

Road Management Plan Review 2025

Post Community Consultation

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Executive Summary

The purpose of this report is to provide an update following the closure of the public exhibition period for the amended Road Management Plan (RMP) and recommend its endorsement as the amended RMP 2025.

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.

Following the review process, the amended RMP was put on public exhibition for a period of 28 days, in accordance with the *Road Management Act 2004*.

The public exhibition period ended 28 October 2025, with five submissions received and considered. However, no changes were deemed necessary at this stage in the proposed Road Management Plan in 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: • 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: • 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	

Public Exhibition

Following the review process, the amended RMP was placed on public exhibition for a period of 28 days, as directed by the Act, from 29 September 2025 to 28 October 2025.

The public exhibition process included public notice advertisements on both the Victorian Government Gazette and The Age newspaper, which appeared on 29 September editions.

The public notice also appeared on Council's website for the duration of the public exhibition period where the community were also provided an opportunity to provide a survey submission in response to the amended RMP.

Following the public exhibition period, officers received five submissions. Summary of the submissions and our comments noted below.

	Submissions	Comments
1.	I hope priority will be given to fixing uneven footpath surfaces that are hazard to pedestrians.	Footpath displacement and cracking defects are already identified and our service levels for inspection and repair of these defects are on par with industry standards. As ongoing review to align with MAV template, we will include Undulation defects in the future RMP reviews. No further changes to the RMP are considered necessary to address this submission at this stage.
2	pg. 16 Quote: "The three levels in the hierarchy are:" comment: The number three is incorrect or the numbering in the following text is incorrect. pg. 16 Quote: "we used the following Council documents and nationally recognised asset management frameworks:" (Then quotes the reference documents). Comment: Should not the Urban Forest Strategy be a reference document detailing Trees as a council asset within the "Roadside" re Definitions. The Plan specifically states on page 15 that the Plan covers all Council owned and managed trees" but the reference documents on strategy for trees is omitted. Pg. 20 includes specific measures on Trees and Vegetation. Understanding that this is not about parking. But where parking, or the road surface is extended to be between pathway trees or replacing nature strips (as it is in Murrumbeena - Duncan McKinnon Reserve) - where parking spaces have been installed replacing the nature strip - and it is the road surface that is extended into / to create small parking bays. There are other recommendations to the Bentleigh Strip Shopping Centre where nature strips, the space between canopy trees, be converted into parking spaces with permeable surfaces - so they serve the purpose of additional parking and maintain sub soil moisture. The extended road surfaces must be recorded as a Council's responsibility.	Three levels of hierarchy are as follows 1. Road and Pathways 2. Breakdown of pathways into <i>Footpaths</i> and <i>Bicycle and Shared Pathways</i> 3. Road further classified as Link, Collector, Access and pathways categorised based on usage as high, medium, low or The objective of the Urban forest strategy is improved tree canopy coverage which is not the intent or scope of the RMP. Delineation of responsibilities of road and road related areas such as indented parking are covered under the Code of practice for operational responsibility for public roads and not discussed in the road management plan. No further changes to the RMP are considered necessary to address this submission.

	Yes. There is a distinct lack of detail in the plan. This seems to rely on reference to other documents and legislation, or is just not included. For example, threshold amount for damage compensation. Potholes having to be fixed in a certain timeframe but the timeframe is not included. I couldn't even find these timeframes in your contents I had to dig through the whole document. Council exists to serve the residents. Don't use subterfuge to duck the hard facts that should be presented clearly. We want to know when the potholes and other road issues have to be fixed by so we can hold you to account.	The type of defects and their inspection and response timeframes are provided in relevant tables as per the RMP template recommended by MAV. No further changes to the RMP are considered necessary to address this submission.
	Yes please have consistency in the road speed limits. Booran Rd south of North it is 60 kph and from North Rd to Glenhuntly Rd it is 50 km except for shops where suggested 40. From Glenhuntly to Neerim it is 50 kph except for school times morning and afternoon. From Neerim to roundabout it is 40 on school days till 5 pm then it is 60 kph for about 300m then at Kambrook it is back to 50. This can only be a revenue earner.	Submission is operational in nature and has been forwarded to Traffic team for their consideration. No further changes to the RMP are considered necessary to address this submission.
	Is the review helpful - yes and detailed email regarding traffic concerns at a specific location.	Customer indicated that review is helpful, supporting the adoption of the RMP. Other concerns raised will be investigated and responded accordingly.

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 and the necessary public consultation and review. As a result of the review, Council proposes to adopt the RMP.

A copy of the proposed amendment to the RMP 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.

For more information, please contact Harish Kirubakaran, Coordinator, Strategic Asset Management 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: • 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.