

Attachment 11

Revision Schedule

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Amendments 2015

ID	Amendment 2015	Nature of Amendment
1.1	Attachment 3 Reprint road hierarchy maps to account for changes since last RMP update	Administrative (no public notice required)
1.2	Attachment 3 Reprint path hierarchy maps to account for changes since last RMP update	Administrative (no public notice required)
1.3	Attachment 4 <ul style="list-style-type: none"> • Part 2: Add reference to VicRoads arterial parking bays in hazard inspection frequency table (as new dot point in VicRoads arterial roads), refer to Table 3 of Public Road Register and nominate frequency of 2 years. • Part 2: Add 'VicRoads arterial parking bays' with frequency of 2 years to first page of hazards for Road Pavement (p. 41) and Road Surface (p. 43). • Adjust Work Order System accordingly – add arterial parking bay segments to zone maps under Access Roads. 	Increase in service standard (no public notice required)
1.4	Attachment 10 Insert new instrument of delegation once finalised.	Administrative (no public notice required)
1.5	Section 2.3 & Attachment 6 Remove reference to Department of Transport demarcation as agreement has been terminated	Administrative (no public notice required)
1.6	Section 2.3 & Attachment 6 Update section on Rail Authority Agreement to reflect current status	Administrative (no public notice required)
1.7	Attachment 4, Part 1, Pg. 10 Expand and further detail some examples of temporary works for a variety of different road assets.	Administrative (no public notice required)
1.8	Attachment 3, Table 3 Industrial roads definition: Amend second dot point to "provision of safe pedestrian and cyclist access where possible".	Administrative (no public notice required)
1.9	Section 1.1 Update Road Management Act (2004) to date 1 November 2010	Administrative (no public notice required)
1.10	Section 1.1 Update section to reflect 2013 Review	Administrative (no public notice required)

ID	Amendment 2015	Nature of Amendment
1.11	Section 1.2 Update Table 1 to include “and public transport” in item (v) – due to amendment in the Act	Administrative (no public notice required)
1.12	Section 1.5 Update key Council strategy documents and Vision themes	Administrative (no public notice required)
1.13	Section 1.5 Update “Integrated Transport Strategy Plan” and “Bicycle Plan Review ”	Administrative (no public notice required)
1.14	Section 1.6 Change “Discretionary Rate Funding Allocation Policy” to “Untied Funding Allocation Policy”	Administrative (no public notice required)
1.15	Section 1.8 Update to reflect the consultation process for the 2013 review	Administrative (no public notice required)
1.16	Section 1.8 Add the following points to list of review considerations: <ul style="list-style-type: none"> • Recommendations from internal/external audits • Recommendations from strategies/plans • Community satisfaction data • Road and path hierarchies • Demarcation responsibilities 	Administrative (no public notice required)
1.17	References Update documents listed to current	Administrative (no public notice required)
1.18	Attachment 3 Amend desirable widths for shared paths from 2.5m to 3.0m, and industrial access routes from 1.4m to 1.4-2.0m. This reflects current Knox standard drawings.	Increase in service standard (no public notice required)
1.19	Attachment 4; Part 2 Amend footpath hazards FP-027A and FP-008B to >20mm to align with maintenance service levels which were amended in 2010.	Administrative (no public notice required)
1.20	Attachment 11	Administrative (no public notice required)

ID	Amendment 2015	Nature of Amendment
	Update revision schedule with latest amendments	
1.21	Various Rectification of spelling and grammatical errors Pg. 17, 26 Attach 3 Pg. 1 Attach 4 Pg. 122, 152 Attach 5 Pg. 7, 8	Administrative (no public notice required)
1.22	Attachment 2, Page 1 Include footpaths on private land (which form part of the footpath network) as inclusions to asset register but not specifically listed in public road register	Administrative (no public notice required)
1.23	Attachment 2 Reprint public road register to be current	Administrative (no public notice required)
1.24	Attachment 9 Update WO system flow chart to reflect minor process changes	Administrative (no public notice required)
1.25	Attachment 4 Reduce frequency for vegetation inspections on Link Roads and Arterial Roads from 6 months to 1 year to align with line clearance, contractor and industry expectations. <ul style="list-style-type: none"> • Change in Attachment 4, Part 2 – p. 13, p. 51, p. 68 	No public notice required as trees do not meet the Road Management Act definition of a road, roadway, pathway, road infrastructure or road-related infrastructure, hence are not subject to the amendment provisions of the Road Management (General) Regulations – therefore administrative.
1.26	Attachment 4: Part 2 Amend shared path hazards SP-027A and SP-008B to >20mm to align with maintenance service levels which were amended in 2010.	Administrative (no public notice required)
1.27	Attachment 6 Add missing page (schedule of locations) from Whitehorse agreement.	Administrative (no public notice required)
1.28	Attachment 7 Add updated VicRoads operational agreement	Administrative (no public notice required)

Amendments 2010

- A) Summary of RMP Administrative Amendments 2010

TABLE A - SUMMARY OF RMP ADMINISTRATIVE AMENDMENTS

Amendment ID	2009 Review ID	RMP Chapter	RMP Section / Table / Figure	Amendment	Date	Type of Amendment	Notice of amendment required
2010.01	001	1	1.1 Introduction	add text: <i>This document refers to the Road Management Act 2004 incorporating amendments as at 1 January 2010</i>	2010	Administrative	No
2010.02	002	1	1.1 Introduction	add text: <i>Having originally developed its Road Management Plan in 2004, Knox City Council reviewed the plan in September 2006 following a 12 month operational period. This latest revision of the plan reflects the outcomes of the most recent review conducted in 2009 in accordance with Section 54 of the Road Management Act 204 and Regulation 301 of the Road Management (General) Regulations 2005.</i>	2010	Administrative	No
2010.03	003	1	Table 1 - General Functions of a road authority	Change text: <i>To manage use of a road effectively to meet its primary purpose of being a public road without having adverse adverse effect on the safe and efficient operation for other uses of the road and on the environment.</i> Add text: <i>i (...) served by the road authority</i> <i>iv to design, construct, inspect repair and maintain roads and road infrastructure.</i>	2010	Administrative	No
2010.04	004	1	1.3 Obligations of Road Users	delete section 1.3 replace with quotation from section 17A of the Road Safety Act 1986 and add text: <i>Whilst Council, as a responsible road authority, has a statutory duty to inspect, maintain and repair a public road, it should be noted that section 40 (2) of the Act provides that a road authority's duty to inspect, maintain and repair a public road does not include a duty to upgrade a road or to maintain it to a higher standard than the standard to which the road is constructed.</i>	2010	Administrative	No
2010.05	005	1	1.5 Related Council Strategies	Amend references to the Community and Council Plan, Key Result Areas and Strategic Objectives to reflect the most recent Community and Council Plan documentation	2010	Administrative	No
2010.06	006	1	1.5 Related Council Strategies	Amend text <i>This Road Management Plan, will ultimately be should be read in conjunction with Council's Road Asset Management Plan and Footpath Asset Management Plan which further define roles and responsibilities and assess the long term financial implications of managing the road network. A draft of this document is to be delivered to Council in 2006....."Sound Stewardship"</i> Add paragraph: <i>Since the making of the Knox Road Management Plan in 2005, a number of supporting operational documents have been developed. These provide Council staff with practical guidance for the implementation of the adopted management system and policy directives contained within this Plan. Relevant reference documents are listed in this Plan (refer References). Internal documents are reviewed and updated as required.</i>	2010	Administrative	No
2010.07	008	1	1.8 Road Management Plan Adoption and Review	Replace the final paragraph so all reference to the previous review is described in the past tense and add a paragraph describing the current review: <i>The current review process was conducted in accordance with Regulation 301 and 302 of the Road Management (General) Regulations 2005. The review evaluated the appropriateness of Council's Road Management Plan. The objective was to ensure that the standards in relation to, and the priorities, to be given to, the inspection, maintenance and repair of the roads and classes of roads to which the plan relates are appropriate.</i> <i>The recent review considered the following:</i> <i>o Amendments to relevant Acts and regulations since the making of the Road Management Plan</i> <i>o Staff feedback regarding implementation of the existing policy directives</i> <i>o Historic service delivery performance (inspection, repair and maintenance)</i> <i>o Road Management Plans of neighbouring municipalities</i> <i>o Facilities for public feedback</i> <i>o Accessibility of system documentation and data audibility</i> <i>o All road management policies and procedures were reviewed including Council's approach to:</i> <input type="checkbox"/> responding to reported incidents <input type="checkbox"/> monitoring hazards and asset condition <input type="checkbox"/> setting standards for inspection repair and maintenance <input type="checkbox"/> establishing maintenance priorities <input type="checkbox"/> allocating resources <input type="checkbox"/> delivering and auditing maintenance and inspection programs <input type="checkbox"/> recording asset performance <i>It is intended that future reviews will be conducted in a similar manner at the intervals prescribed by the regulations.</i>	2010	Administrative	No
2010.08	010	2	2.3 Demarcation of Road Authority Responsibilities	Adjust statement: <i>*It is intended that the appropriateness of agreements entered into with other road authorities are reviewed annually whenever the Road Management Plan is reviewed.*</i>	2010	Administrative	No
2010.09	011	2	2.3 Demarcation of Road Authority Responsibilities Sub-heading Agreement with Vic Roads	Change wording "Non-Urban" to "Rural"	2010	Administrative	No
2010.10	012	2	2.3 Demarcation of Road Authority Responsibilities	Add note to refer to status of agreements with DoT, Parks Vic/ DSE and rail authorities in Attachment 6	2010	Administrative	No
2010.11	013	2	Figure 2 - Sample Copy of the Knox City Council Public Road Register	Adjust Figure 2 - Sample Copy of the Knox City Council Public Road Register to include an example that demonstrates how references to boundary agreements are indicated in the Public Road Register	2010	Administrative	No
2010.12	016	3	Table 4 - Road Hierarchy Functional Features	Add text to Current Function / Features of Industrial Roads: <i>Provide for heavy vehicle use</i>	2010	Administrative	No
2010.13	017	3	3.4 Application of Hierarchies Inspection Programs	Text has been modified to state that <i>"Subject to budget approval, Council will undertake regular condition audits of its assets."</i>	2010	Administrative	No
2010.14	018	3	3.5 Review Process sub heading - Do Nothing	Adjust stated timing of the review to coincide with the review of the RMP in accordance with the Road Management Act	2010	Administrative	No
2010.15	019	4	4.1 What are service levels?	Adjust last paragraph <i>It is expected that over time, detailed service levels will be prepared for other stages of the asset lifecycle. The identification and management of these service levels will be are outlined in the Knox Footpath Asset Management Plan and Road Asset Management Plan. Asset management plans will also be developed for other specific asset categories. It should be noted however, that desirable physical and functional features and traffic condition criteria attributed to the various road and footpath hierarchy categories, discussed in Chapter 3 of this Plan, serve as a starting point for the development of service levels applicable to the planning, design, construction, disposal and renewal phases of the asset lifecycle.</i>	2010	Administrative	No
2010.16	020	4	4.2 Why do we need service levels? Sub heading - Ensure Legislative Compliance	Add text before last paragraph under heading indicate legislative compliance: <i>s 52 d of the Act states that a road management plan must include any matters that a relevant Code of Practice specifies should be included in a road management plan.</i> <i>The Code of Practice for Road Management Plans made on the 13 September 2004 in accordance with section 28 of the Road management Act 2004, provides guidance to road authorities in:</i> <i>... (a)... (b)... (c).... - add text from the code of practice</i> Add text after last paragraph under heading ensure legislative compliance: <i>The Work Order System facilitates a management approach that is consistent with the diagram set out in Schedule 1 of the Code of Practice and illustrated below.</i> Add diagram from Schedule 1 of the Code of Practice (without notes) <i>Figure 4 - Management System for inspection, maintenance & repair</i>	2010	Administrative	No
2010.17	021	4 & Attachment 4 Part 1	4.5 Implementation Philosophy Sub Heading - Meeting Maintenance Service Level Standards	Add a paragraph <i>Recognising that complying to the target timeframes as set out in the RMMP (refer Attachment 4) is an ambitious and difficult goal, a 10% margin has therefore been allowed. That is, Council will aim to address 90% of issues within the target timeframe specified for the relevant activity. In addition, Council will aim to address all issues raised against a particular activity within 10% of the target time frame. That is, for an activity with a target timeframe of 100 days, Council will aim to address all issues within 110 days.</i>	2010	Administrative	No

TABLE A - SUMMARY OF RMP ADMINISTRATIVE AMENDMENTS

Amendment ID	2009 Review ID	RMP Chapter	RMP Section / Table / Figure	Amendment	Date	Type of Amendment	Notice of amendment required
2010.18	022	4	4.5 Implementation Philosophy Sub Heading - Linkage between maintenance and renewal activities	Add reference to Attachment 9 - Work Order System Add flowchart (that has recently been developed) to describe the process used to refer issues to a renewal program	2010	Administrative	No
2010.19	024	4	4.6 Performance Review	Adjust dot point: o an independent audits of Council's performance relative to Council's Road Management Plan on an annual basis; Remove reference to Road Management Advisory Group	2010	Administrative	No
2010.20	025	References	References	Adjust list of codes of practice Add Road and Footpath asset management plans Add legal advice (ie RMP Review doc)	2010	Administrative	No
2010.21	056	References	Worksite Traffic Management	Include reference to Council's Worksite Traffic Management Handbook	2010	Administrative	No
2010.22	026	Attachment 1	Glossary of Terms & Listing of Road Assets	Adjust paragraph: <i>Non road-related assets may be managed in accordance with the service levels and inspection frequencies outlined in the plan and are included to provide an indicator of services provided by Council - however the management of these non road related assets does not form part of Council's policy defence under the Road Management Act.</i>	2010	Administrative	No
2010.23	N/A	Attachment 1	Glossary of Terms & Listing of Road Assets	Add description of policy position regarding maintenance responsibility for vehicle crossovers and property drainage	2010	Administrative	No
2010.24	N/A	Attachment 1	Glossary of Terms & Listing of Road Assets	Add comment to exclude roadside vegetation from the policy defence under the Act <i>Council does not accept responsibility under The Act for: (...) - general horticultural management of trees (including tree health)</i>	2010	Administrative	No
2010.25	N/A	Attachment 1	Glossary of Terms & Listing of Road Assets	Add definition for 'Roadside', 'Non-Road Infrastructure' and 'Road-Related Infrastructure'	2010	Administrative	No
2010.26	028	Attachment 2	Public Road Register	Update and re-print tables 1 to 5 of the register to reflect any changes that have occurred since September 2006. Ensure cessation date is recorded for any road segments removed from the register.	2010	Administrative	No
2010.27	031	Attachment 3	Road Hierarchy Maps	Update and re print	2010	Administrative	No
2010.28	032	Attachment 3	Footpath Hierarchy Maps	Update and re print	2010	Administrative	No
2010.29	034	Attachment 4	Knox RMMP Part 1	Delete paragraph & associated figure: <i>Non road-related assets (as defined in Attachment 1 – Glossary of Terms and Listing of Road assets) may be managed in accordance with the service levels and inspection frequencies outlined in the plan and are included to provide an indicator of services provided by Council, however the management of these assets does not form part of Council's policy defence under the Road Management Act, 2004.</i>	2010	Administrative	No
2010.30	035	Attachment 4	Knox RMMP Part 1	In the section under subheading "Development of Council's Hazard Inspection Regime" clarify risk as residual 1) Amend phrase: <i>[...] highest risk associated with[...] to [...]. highest residual risk associated with[...]</i> 2) In Table 1 & 2 change reference " Risk Levels" to "Residual Risk Levels" 3) Add a note under Table 1 - <i>The residual risk level takes into account Council's routine maintenance activities and renewal programs. For example, if the risk of personal injury due to vertical displacements in Council footpaths is considered high, then the introduction of a routine program to remove tripping hazards or replace deteriorated footpath segments would reduce the likelihood of tripping and therefore reduce the risk of personal injury due to tripping on a Council footpath. The residual risk may become medium</i>	2010	Administrative	No
2010.31	036	Attachment 4	Knox RMMP Part 1	Add reference to Part 4 of Attachment 4 (RMMP) to explain Council's approach to dealing with emergency situations	2010	Administrative	No
2010.32	040	Attachment 4	Knox RMMP Part 1	Include statement describing the operational practices regarding desired timing (month due) for inspections of each asset class: <i>Operational documents outlining the program of hazard inspections for each asset class to meet the frequencies presented in Part 2 Hazard Inspections are maintained by Council Officers. This practice schedules inspections into two month blocks, hence inspections which are undertaken in either of the months nominated are deemed to have complied with the frequencies as presented in Part 2 Hazard Inspections.</i>	2010	Administrative	No
2010.33	038	Attachment 4	Knox RMMP Part 1, 2 & 3	Inspection and maintenance service level standards to be altered based on outcomes of the Operations Centre Review (refer Table B)	2010	Service level	Yes
2010.34	043	Attachment 4	Knox RMMP Part 3 Maintenance Service Levels	Remove all VicRoads specific maintenance activities and expand the description of other activities to incorporate works on arterial roads where Council is the responsible road authority (refer Table B)	2010	Service level	Yes
2010.35	023	Attachment 4	New Part 4	Create a new Part 4 of the RMMP (Attach. 4) Add description of an emergency - document process for dealing with emergencies (Flowchart) Add paragraphs: <i>Council will endeavor to meet all aspects of the Road Management Plan. In the event of natural disasters and other emergency events (not limited to fires and floods) as well as human factors (not limited to lack of funds, lack of suitably qualified contractors and staff) Council may suspend or adjust some (or all) of the specified services, activities and intervention levels set out in this Plan until Council has recovered sufficiently from the intervening event to return (in part or in whole) to normal operations. Compliance with the Plan may be reactivated as a whole or in stages. Whenever compliance with the Road Management Plan is suspended, adjusted or reactivated, the Council's Operations Manager (or anyone acting in this role) will issue written directions to Council staff to detail the scope, timing and reason for the change in compliance levels. In issuing such directions, the Manager will take into account the considerations contained in section 83 of the Wrongs Act 1958.</i> Add reference in Chapter 4 - section 4.5	2010	Administrative	No
2010.36	044	Attachment 5	Overview of the Risk Management Process	Replace * public safety risk assessment" with * site based risk assessment"	2010	Administrative	No
2010.37	045	Attachment 5	Overview of the Risk Management Process	Amend statement: (Step 4 5-of the attached risk management process chart)	2010	Administrative	No
2010.38	046	Attachment 6	Municipal Boundary Agreements	Rename this attachment - Demarcation & Operational Agreements	2010	Administrative	No
2010.39	049	Attachment 6	Municipal Boundary Agreements	Progress and/or develop agreements with: - DSE /Parks Victoria - DoT - Rail Authority	2010	Administrative	No
2010.40	052	Attachment 7	Vic Roads Demarcation & Operational Agreement	Finalise the operational agreement with VicRoads	2010	Administrative	No
2010.41	053	Attachment 9	Works Order System	Remove reference to routine maintenance activities these are not yet managed by the Works Order System	2010	Administrative	No
2010.42	054	Attachment 9	Works Order System	Add flowcharts that illustrate the WOS approach to dealing with : - unfunded and under funded reactive activities - referral to renewal programs	2010	Administrative	No
2010.43	057	New Attachment	Instrument of Delegation	Attachment 10 - Instrument of delegation	2010	Administrative	No
2010.44	055	New Attachment	Revisions Schedule	Include a schedule of RMP revision and adoption dates - Attachment 11	2010	Administrative	No
2011.01	n/a	Attachment 6	Demarcation and Operational Agreements	Termination of agreement with Department of Transport 2011	2011	Administrative	No

B) Summary of RMP Service Level Amendments 2010

TABLE B - SERVICE LEVEL AMENDMENTS

Asset Class	Activity Code	Services conducted (What we do)	Service detail (How we do it)	Current Service Standard / Intervention Level (What is the trigger for work to be undertaken)	Frequency (How often we do the service if activity is Routine)	Target Response Time for Initial Response/ Temporary Protection Works	Target Time to Rectify Failure	DESCRIPTION OF RISKS	CURRENT RESIDUAL RISK LEVEL	RISK LEVEL IF THIS ACTIVITY IS NOT PERFORMED OR IS UNDER FUNDED	DOCUMENTED IN RMP 2006 (Yes/No)	CHANGE TO SERVICE LEVEL 2010 (Yes/No)	INCREASE/ CONTRACTION IN SERVICE LEVEL	TYPE OF CHANGE TO SERVICE LEVEL	COMMENTS/ CHANGES
ROAD SURFACE	RS-REA-008	Brick Paved Road Surface Repair	Treatment to repair/ replace and/or regulate damaged/ dislodged/ settled paved areas of the road surface.	Provide temporary and/or permanent repair of paved road surface areas up to 2m ² where pavers are sunk, cracked, heaved and/or loose. Mounding or depressions are >40mm within an area of 2m ² and/or when vertical displacements are >25mm. Treatment may include temporary or permanent reinstatement of the distressed area with an alternative material. Distressed areas >2m ² are managed to mitigate risk and programmed for renewal.		3 days	32 days	Damage to vehicles/ personal injury due to loss of vehicle control resulting from dislodged/ sunken/ missing pavers. Personal injury due to tripping/ slipping. Noise due to surface condition	HIGH	HIGH	Yes	Yes	INCREASE	Rectification response time reduced from 64 days to 32 days	Can achieve improved timeframes
ROAD SURFACE	RS-REA-005	Graffiti Removal	Removal of graffiti from sealed road surface.	Remove offensive graffiti in line with Graffiti and Vandalism Management Plan and other graffiti within rectification timeframes		1 day for offensive graffiti, 5 days for other	32 days	Loss of aesthetics. Damage to vehicles/ personal injury due to loss of vehicle control in wet conditions. Public offended by graffiti. Personal injury due to slipping. Property damage	MEDIUM	MEDIUM	Yes	Yes	INCREASE	a) Initial response time modified to include for offensive graffiti b) Rectification response time reduced from 64 days to 32 days	To maintain consistency with Graffiti Policy & other graffiti removal activities
ROAD SURFACE	RS-ROU-009	Pavement Markings Maintenance	Reinstatement of line marking and/or replacement of damaged/dislodged or missing reflective & non-reflective pavement markers on road surface. School crossings included in this activity).	Reinstate faded line marking (<50% effective reflectivity) on All Roads to meet Australian Standard AS1743. Reinstate regulatory school crossings line marking to meet AS1742.10-1990 Pedestrian Control & Protection. Replace damaged/ dislodged or missing pavement markers (RRPMs & RPMs) for All Roads.	3 year cycle			Personal injury vehicle damage due to loss of delineation	HIGH	HIGH	No	Yes	INCREASE	Activity added to RMP	Activity is now funded
KERB AND CHANNEL	K&C-REA-014	Kerb & Channel Repair	Treatment to repair broken and/or spalled concrete, sunken kerb and channel and/or kerb and channel that has been uplifted. (Indented parking bays, dish concrete inverts & plinths are included in this activity).	Provide temporary repair measures only for damaged kerb & channel < 4.8m in length which is likely to result in ponding of stormwater on trafficable areas along link, collector and industrial roads. For other roads, assess works based on an assessment of risk (to personal injury or property or functionality of drainage system). NOTE: Where identified, a significant vegetation assessment may be undertaken to determine most appropriate action. Damaged kerb & channel >4.8m in length is managed to mitigate risk and programmed for renewal.		3 days	150 days	Loss of functionality impeding stormwater flow. Damage to vehicles/ personal injury due to loss of vehicle control if ponding of stormwater extends into trafficable area. Pavement damage due to water infiltration. Personal injury due to tripping. Loss of aesthetics due to kerb displacement/ cracking	HIGH	HIGH	Yes	Yes	CONTRACTION	a) Length reduced from 5m to 4.8m b) Rectification response time increased from 96 days to 150 days	Length to align with typical bay widths (2.4m). Past records indicate that it takes considerably more time than 96 days to achieve 90% of rectification activities.
LOCAL AREA TRAFFIC MANAGEMENT DEVICES (LATMs)	LATM-REA-014A	Kerb & Constructed Infill Maintenance	Treatment to repair and/or regulate damaged, dislodged or settled traffic island and roundabout kerbs and/or constructed (brick paves/ concrete/ asphalt) infills. (This activity includes repairing associated existing Disability Discrimination Act (DDA) infrastructure).	Provide temporary repair measures only for damaged kerb & channel < 4.8m in length which is likely to result in ponding of stormwater on trafficable areas along link, collector and industrial roads. Provide other service to mitigate extreme and high risks representing a physical hazard to vehicle or pedestrian travel paths.		3 days	150 days	Loss of functionality impeding stormwater flow. Damage to vehicles/ personal injury due to loss of vehicle control if ponding of stormwater extends into trafficable area. Pavement damage due to water infiltration. Personal injury due to tripping on dislodged/ uneven surfaces/ pram crossings. Loss of aesthetics due to kerb displacement/ cracking	HIGH	HIGH	Yes	Yes	NOTHING/ NEGLIGIBLE	Length reduced from 5m to 4.8m	Length to align with typical bay widths (2.4m)
LOCAL AREA TRAFFIC MANAGEMENT DEVICES (LATMs)	LATM-ROU-019	Weed Control and Surrounds Cleaning	Treatment to clean debris & remove weeds from constructed (brick paved/ concrete or asphalt) infill areas of traffic islands and Local Area Traffic Management Treatments (LATMs). (This activity includes cleaning existing Disability Discrimination Act (DDA) infrastructure). (KNOX MAINTENANCE SCHEDULE II - Locations for Routine LATM Weed Control & Surrounds Cleaning)	Remove all weeds and clean kerb & channel at selected sites.	1 year cycle			Personal injury due to tripping/ slipping. Loss of aesthetics due to weed growth/ debris accumulation. Spread of noxious weeds	MEDIUM	MEDIUM	Yes	Yes	CONTRACTION	Frequency decreased from 4 month cycle to 1 year cycle	Current budget allocation is insufficient to do this on 4 month frequency.
DRAINAGE	D-REA-064	Clear Blocked Drainage Pits	Removal of dirt and debris from drainage pits to maintain adequate stormwater flow. (This activity includes all pits within the Road Reserve and Shared path underpasses).	Clean any debris from pit inlet and pit if obstruction impedes pipe flow to the invert level of the outlet pipe - for all drainage pits within road reserves and shared path underpasses.		3 days	100 days	Flood damage to property & council assets. Personal injury vehicle damage due to loss of vehicle control resulting from ponding of stormwater in trafficable lanes	HIGH	HIGH	Yes	Yes	CONTRACTION	a) Initial response time increased from 2 days to 3 days b) Rectification response time reduced from 120 days to 100 days	Past records indicate that it takes 3 days to complete 90% of inspection requests. Risk level has been reviewed in light of proactive program of inspecting pits in low points and hot spots as well as program of jet cleaning pipes with a history of root intrusion. Likelihood of flood damage reassessed as possible, reducing risk level for this relevant activity from Extreme to High.
DRAINAGE	D-ROU-064	Clear Blocked Drainage Pits	Removal of dirt and debris from drainage pits to maintain adequate stormwater flow. (This activity includes all pits within the Road Reserve and Shared path underpasses).	Remove accumulated debris from drainage pits including inlets if accumulation obstructs the outlet pipe opening for: a) Side Entry Pits (SEP) only.	2 year cycle			Flood damage to property & council assets. Personal injury vehicle damage due to loss of vehicle control resulting from ponding of stormwater in trafficable lanes	HIGH	HIGH	Yes	Yes	CONTRACTION	Frequency decreased from 1 year cycle to 2 year cycle	To synchronise with current drainage inspection frequency. Risk level has been reviewed in light of proactive program of inspecting pits in low points and hot spots as well as program of jet cleaning pipes with a history of root intrusion. Likelihood of flood damage reassessed as possible, reducing risk level for this relevant activity from Extreme to High.
DRAINAGE	D-REA-063	Clear Blocked Drainage Pipes & Culverts	Removal of dirt and debris from drainage pipe/ culvert to maintain adequate stormwater flow. (All pipes/culverts within road reserve including footpaths and shared paths).	Temporary and/or permanent treatment to remove obstruction that impedes outlet pipe flow. This activity may include replacement of single lengths of pipe of up to 300mm diameter.		3 days	120 days	Flood damage to property & council assets. Broken dislodged pipe/ culvert leading to subsidence and water ingress to pavement. Reduced functionality of pipe/ culvert to discharge stormwater flow. Personal injury vehicle damage due to loss of vehicle control resulting from ponding of stormwater in trafficable lanes	HIGH	HIGH	Yes	Yes	CONTRACTION	Initial response time increased from 2 days to 3 days	Past records indicate that it takes 5 days to complete 90% of inspection requests. Risk level has been reviewed in light of proactive program of inspecting pits in low points and hot spots as well as program of jet cleaning pipes with a history of root intrusion. Likelihood of flood damage reassessed as possible, reducing risk level for this relevant activity from Extreme to High.

TABLE B - SERVICE LEVEL AMENDMENTS

DRAINAGE	D-REA-065	Drainage Pit Lintel Repair	Repair/ replacement of drainage pit lintels damaged to the extent that are dangerous to road users or render the pit non-functional.	Provide temporary and/or permanent pit lintel repair when: a) the pit throat (inlet) is reduced to the extent that it obstructs stormwater flow into the pit b) reinforcement is exposed c) the lintel is heaved to the extent that could be hazardous to pedestrians or other road users	3 days	120 days	Personal injury/ vehicle damage due to loss of vehicle control resulting from ponding of stormwater in trafficable lanes Personal injury/ vehicle damage on damaged lintel Diminished pit inlet capacity leading to flooding of property & council assets	HIGH	HIGH	Yes	Yes	CONTRACTION	Initial response time increased from 2 days to 3 days	Risk level has been reviewed in light of proactive program of inspecting pits in low points and hot spots as well as program of jet cleaning pipes with a history of root intrusion. Likelihood of flood damage reassessed as possible, reducing risk level for this relevant activity from Extreme to High.
DRAINAGE	D-REA-016	Household Drainage Connection Repair	Treatment to repair and/or replace non-functional household drainage connections (i.e. drainage pipe from the property boundary to the kerbline) within Council road reserves or easements where it is proven that a Council asset is the primary cause.	Provide temporary and/or permanent repair of household drainage connections that are non-functional.	3 days	90 days	Property damage caused by flooding	HIGH	HIGH	Yes	Yes	CONTRACTION	a) Rectification response time increased from 64 days to 90 days b) Clarification about responsibility for this activity	Delays in gaining access to private properties and past records indicate that this activity takes longer.
TABLE DRAINS	TD-ROU-070	Table/ Open/ Outfall Drain Maintenance	Cleaning and minor shaping of existing table/ open/ outfall drains in road reserves to maintain adequate stormwater flow path of drain.	Reset rock beaching, reshape and clear major obstructions impeding stormwater flow path of drain.	1 year cycle		Personal injury/ vehicle damage due to falling into obscured open drain Reduced functionality of drain to discharge stormwater flow Pollution of waterway due to erosion Fire hazard during the dry season	MEDIUM	HIGH	Yes	Yes	NOTHING/ NEGLIGIBLE	Title and text changed from 'table/spoon' to 'table/open/outfall'	Clarification to better reflect true nature of activity.
SIGNS	SI-REA-005	Graffiti Removal	Removal of graffiti and unauthorised material attached to road signs (eg. posters, balloons, garage sale signs, etc).	Remove offensive graffiti in line with Graffiti and Visual Management Plans and other graffiti within rectification timeframes	1 day for offensive graffiti, 5 days for other	32 days	Personal injury/ vehicle damage due to visual distraction of road users Loss of aesthetics Public offended by graffiti	MEDIUM	MEDIUM	Yes	Yes	INCREASE	a) Initial response time modified to include for offensive graffiti b) Rectification response time reduced from 64 days to 32 days	To maintain consistency with Graffiti Policy & other graffiti removal activities
ROADSIDE VEGETATION	RV-ROU-038	Line Clearance	Prune street trees to provide adequate clearance around overhead cables. (This activity includes pruning within Arterial and Municipal Road Reserves, Nature Strips, Tree Reserves and Bushland Areas).	Line Clearance in accordance with Electricity Safety (Electric Line Clearance) Regulations 2005.	2 year cycle		Electrocution/ fire due to electrical wire damage Interference with overhead service wires causing temporary loss of electrical/ telecommunications service Increased cost of delayed maintenance	HIGH	EXTREME	Yes	Yes	INCREASE	Frequency increased from 3 year cycle to 2 year cycle	A 3 year cycle results in more severe pruning to meet legislative clearance requirements (more time consuming and open to risk). A 2 year cycle is less resource intensive and better practice.
ROADSIDE VEGETATION	RV-REA-013C	Litter Clearing - Dumped	Removal of litter dumped on Nature strip, Roadside, Tree Reserve or Road Closure areas.	Removal of dangerous objects/ substances and/or items likely to cause a traffic/ pedestrian hazard, excluding rubbish from building/ development sites.	3 days	32 days (7 days for arterial roads)	Personal injury/ vehicle damage due to sight distance obstructions Loss of aesthetics Development of habitat for pests Fire hazard if flammable litter accumulates Negative impact on public health due to the accumulation of dangerous items (eg. syringes, glass etc) Uncollected litter attracting further accumulation of litter	HIGH	HIGH	Yes	Yes	NOTHING/ NEGLIGIBLE	Document 7 days rectification response time for arterial roads to ensure no change to service level resulting from deletion of corresponding VicRoads arterial roads activity.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with this roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against this roadside vegetation activity anyway.
ROADSIDE VEGETATION	RV-ROU-041B	Mowing - Road Reserves & Road Closures	Mow and/ or edge trim/ spray grass in selected Road Reserves (i.e. unsealed / unformed municipal roads and sealed roads without kerb), selected Road Closures and Road Reserves, Outer Separators & Batters (VicRoads arterial roads). (KNOX MAINTENANCE SCHEDULE VIII- Locations for Routine Mowing - Road Reserve (Group A and B) & Road Closures).	a) Road Closures: Maintain grass height between 40 and 100mm. b) Road Reserves (Group A): Maintain grass length to maximum 200mm length Trim grass encroaching >200mm onto roadway, shared path or footpath c) Road Reserves (Group B): Slash grass to address fire hazards only d) Minor collection of litter that might damage mowing equipment or diminish aesthetic character of Road Reserves & Road Closures e) Mow grass posing fire hazard and/or encroaching onto kerb & channel or roadway (VicRoads arterial roads)	4 week cycle (April to Oct) & 3 week cycle (Nov to March) - Road Closures 5 week cycle (April to Oct) & 3 week cycle (Nov to March) - Road Reserves (Group A) 6 month cycle - Road Reserves (Group B) 1 month cycle - Outer Separators (arterial roads) 3 month cycle - Road Reserves (arterial roads) 1 year cycle - Batters (arterial roads)		Personal injury/ vehicle damage due to sight distance obstructions Loss of aesthetics Fire hazard if overgrowth is extreme Development of habitat for pests	LOW	HIGH	Yes	Yes	INCREASE	Document works conducted on arterial roads as a result of the deletion of corresponding VicRoads arterial roads activity. Cycle frequencies for outer separators and arterial road reserves have improved.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with this roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against this roadside vegetation activity anyway.
FOOTPATHS	FP-REA-027	Concrete Footpath Maintenance	Wedge or grind interfaces of concrete footpath bays to address unevenness.	Provide temporary wedge when vertical displacement between bays exceeds 20mm and/or existing wedge has been dislodged. Treatment may be with asphalt or other appropriate material.	3 days	50 days	Personal injury due to slipping/ tripping/ falling on uneven surface Loss of aesthetics Reduced functionality due to sunken surface causing ponding of stormwater	HIGH	HIGH	Yes	Yes	CONTRACTION	a) Intervention level increased from 15mm to 20mm b) Rectification response time reduced from 64 days to 50 days	Historically difficult to wedge footpath with less than 20mm vertical displacement. Past records indicate that improved timeframes can be achieved with current resources.
FOOTPATHS	FP-ROU-027	Concrete Footpath Maintenance	Wedge or grind interfaces of concrete footpath bays to address unevenness.	Grind when vertical displacement between bays is between 10 and 20mm.	1 year cycle - Commercial Routes only		Personal injury due to slipping/ tripping/ falling on uneven surface Loss of aesthetics Reduced functionality due to sunken surface causing ponding of stormwater	HIGH	HIGH	Yes	Yes	NOTHING/ NEGLIGIBLE	Intervention level changed from 10-15mm to 10-20mm	Historically difficult to wedge footpath with less than 20mm vertical displacement.
FOOTPATHS	FP-REA-008	Brick Paved Footpath Maintenance	Treatment to replace/ repair and/or regulate damaged/ dislodged/ settled or missing paved areas.	Provide temporary and/or permanent repair of loose, missing or dislodged pavers, repair vertical displacement >20mm; fill gaps between pavers >10mm. May include temporary or permanent reinstatement with an alternative material. Distressed areas >1m2 are managed to mitigate risk and programmed for renewal.	3 days	50 days	Personal injury due to slipping/ tripping/ falling on uneven surface Loss of aesthetics Reduced functionality due to sunken surface causing ponding of stormwater	HIGH	HIGH	Yes	Yes	CONTRACTION	a) Intervention level for vertical displacement increased from 15mm to 20mm b) Intervention level for renewal reduced from 2m2 to 1m2 c) Rectification response time reduced from 64 days to 50 days	Historically difficult to wedge footpath with less than 20mm vertical displacement. Insufficient funding to be able to rectify larger areas as a maintenance activity. Past records indicate that improved timeframes can be achieved with current resources.
FOOTPATHS	FP-REA-029	Asphalt Footpath Maintenance	Treatment to repair potholes, distressed/ lifted sections and/or edge breaks on asphalt footpaths to restore surface condition.	Provide temporary and/or permanent repair of: a) holes/ subsided areas greater than 30mm deep and/or distressed areas <2m2 b) pavement edge failures >50mm deep over a length of 150mm. Distressed areas <2m2 are managed to mitigate risk and programmed for renewal.	3 days	50 days	Personal injury due to slipping/ tripping/ falling on uneven surface Loss of aesthetics Reduced functionality due to sunken surface causing ponding of stormwater Pavement damage due to water ingress Increased cost of delayed maintenance	HIGH	HIGH	Yes	Yes	INCREASE	Rectification response time reduced from 64 days to 50 days	Past records indicate that improved timeframes can be achieved with current resources.

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FOOTPATHS	FP-REA-046	Edge/ Shoulder Repair	Treatment to reduce depressions/ holes at the interface (edge/shoulder) of constructed asphalt, concrete or brick paved footpaths.	Provide temporary and/or permanent repair of depressions (with topsoil, gravel or sand) at the interface of the nature strip and surrounding concrete paths for: a) depressions >50mm for Commercial routes b) depressions >75mm for other routes	5 days	64 days	Personal injury due to slipping/ tripping/ falling on uneven path edges Loss of aesthetics Pavement damage due to water ingress	MEDIUM	MEDIUM	Yes	Yes	INCREASE	Rectification response time reduced from 96 days to 64 days	Past records indicate that improved timeframes can be achieved with current resources.
FOOTPATHS	FP-REA-005	Graffiti Removal	Removal of graffiti from footpath surface.	Remove offensive graffiti in line with Graffiti and Vandalism Management Plan and other graffiti within rectification timeframes	1 day for offensive graffiti, 5 days for other	32 days	Loss of aesthetics Public offended by graffiti Personal injury due to slipping Property damage	MEDIUM	MEDIUM	Yes	Yes	NOTHING/ NEGLIGIBLE	Initial response time modified to include for offensive graffiti	To maintain consistency with Graffiti Policy & other graffiti removal activities
FOOTPATHS	FP-ROU-019	Weed Control /Edge Control	Treatment to remove grass and/or weeds encroaching onto footpaths and to remove weeds growing within constructed (asphalt/ brick paved or unsealed) footpaths. (KNOX MAINTENANCE SCHEDULE VII - Locations for Routine Footpath Edge Trimming/ Weed Control and Mowing Nature Strip).	Edge trim grass/ weeds extending >200mm onto footpaths - for footpaths outside selected Council owned/operated facilities/properties only. (Knox Maintenance Schedule VII - Locations for routine footpath edge trimming/weed control and mowing - nature strip)	6 month cycle - Council owned/ operated facilities/ properties		Loss of aesthetics Personal injury due to slipping/ tripping/ falling on uneven surface Reduced functionality due to reduction in clear area available for pedestrian movement. Reduced functionality of footpath drains due to erosion and weed/ grass overgrowth	MEDIUM	MEDIUM	Yes	Yes	CONTRACTION	Remove activity	Currently not undertaken
SHARED PATHS	SP-REA-027	Concrete Shared Path Maintenance	Wedge or grind interfaces of concrete shared path bays to address unevenness.	Provide temporary wedge when vertical displacement between bays exceeds 20mm and/or existing wedge has been dislodged. Treatment may be with asphalt or other appropriate material.	3 days	45 days	Personal injury due to slipping/ tripping/ falling on uneven surface Loss of aesthetics Reduced functionality due sunken surface causing ponding of stormwater	HIGH	HIGH	Yes	Yes	CONTRACTION	Intervention level increased from 15mm to 20mm	Historically difficult to wedge footpath with less than 20mm vertical displacement.
SHARED PATHS	SP-REA-008	Brick Paved Shared Path Maintenance	Treatment to replace/ repair and/or regulate damaged/ dislodged/ settled or missing paved areas.	Provide temporary and/or permanent repair of loose, missing or dislodged pavers, repair vertical displacement <20mm, fill gaps between pavers >10mm. May include temporary or permanent reinstatement with an alternative material. Distressed areas >2m ² are managed to mitigate risk and programmed for renewal.	3 days	60 days	Personal injury due to slipping/ tripping/ falling on uneven surface Loss of aesthetics Reduced functionality due sunken surface causing ponding of stormwater	HIGH	HIGH	Yes	Yes	CONTRACTION	a) Intervention level increased from 15mm to 20mm b) Rectification response time reduced from 64 days to 50 days	Historically difficult to wedge footpath with less than 20mm vertical displacement.
SHARED PATHS	SP-REA-005	Graffiti Removal	a) Removal of all graffiti and unauthorised material (eg. posters, balloons, garage sale signs, etc) attached to signs along shared paths. b) Removal of graffiti from shared path surface.	Remove offensive graffiti in line with Graffiti and Vandalism management plan and other graffiti within rectification timeframes	1 day for offensive graffiti, 5 days for other	32 days	Loss of aesthetics Public offended by graffiti Personal injury due to slipping Personal injury/ vehicle damage due to obstruction of signs	MEDIUM	MEDIUM	Yes	Yes	INCREASE	a) Initial response time modified to include for offensive graffiti b) Rectification response time reduced from 64 days to 32 days	To maintain consistency with Graffiti Policy & other graffiti removal activities
ROAD FURNITURE	RF-REA-058	Fire Plug Marker Repair	Repair/ replacement of damaged or missing fire plug markers to maintain delineation.	Straighten, repaint posts and/or replace markers.	3 days	32 days	Emergency services unable to find hydrants	HIGH	HIGH	Yes	Yes	INCREASE	Rectification response time reduced from 64 days to 32 days	Past records indicate that improved timeframes can be achieved with current resources.
VICROADS ARTERIAL ROADS (As defined in the Knox Public Road Register Table 5: Roadside Areas along Urban Arterial Roads)	VR-ROU-041B	Mowing - Road Reserves / Outer Separators & Batters	Mow and/or edge trim/spray grass in Road Reserves, Outer Separators and Batters.	Mow grass posing fire hazard and/or encroaching onto kerb & channel or roadway.	Outer Separators - 3 month cycle Road Reserve - 4 month cycle Batters - 1 year cycle		Personal injury/ vehicle damage due to sight distance obstructions Loss of aesthetics Fire hazard if overgrowth is extreme Development of habitat for pests	MEDIUM	HIGH	Yes	Yes	INCREASE	Delete activity and conduct works under RV-ROU-041B. Results in increased frequency.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.
VICROADS ARTERIAL ROADS	VR-ROU-047	Garden Bed Maintenance	Maintenance of plants in selected Vicroads Arterial Road Garden Beds (KNOX MAINTENANCE SCHEDULE VI - Locations for Routine Garden Bed Maintenance)	Weed spraying only.	4 month cycle		Loss of aesthetics Reduced health/ life of street trees & shrubs Loss of amenity over an extended period as required to re-establish vegetation	MEDIUM	MEDIUM	Yes	Yes	INCREASE	Delete activity and conduct works under RV-ROU-047. Results in increased frequency.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.
VICROADS ARTERIAL ROADS	VR-REA-039	Pruning - Street Trees & Shrubs	Street tree and/or shrub shaping to control future growth, provide for long-term stability/health and maintain desired height, lateral and sight clearances. Pruning to address dead/diseased and/or damaged limbs.	a) Prune Street Trees and Shrubs (where no overhead powerlines exist) to comply with the following clearance limits: Height Clearance: Footpaths and Shared paths: 2.5 m Roadway: 5m for Link and Industrial Roads, 3.5m for all other Roads Lateral Clearance (excluding groundcover vegetation not exceeding 500mm in height which does not encroach on path or road): Footpaths and Shared paths: 500mm Roadways: 1m from back of kerb, edge of shoulder or table drain. b) Prune/ remove vegetation (where no overhead powerlines exist) within clearance sight triangles as per Austroads Guidelines Part 5 - Intersections at Grade (Table 5.3). Trees/shrubs within identified significant vegetation areas are referred for impact assessment by Sustainability department prior to works.	3 days	96 days	Personal injury/ vehicle damage due to sight distance obstructions Reduced health/ life of street trees & shrubs Reduced functionality of road/ path Increased cost of delayed maintenance Reduced functionality of signage Personal injury/ vehicle damage due to overhanging branches	HIGH	HIGH	Yes	Yes	INCREASE	Delete activity and conduct works under RV-REA-039. Results in improved rectification time.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.

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VICROADS ARTERIAL ROADS	VR-ROU-039	Pruning - Street Trees & Shrubs	Street tree and/or shrub shaping to control future growth, provide for long-term stability/health and maintain desired height, lateral and sight clearances. Pruning to address dead/diseased and/or damaged limbs.	a) Prune Street Trees and Shrubs (where no overhead powerlines exist) to comply with the following clearance limits: Height Clearance: Footpaths and Shared paths: 2.5 m Roadway: 5m for Link and Industrial Roads, 3.5m for all other Roads Lateral Clearance (excluding groundcover vegetation not exceeding 500mm in height which does not encroach on path or road): Footpaths and Shared paths: 500mm Roadways: 1m from back of kerb, edge of shoulder or table drain. b) Prune/ remove vegetation (where no overhead powerlines exist) within clearance sight triangles as per Austroads Guidelines Part 5 - Intersections at Grade (Table 5.3). Trees/shrubs within identified significant vegetation areas are referred for impact assessment by Sustainability department prior to works.	3 year cycle within road reserves			Personal injury/vehicle damage due to sight distance obstructions Reduced functionality of road/ path Increased cost of delayed maintenance Reduced functionality of signage	HIGH	HIGH	Yes	Yes	NOTHING/ NEGLIGIBLE	Delete activity and conduct works under RV-ROU-039.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.
VICROADS ARTERIAL ROADS	VR-REA-034	Tree & Stump Removal	Removal of dangerous street trees, limbs and/or stumps.	Provide temporary protection works and/or remove dangerous street trees and/or limbs posing a potential hazard to road users/ pedestrians or property. Trees/shrubs within identified significant vegetation areas are referred for impact assessment by Sustainability department prior to works.		3 days	92 days	Spread of pests & vegetation diseases (eg. white ants) Reduced functionality of road/ path Increased cost of delayed maintenance Personal injury/ vehicle/ property damage from falling limbs/ trees Personal injury due to tripping	HIGH	HIGH	Yes	Yes	NOTHING/ NEGLIGIBLE	Delete activity and conduct works under RV-REA-034 & RV-REA-034A.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.
VICROADS ARTERIAL ROADS	VR-REA-035	Fallen Limb or Fallen Tree Removal	Removal of broken and/or fallen limbs and/or trees.	Remove broken and/or fallen limbs and/or trees obstructing pedestrian/ cyclist or vehicular traffic.		2 days	32 days	Spread of pests & vegetation diseases (eg. white ants) Personal injury/ vehicle/ property damage from falling limbs/ trees Personal injury due to tripping Obstruction of road/ path	EXTREME	EXTREME	Yes	Yes	NOTHING/ NEGLIGIBLE	Delete activity and conduct works under RV-REA-035.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.
VICROADS ARTERIAL ROADS	VR-REA-043	Pest and/or Vegetation Disease Control	Treatment to control spread of pests affecting the health of roadside vegetation and/or creating a public health risk.	Temporary and/or permanent treatment to control pests and/or vegetation diseases based on Council Officer assessment of risk to both public and vegetative species (Beetles, spitties, bees, wasps and white ants only).		5 days	96 days	Spread of pests & vegetation diseases (eg. white ants) Reduced health/ life of street trees & shrubs Loss of amenity over an extended period as required to re-establish vegetation Personal injury due to pests (eg. Bee stings/ bites) Loss of established vegetation due to pests or diseases	MEDIUM	MEDIUM	Yes	Yes	INCREASE	Delete activity and conduct works under RV-REA-043. Results in improved initial response time.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.
VICROADS ARTERIAL ROADS	VR-REA-013C	Litter Clearing - Dumped	Removal of dumped litter	Removal of dangerous objects/substances and/or items likely to cause a pedestrian/ cyclist or vehicular traffic hazard.		3 days	7 days	Personal injury/ vehicle damage due to sight distance obstructions Loss of aesthetics Development of habitat for pests Fire hazard if flammable litter accumulates Uncollected litter attracting further accumulation of litter Negative impact on public health due to the accumulation of dangerous items (eg. syringes, glass etc)	HIGH	HIGH	Yes	Yes	NOTHING/ NEGLIGIBLE	Delete activity and conduct works under RV-REA-013C. Document 7 days rectification response time for arterial roads alongside 32 days response time for all other roads, to ensure no change to service level.	Having two similar activities for different road hierarchies causes confusion - it is preferable to combine with corresponding roadside vegetation activity where Council's service standards exceed those of VicRoads. Works are currently recorded against corresponding roadside vegetation activity anyway.

