

Road Management Plan Review 2025

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Executive Summary

The purpose of this report is to summarise the findings and conclusions of Glen Eira City Council's ('Council') review of its Road Management Plan ('RMP') 2021.

The review was conducted in compliance with section 54 of the Road Management Act 2004 ('Act') and regulations 8(3) and 9(2)(a) of the Road Management (General) Regulations 2016 ('Regulations').

Council undertook the review through a series of internal workshops and industry benchmarking.

In conducting the review, Council ensured that the standards and priorities for inspection, maintenance and repair of the roads and classes of road covered by its RMP remained appropriate.

Key outcomes of the review

- Maintain Council's commitment to existing service levels for inspection, maintenance and repair of roads and footpaths within available resources.
- Update the RMP to the new MAV industry-standard template to improve consistency across the local government sector.
- Include unsealed roads into access road category and set improved intervention levels for defects in public right of way.
- Remove irrelevant technical content, such as rail crossings.
- Consolidate and simplify asset classifications and management tasks.

Council now seeks community feedback on the proposed RMP 2025.

Following the public exhibition period, all feedback will be considered and any updates made before adoption of the RMP 2025.

Background

Council manages an extensive road network, including about 499 km of roads and public right of way, 832 km of kerb and channel, and 868 km of pathways.

Under the Act, Council is the coordinating road authority for municipal roads and related infrastructure in Glen Eira.

This role carries a statutory duty to inspect, maintain and repair these assets.

The Act permits a road authority to develop and publish a Road Management Plan in accordance with Division 5 of Part 4 of the Act.

The purposes of an RMP are to:

- establish a management system for road management functions based on policy, operational objectives and available resources; and
- set standards for discharging duties in the performance of those functions, consistent with the Act's principal object of road management and the works and infrastructure management principles.

Council's current RMP was adopted on 26 October 2021 and demonstrates Council's commitment to identifying defects in the road network and undertaking timely repairs.

In accordance with the Act and Regulations, Council is required to complete a review of the 2021 RMP by 31 October 2025.

Process

The review process involved:

- Analysing the appropriateness of inspection, maintenance, and repair standards for Council's road-related infrastructure;
- Considering industry standards and risk management practices;
- Consulting with internal officers

Summary of review findings

The key outcomes of the review are:

- Retaining a commitment to service levels, including the inspection, maintenance and repair of roads and footpaths within the resources available to the Road Authority;
- Update the RMP to the new industry standard template, developed by the Municipal Association of Victoria, to improve consistency across the sector
- Inclusion of selected administrative content from the MAV template
- Removal of selected administrative content from the current RMP 2021
- Inclusion of unsealed roads and improved intervention levels for defects in public right of way
- Removal of irrelevant technical content such as rail crossings, etc.
- Consolidation and simplification of asset classifications and management tasks
- Administrative and grammatical improvements for clarity and consistency.

A summary of amendments to the RMP 2021 are set out in Tables 1 and 2 below.

Table 1: Changes and Inclusions from the Municipal Association of Victoria (MAV) template

Section	Source(s)	Details of change
Overall Plan	MAV template	Adopt the new <i>Road Management Plan (RMP)</i> template developed by MAV for Victorian metropolitan councils to improve consistency across the local government sector.
Introduction		
1.1 Background	<i>RMP</i> 2021	Brief introduction to the management of road infrastructure in Glen Eira.
1.2–1.6 Purpose, legislations, contents, updates to the plan and exceptional circumstances	MAV template and <i>RMP</i> 2021	As provided in the MAV template covering topics below from <i>RMP</i> 2021: <ul style="list-style-type: none"> • Contents of the plan • Legislative basis for the plan • Effect of <i>RMP</i> • Force majeure. And adding more depth to some parts, such as: <ul style="list-style-type: none"> • Governance related to plan updates • Reinstatement of suspended plan • Inspections and repairs during suspension.
Rights and responsibilities		
2.1 Public roads	MAV template	Elaboration on what constitutes public roads
2.2 Key stakeholders	MAV template	Rewording existing stakeholders and inclusion of special interest groups and insurers
2.3 Coordinating and responsible road authority	MAV template and <i>RMP</i> 2021	As provided in the MAV template, replacing 3.2

Section	Source(s)	Details of change
		Council responsibilities in RMP 2021
2.4 General functions, 2.5 Rights of the road user, 2.6.2 Incident claims, 2.6.3 Permits for work within a road reserve, and 2.7 Council owned or managed trees	MAV template	New inclusion
2.6.4 Obligation of others	MAV template, <i>RMP 2021</i> and internal review	Inclusion of a section on management of non-road infrastructure and vehicle crossovers, with content reworded as in <i>RMP 2021</i> , and inclusion from internal review
Road management systems		
3.1 Background and process	MAV template	New inclusion
3.3 Asset hierarchies and attachment 1	MAV template, <i>RMP 2021</i> and internal review	Categorisation of existing road classification in <i>RMP 2021</i> and allocation of public right of way into the new category one. Inclusion of an unsealed road into category two: local access road.
3.4 Our road network, 3.5 Maintenance management system, and 3.6 Asset levels of service	MAV template and <i>RMP 2021</i>	New inclusion from MAV template with internal asset data and covering process explained in different sections in <i>RMP 2021</i>
Register of public roads.		
4.1 Maintenance demarcation (boundary) agreements	MAV template and <i>RMP 2021</i>	Minor administrative changes, removing unnecessary content in <i>RMP 2021</i>
4.2 Roads not listed on the register	MAV template	New inclusions
Attachments two, three, four and five, and tables	MAV template and <i>RMP 2021</i>	Translation and segregation of three appendices into four attachments elaborating on the intervention levels,

Section	Source(s)	Details of change
		inspections, response time frames and maintenance program from RMP 2021 into the table format and convention provided in the MAV template.
Attachment one – Potholes	Internal review	Intervention levels for unsealed road potholes were reduced from 100mm to 75mm. Intervention levels for abrupt and significant distortion in public right of way surface level were reduced from 150mm to 75mm.
Attachment six – Summary of changes	Internal review	Provision as per regulations

Table 2: Removal from RMP 2021

Sections (RMP 2021)	Details of change
2.1 Road-related infrastructures, and 2.2 other infrastructure not included in this plan	Removed as not included in the MAV template and not recommended to retain in the new <i>Plan</i> .
2.3.5 Rail crossings	
5.4 Emergency response workflow	
6.2 Council's management system	
6.3 Dealing with customer requests	
7.5.1 Liability of road authority	

Conclusions of the review

Council concludes, in accordance with section 54 of the Act and regulation 9(2)(a) of the Regulations, that the RMP 2021 has been comprehensively reviewed. The review confirms that Council's standards and priorities for inspection, maintenance and repair remain appropriate, and identifies specific amendments set out in this report for adoption as the RMP 2025

Next Steps

In accordance with section 54 of the Act and regulation 10 of the Regulations, Council gives notice that it has completed a review of its RMP. As a result of the review, Council proposes to amend its RMP.

A copy of the proposed amendment to the RMP and this report may be obtained or inspected at the Glen Eira Town Hall, Corner Glen Eira and Hawthorn Roads, Caulfield VIC 3162 or accessed online by viewing Council's website www.gleneira.vic.gov.au and following the links.

Any person aggrieved by the proposed amendment to the RMP may make a written submission on the proposed amendment on or before 5.00 pm Tuesday 28 October 2025, being not less than 28 days after the date on which a notice is published in the Government Gazette.

An online submission form is available at www.haveyoursaygleneira.com.au/rmp.

Written submissions are to be addressed to the Director Sustainability, Assets and Leisure, Glen Eira City Council, PO Box 42, Caulfield South VIC 3162. Submissions may also be hand-delivered to the Town Hall or emailed to mail@gleneira.vic.gov.au.

All submissions will be considered public documents unless specified otherwise by the submitter.

For more information, please contact Jessica Wingad, Manager, Sustainability & Assets on 03 9524 3333 or email mail@gleneira.vic.gov.au at Glen Eira City Council.

Appendix 1: Terms and Definitions

Benchmarking	A process of comparing practices, performance, or standards with those of other Councils or industry leaders to identify improvements.
Coordinating road authority	The organisation that has the responsibility to co-ordinate works. Generally, if the road is a freeway or arterial road, this will be the Head of Transport for Victoria. Generally, if the road is a municipal road, this will be Council.
Council	Refers to the Glen Eira City Council
Defect	The issue or hazard that may require repair or maintenance under the Road Management Plan.
Intervention levels	A standard guide for identifying when maintenance is required.
Municipal road(s)	Road for which the municipal council is the coordinating road authority. The Road Management Act 2004 imposes specific duties on the municipal council with respect to the inspection, repair and maintenance of these roads and associated road-related infrastructure.
Pathway	Refers to a footpath, bicycle path, shared path or other area that is constructed or developed by Council for members of the public (not motor vehicles) to use. Pathways may be further categorised as: <ul style="list-style-type: none">• Footpaths – pathways designated solely for use by foot traffic (and limited mobility devices such as wheelchair users)• Bicycle pathways – pathways designated solely for use by cyclists, scooters and the like but excluding foot traffic, and• Shared pathways – pathways designated for use by riders of bicycles, the riders of electric scooters and pedestrians.

Road	Has the same meaning as in the Road Management Act 2004, being inclusive of any public highway, any ancillary area and any land declared to be a road under section 11 of that Act or forming part of a public highway or ancillary area.
Road infrastructure	Refers to infrastructure which forms part of a roadway, pathway or kerb and channel, which includes structures and materials.
Road-related infrastructure	Refers to infrastructure installed or constructed by the relevant road authority to either facilitate the operation or use of the roadway or pathway, or support or protect the roadway or pathway.