



Road Maintenance Policy

Date policy was adopted by Council:	23 November 2011
Resolution number:	330/11
Previous Policy review date:	November 2013
Next Policy review date:	November 2016
Reference number:	C114396

1. POLICY STATEMENT

Queanbeyan City Council provides a transportation network that provides vehicular access to, from and within Queanbeyan. This service underpins the viability and long term sustainability of Queanbeyan.

This policy includes the maintenance of all formed and formalised roads, including

- Sealed Road network
- Unsealed Road network
- Publicly accessible access roads within road reserves and on Queanbeyan City Council or community land.

This policy also includes maintenance of services directly associated with roads including:

- Signs
- Guide Posts
- Guardrails
- Car parks under the care and control of Queanbeyan City Council.
- Culverts & Bridges.

This policy does not include works undertaken by Queanbeyan City Council on behalf of the RTA.

2. OUTCOMES:

The objectives of this policy are to:

- Set the maintenance standard for the Queanbeyan City Council road network.
- Ensure maintenance resources are used optimally in a way that minimises risk exposure.

3 POLICY:

- A register of road network defects will be maintained.
- Road network defects will be classified based on a risk assessment:

Defect	Risk (defects not on the carriageway – downgrade risk 1 level)			
Distributor Arterial & Sub-Arterial Road	Urgent	High	High	Medium
Collector & Sub-Collector Street	Urgent	High	Medium	Low
Local Through Road & Access Street	High	Medium	Low	Low
Access Street	High	Medium	Low	Low
Object on road	>200mm	100-200mm	<100mm	<50mm
Spilled materials on road	Any spill of slippery material	Any spill of granular material	N/A	N/A
Signage	Regulatory / Warning sign missing	Non-Regulatory/ Non-Warning Sign Missing	Sign Damaged	Signs in poor condition or inappropriate for conditions
Guardrail and Guide Posts	Damaged guardrail in a dangerous condition.	Multiple guideposts missing or damaged on a crest or curve.	Guardrail damaged and not performing as designed.	Multiple guideposts missing or damaged on a straight.
Pot Holes and Delamination	Large pothole Dia: >200mm Depth: >100mm	Moderate pothole Dia: >200mm Depth: <100mm	Moderate pothole Dia: 100 - 200mm Depth: 50 - 100mm	Small Pothole Dia: <100mm Depth: <50mm
Shoving/Failures	Area: >1.5 m ² Depth: >50mm	Area: >1.5 m ² Depth: 15 - 50mm	Area: : <1.5 m ² Depth: 15 - 50mm	Area: : <1.5 m ² Depth: <15mm
Rutting & Edge Drop	Heavy Length: > 5m Depth: >50mm	Moderate Length: <5m Depth: >50mm Or Length: >5m Depth: 15 – 50mm	Moderate Length: < 5m Depth: 15 - 50mm	Small Length: >5m Depth: <15mm
Spalling / Faulting of Longitudinal Joints on Rigid Pavements	Heavy Length: > 5m Depth: >30mm	Moderate Length: >5m Depth: < 15 – 30mm or Length: <5m Depth: >30mm	Moderate Length: < 5m Depth: 15 - 30mm	Small Length: <5m Depth <15mm

- A regular program of works will be conducted to rectify road network defects based on their risk assessment within available resources.
- Road network defects will be actioned within the following response times, within available resources:

Priority	Treatment
Low	Referred for consideration as part of programmed works in future financial years
Medium	Referred for consideration as part of programmed works within current financial year.
High	Repair / Make Safe within 1 month
Urgent	Repair / Make Safe within 1 week

- Regular road (and associated assets as mentioned in this policy) inspections will be conducted to identify defects. Visual inspections will be conducted at the following frequencies:

Road	Inspection Frequency
Critical Locations / Events	As required
Arterial & Sub-Arterial Roads	Monthly
Collector Streets	3 Monthly
Sub-Collector Street	6 Monthly
Local Through and Access Streets	Annually

Bridge/Culvert	Inspection Frequency
Critical Locations / Events	As required
Bridge/Culvert = or > 6.0m span	Annually
Culverts > 1.0m equivalent diameter	2 Yearly
Culverts = or < 1.0m equivalent diameter	3 Yearly

3 DEFINITIONS

NIL

4 LEGISLATIVE OBLIGATIONS AND/OR RELEVANT STANDARDS

This policy has been developed to meet industry best practice.

5 CONTENT:

NIL


6 PERFORMANCE INDICATOR

The effectiveness of this policy will be measured by:

- The extent that maintenance response times comply with the policy.
- Feedback from road network users.

POLICY:-	
Policy No:	
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PROCEDURES/GUIDELINES:-	
Date Procedure/Guideline (if any) was developed:	
RECORDS:-	
Container Reference in TRIM: Policy	SF080616
Container Reference in TRIM: Procedure	Nil
Other locations of Policy:	Intranet (linked to TRIM Container)
Other locations of Procedures/Guidelines:	Nil
DELEGATION (if any):-	
	Nil
RESPONSIBILITY:-	
Draft Policy developed by:	Asset Planning Engineer
Committees (if any) consulted in the development of the Draft Policy:	Nil
Responsibility for Implementation:	Group Manager, City Infrastructure
Responsibility for Review of Policy:	Group Manager, City Infrastructure

INTEGRATED PLANNING FRAMEWORK:	
Community Strategic Plan:	Strategic Priority No. 5
Delivery Program Title:	Engineering Planning, Infrastructure, Access and Transport – Local, Roads, Regional Roads
Operational Plan:	Program No. 210, 212

Senior Authorising Officer	Position General Manager	Signature/Date  23 November 2011
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ACTION	COUNCIL MEETING DATE	RESOLUTION NUMBER	REPORT ITEM NUMBER
NEW/RECONFIRMED/ AMENDED			
New	28 January 2009	011/09	Item 8
Amended	23 November 2011	330/11	Item 13

DATE REVIEWED	REVIEWER POSITION	REVIEWER NAME
10 November 2011	Manager – Engineering Services	Derek Tooth
November 2013	General Manager	Gary Chapman