Utility Infrastructure in Road Reserves” Code of Practice has been developed to provide practical guidance for utilities and road authorities to work cooperatively to facilitate the installation, maintenance and operation of road and non-road infrastructure within road reserves.

If in the course of meeting its obligations under this Plan, the Council becomes aware that any non-road infrastructure for which a service provider is responsible appears to be in an unsafe condition, Council will convey that information to the relevant service provider.



Example: damaged telecoms pit lid in a footpath is a potential hazard to pedestrians. (Photo source ARRB).

3 Standards

3.1 Construction Standards

The Southern Grampians Shire Council has a wide variation in the geometry of its existing road assets. This is has resulted from the amalgamation of four former municipalities in September 1994.

Existing road reserve widths vary from 10m to 60m. Sealed road pavements vary from 3m to 20m wide. Different road dimensions are evident between townships such as Hamilton in comparison to towns

such as Dunkeld, Peshurst, and Braxholme. Roads may be formed, gravel or sealed and may or may not have kerb and channel, footpaths or underground drainage.

Council's Asset Management strategy has the basic principles that assets shall be renewed-before-new in its approach to road construction.

3.2 Maintenance Standards

Councils Local Road Asset Management Plan provides details of the standards to be adopted for maintaining its assets on the Local Road Network.

Council has limited financial resources at its disposal, and little opportunities to increase its income as it is heavily reliant on grants from Federal and State governments to deliver its services.

Previous asset surveys have identified that there is a funding gap for Council to improve from its current road maintenance/rehabilitation level of service up to the desired level of service.

In adopting road service levels, Council will take into account the following:

- Outcomes from its Roads Best Value Review;
- Annual resident satisfaction surveys;
- Recommendations from Council's Road Safety Committee;
- Evaluation of risk;
- Available funds;
- The adopted Road Hierarchy.

3.3 Levels of Service

Levels of Service are determined from the public consultation process and customer satisfaction surveys. They reflect the strategic objectives of Council and are based on:

- Customer expectations for quality of service and willingness to pay
- Legislative requirements; environmental standards, regulations and legislation that impacts the way assets are managed
- Council's mission and objectives as stated in the Council Plan 2009-2013
- Available resources, particularly financial constraints
- Organisational delivery mechanisms

3.4 Customer Requests

- Customer requests may be received from a number of sources both internal and external as follows:
- The Public
- Employees
- Councillors
- Others

It is Councils intention to maintain a Customer Request system to allow for the actioning and tracking of requests received by Council. The intended workflow for road management related requests is shown in figure 3.

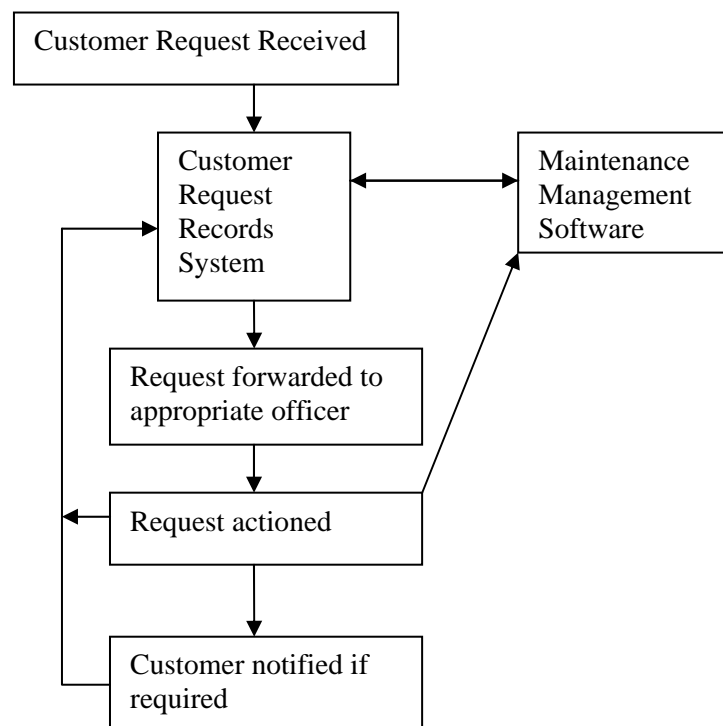


Figure 3: Maintenance Management System Process

Council has an on-call service which operates 24 hours a day, seven days a week. This service is designed to respond to emergency requests, and undertake temporary action to reduce risk and improve safety until more permanent action can be organized.

3.5 Maintenance Management

The inspection, maintenance and repair process can be instigated from routine inspections, customer requests (including staff, general public, and councillor requests), or by emergency requests. Section 4 outlines the frequency and standards of routine inspections to be conducted on the local road network. In order to streamline the inspection process, it is Council's intention to maintain a Maintenance Management System (MMS). The MMS will allow the programming and recording of routine inspections, along with providing consolidated works programs, and recording of maintenance for both routine and emergency activities. The process for the MMS is summarized in Figure 4.

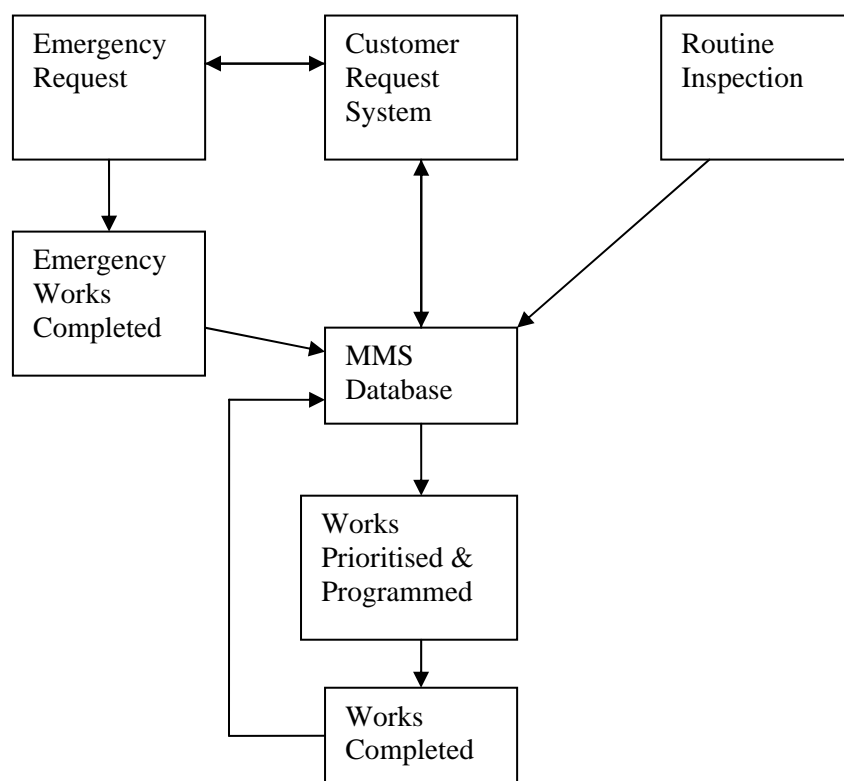


Figure 4: Maintenance Management System Process

4 Road Network Inspection & Maintenance

4.1 Inspections

Survey and inspection processes are required for the competent management of the road network. The proposed inspection frequencies have been summarized in Tables 3 and 4.

Inspection Type	Road/Street Classification			
	Link	Collector	Access	Ltd Access
Incident	As per Road Management Act requirements			
Safety/Defect	3M	6M	1Y	1Y
Condition	3Y	3Y	3Y	3Y
Bridges (Level 1)	1Y	1Y	1Y	1Y
Night (Sealed Roads)	1Y	1Y	-	-

Table 3: Road Inspection Timeframes

Footpath / Bicycle Path Classification	A	B	C
Inspection Frequency	6M	1Y	1Y

Table 4: Footpath / Bicycle Path Inspection Timeframes

Incident Inspections

The Act requires that an Incident Inspection is carried out following the notification by a member of the public of an incident that was contributed to by the state of the road asset.

Safety/Defect Inspections

These inspections are undertaken in line with Table 1, and identify defects outside the tolerable level, which are likely to create a safety issue, or serious inconvenience to the users of the road network. These inspections can also be completed following the notification to Council of a defect within the road network. This notification can come from members of the public, Council employees, or other users of the road network.

Condition Inspections

These inspections are undertaken to determine the structural integrity of the road network. Structural deficiencies may impact the short term serviceability as well as the ability of the component to continue to perform for the duration of its intended life span.

Other Inspections

Footpath/bicycle paths, drainage, bridges and night inspections are all safety/defect inspections.

4.2 Intervention Levels

Maintenance intervention levels for asset types are provided for each road class as described in Appendix 1 – Road Inspection Standards and Defect Response. These have regard to safety, serviceability and structural requirements. The intervention levels set have regard to the Australian Road Research Board's "Unsealed Roads Manual", and "Sealed Local Roads Manual" and accepted engineering standards.

4.3 Defect Reporting and Prioritisation of Repairs

Defects within the road network will be recorded following a safety/defect inspection. Where defects are identified, they are programmed for works to be undertaken to maintain the network within the tolerance levels described in Appendix 1.

4.4 Events beyond control of Council

Council will make every endeavour to meet all aspects of its Road Management 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 said Act, consider the limited financial resources of Council and its other conflicting priorities, meaning Council's Plan cannot be met, they will write to Council's Officer in charge of its Plan and inform them that some, or all of the timeframes and responses in Council's 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 Council's Officer responsible for Council's Plan and inform them which parts of Council's Plan are to be reactivated and when.

5 Reference Documents

Legislation, Codes of Practice, Guidelines, and other Council documents that are relevant to this Road Management Plan include:

Legislation	-	Local Government Act 1989
	-	Road Management Act 2004
	-	Transport Act 1983
	-	Road Safety Act 1986
Codes of Practice	-	Operational Responsibility for Public Roads
	-	Road Management Plans
	-	Managing Utility and Road Infrastructure in Road Reserves
	-	Worksite Safety Traffic Management
Council Documents	-	Council Plan 2009-2013
	-	Council Asset Management Policy
	-	Council Asset Management Strategy
	-	Council Policy Manual
	-	Council Road Safety Strategy
	-	Council Budget
	-	Council Best Value Review Policy
	-	Council Risk Management Policy
	-	Council Human Resources Manual
	-	Council Municipal Fire Prevention Plan
	-	Council Roadside Management Plan
Other References	-	ARRB Sealed Road Manual
	-	ARRB Unsealed Road Manual

6 Plan Review

This Plan will be reviewed in accordance with the Act having regard to:

- Asset performance following delivery of maintenance program;
- The level of achievement of asset management strategies against the expected benefits to road users, stakeholders and the community; and
- Road funding
- The consideration of any external factors that is likely to influence the contents of this Plan.
- Best Value Review findings.

Appendix 1 – Road Inspection Standards and Defect Response

Council conducts programmed inspections of the local road network as detailed in Section 4.1 of the Road Management Plan. The following tables provide details of:

- the intervention level, or the level at which a defect is considered intolerable; and
- the type of response of the maintenance crews of Council either by:

Response Code	Target Response Time	Defect Control Mechanism
B	Within one working day of safety/defect inspections or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
BA	Within two working days of safety / defect inspection or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
C	Within one week of safety / defect inspection or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
CA	Within two weeks of safety / defect inspection or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
D	Within one month of safety / defect inspection or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
E	Within three months of safety / defect inspection or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
F	Within six months of safety / defect inspection or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
G	Within one year of safety / defect inspection or notification	Inspect, and rectify defect if possible, or provide appropriate warning #
P	The extent to which defects are rectified and the timing of rectification works will be dependant on competing priorities, risk, financial and other resources.	Inspect, and rectify defect if possible, or provide appropriate warning #
T	The extent to which defects are rectified and the timing of rectification works will be dependant on competing priorities, risk, financial and other resources.	Inspect, and rectify defect if possible.
N/A		Not Applicable
<p># Where, because of the nature of the repair required, unforeseen circumstances, or current workload, it is not possible to rectify within the time shown in the above table, appropriate warning of the hazard is to be provided until the repair can be carried out.</p> <p>"Appropriate warning" could include, for example:</p> <ul style="list-style-type: none"> * Provision of warning signs, * Traffic control action * Diverting traffic around the site * Installation of a temporary speed limit * Lane closure * Closure of the road to certain vehicle types * Road closure 		

Table 6. Defect Type and Response Description of Defect (Intervention Level)	Response Code by Road Hierarchy							
	Rural				Urban			
	Link	Collector	Access	Ltd Access	Link	Collector	Access	Ltd Access
Obstruction & Substances in Traffic Lane								
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.	C	C	CA	CA	BA	BA	C	CA
Ponding of water > 300mm deep, fallen trees, oil spills, stray livestock.	C	C	CA	CA	B	B	BA	C
Pavement or Surface Defects								
Potholes in traffic lane of a sealed pavement > 300mm in diameter and > 100mm deep, or in traffic lane of unsealed road > 500mm in diameter & > 150mm deep.	CA	CA	F	G	BA	BA	E	N/A
Installation of warning signs or treatment at sites where measurement and/or assessment in accordance with the skid resistance policy indicates a slippery surface	D	D	G	N/A	C	C	D	E
Deformations > 100mm under a 3 metre long straight edge.	E	F	G	N/A	D	F	G	G
Edge drops onto unsealed shoulder on a sealed road > 100mm.	E	F	G	N/A	D	F	G	G
Drainage								
Damaged or missing drainage pit lids, surrounds, grates, in pedestrian areas or traffic lanes.	D	D	G	G	BA	C	G	G
Vegetation - Trees Shrubs & Grassed Areas								
Tree limbs or trees that have been classified as in danger of falling	E	F	G	G	E	F	G	G
Trees, shrubs or grasses that have grown to restrict design sight distance to intersections, or restrict viewing of safety signage.	E	F	G	G	D	F	G	G
Vegetation in a rural area intruding within an envelope over roadways from the back of shoulder, and/or kerb, and a minimum distance of 4.5 height clearance over pavement and trafficable portion of road shoulders.	E	T	T	T	N/A	N/A	N/A	N/A
Vegetation in an urban area including within an envelope of 3m minimum height clearance over parking areas and 4.5m minimum height clearance over through traffic lanes.	N/A	N/A	N/A	N/A	E	G	T	T
Vegetation which presents a physical hazard to the public over pedestrian/bicycle paths, intruding into a clearance envelope between edges of path & a minimum of 2.5 m height clearance over path.	N/A	N/A	N/A	N/A	D	F	G	G

Table 6. Defect Type and Response Cont Description of Defect (Intervention Level)	Response Code by Road Hierarchy							
	Rural				Urban			
	Link	Collector	Access	Ltd Access	Link	Collector	Access	Ltd Access
Roadside Furniture - Safety Signs*, Guideposts, Safety Barriers & Fences, Seats & Litter Bins								
Safety signs missing, illegible, or damaged making them substantially ineffective.	E	F	G	G	D	F	G	G
Missing, or damaged guide posts at a critical location** making them substantially ineffective.	E	F	G	G	D	F	G	G
Missing or damaged safety barriers or fences at a critical location** making them substantially ineffective.	F	F	G	G	D	F	F	G
Pavement Markings								
Missing, illegible or confusing pavement markings at a critical location**.	F	F	G	G	E	F	G	G
Structures - Bridges, Cattle Underpasses & Bus Shelters								
Damage to structure affecting structural performance	P	P	P	P	P	P	P	P
Traffic Signals and On-Road Electrical Assets								
Traffic signal inoperable or confusing	D	D	D	N/A	D	D	N/A	N/A
	Response Code by Footpath Classification							
Footpath and Bicycle / shared paths	A			B		C		
Defective pedestrian area with a step greater than 50mm	D			F		G		
Defective pedestrian area with a step greater than 30mm	F			-		-		
<p>* A "safety sign" is a sign that provides the driver with advice on the safe use of the road.</p> <p>** A "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).</p>								