ROAD MANAGEMENT PLAN 2025

What is a Road Management Plan?

In the City of Melbourne, we have 251km of roads and 350km of footpaths – we want to make sure that they are safe and well-maintained. Our Road Management Plan (RMP) outlines the responsibilities, maintenance standards and inspection protocols for managing our road assets and civil liability.

It is a legislative requirement of the *Road Management Act 2004* that City of Melbourne has an RMP.

Why update the Road Management Plan?

City of Melbourne's RMP needs to be reviewed every four years in accordance with section 54 of the *Road Management Act 2004.* The current RMP was formally adopted in September 2021 (Version 5)

What are the key changes?

The RMP 2021 underwent both an internal and industry review to determine what changes should be made. Most of the proposed changes relate to the structure and format of the plan – overall, City of Melbourne's responsibilities relating to management of road assets and civil infrastructure mostly remain the unchanged.

Internal review recommendations:

1	Transfer Council's current RMP to a new RMP template developed by Municipal Association of Victoria (MAV). MAV developed this template for all Victorian metropolitan councils to adopt to improve consistency across the local government sector. The new template will change how the information in the RMP is formatted – the standards and our commitments will not be impacted by this change.
2	Change the requirement to undertake an in-person site inspection in response to every defect report. Clause 5.5 of the current plan states that when Council receives a report about a potential defect, we must undertake a site inspection within seven days. The proposed changes would give us the ability to assess the risk profile of a potential defect to determine whether an in-person is required – allowing us to more efficiently manage our time and resources.

3	Expand the scope of assets we manage by adding timber decking as an asset category to the standards of maintenance and response times.
4	Relax intervention levels associated with kerb and channel assets to better align with industry standards
5	Consolidate and simplify intervention levels associated with various assets including Council-owned pit lids, kerb and channel and traffic control devices to provide clear and comprehensible maintenance standards.
6	Include photos of existing crossings in the plan, to highlight and differentiate the areas that are managed by council and those that are managed privately and/or by a third party.

Industry review recommendations:

1	Adopt the new RMP template developed by MAV for Victorian metropolitan councils to improve consistency across the local government sector.
2	Assess the intervention levels in the plan to ensure that they are achievable and realistic within our resources.
3	Ensure that the RMP is easy to read with relevant information.
4	Remove the list of bridges from the plan – the road and footpath pavements on these bridges are already captured within the RMP in the standards of maintenance and response times.
5	Remove the following items from the RMP because they are either not required or already defined in other Council documentation (such as a strategy or plan): • the map of the municipality • references to funding of routine maintenance and renewal works • references to City of Melbourne Strategic Direction • references to data sources and technical references relating to Road Management Systems • reference to Transport Integration Act 2010 • Remove the RMP audit functions – ongoing review processes are already defined in the Road Management (General) Regulations 2005.

Key terms

- ***Road assets*** refer to the physical infrastructure elements that make up a road network, such as road surfaces, footpaths, shared zones, traffic signs, drainage pit grates, tree plots and vegetation.
- ***Intervention levels*** provide a standard guide for identifying when maintenance is required.
- ***Defect type*** refers to the type of issue or hazard that may require repair or maintenance under the RMP.
- ***Standards of maintenance and response times*** refers to Appendix 2, Section 2 of the RMP and outlines how we determine our responses to certain defects or hazards within various asset categories.