



Road Management Plan Review Report

Purpose

This document outlines the proposed updates to Merri-bek City Council's Road Management Plan for public exhibition and subsequent adoption, pending any further changes made.

This document contains details of the process of review and details proposed amendments resulting from the review.

Approach

An internal Project Control Board (PCB) was established across several branches.

To capture the road and footpath user perspective a meeting was held with internal and external stakeholders.

The Municipal Association of Victoria (MAV) has circulated templates and benchmarks for Road Management Plans. It is proposed to adopt the MAV format in Merri-bek's updated Road Management Plan.

Officers considered the input from the Project Control Board, user perspectives and the MAV in the review of Council's current intervention levels, response times and inspection frequency. This has resulted in a large number of changes proposed in the Road Management Plan.

The following pages contain tables that show the proposed changes to Inspection Frequencies (Table 1) and Intervention Levels and Response Times (Tables 2 to 6).

Road and Footpath Hierarchies

The road and footpath hierarchies have also been adjusted to align with the Moving Around Merri-bek Transport Strategy.

The road classifications are Link, Collector, Access and Right of Way (Constructed Laneways).

The footpath classifications designate all activity centres and shopping strips as High Use 1 category. High Use 2 category will include the Streets for People network and this will be progressively updated in Council's asset management system.

Next Steps

The following key dates are proposed:

1. 13 August 2025 - Council endorsement of the review report and proposed amendment.
2. Mid-August to Mid-September 2025 – Public exhibition and engagement through Conversations Merri-bek
3. 8 October 202 – Council adoption of the amended plan.

Table 1 – Proactive Inspection Frequencies

Asset	Description	Proposed	Current	Change in frequency
Sealed Road	Link Road	6 Months	13 Months	More frequent
	Collector Road	12 Months	13 Months	Essentially unchanged
	Access Roads with Shimmies	12 Months	37 Months	More frequent
	Access Roads	24 Months	37 Months	More frequent
	Constructed Laneways	24 Months	37 Months	More frequent
Footpath, Shared Path and Bikepaths	High Use 1 - H1 - Activity Centres/Shopping Strips	6 Months	13 Months	More frequent
	High Use 2 - H2 - Access Routes	12 Months	13 Months	Essentially unchanged
	Standard	24 Months	37 Months	More frequent
Bridges & Culverts	Level 1	6 Months	7 Months	Essentially unchanged
	Level 2	As part of condition inspections	37 Months	Less frequent
	Level 3	As needed	As needed	No change
Retaining Walls	Height >1.5m	6 Months	7 Months	Essentially Unchanged
	Height 1.0m to 1.5m	24 Months	37 Months	More frequent
	Height <1m	As needed	As needed	No change
Night Inspection for regulatory signs, warning signs, hazard signs and pavement marking	Link Road	12 Months	na	New
	Collector Road	24 Months	na	New
	Access Road	24 Months	na	New
	Constructed Laneways	48 Months	na	New

Table 2 – Intervention Levels and Response Times – Road Surface Hazards

Defect	Change in intervention level	Description	Proposed	Current	Change in response time
Pothole - Trafficable Lane (40mm depth and 300mm diameter)	Diameter reduced from 400mm	Link Road	2 Weeks	30 Days	Reduced Response Time
		Collector Road	3 Weeks	30 Days	Reduced Response Time
		Access Road	4 Weeks	30 Days	Essentially Unchanged
		Constructed Lane	4 Weeks	30 Days	Essentially Unchanged
Pothole - On Road Bike lane (40mm depth and 300mm diameter)	Diameter reduced from 400mm	Link Road	2 Weeks	30 Days	Reduced Response Time
		Collector Road	3 Weeks	30 Days	Reduced Response Time
		Access Road	4 Weeks	30 Days	Essentially Unchanged
		Constructed Lane	4 Weeks	30 Days	Essentially Unchanged
Depression/Deformation - Trafficable Lane (50mm deep over 3m long straight edge)	Depression reduced from 100mm	Link Road	2 Weeks	30 Days	Reduced Response Time
		Collector Road	3 Weeks	30 Days	Reduced Response Time
		Access Road	4 Weeks	30 Days	Essentially Unchanged
		Constructed Lane	4 Weeks	30 Days	Essentially Unchanged
Missing and Damaged Pit Lids	No change	Link Road	1 Day	30 Days	Reduced Response Time
		Collector Road	1 Day	30 Days	Reduced Response Time
		Access Road	5 Days	30 Days	Reduced Response Time
		Laneways	10 Days	30 Days	Reduced Response Time

Table 3 – Intervention Levels and Response Times – Roadside Vegetation

Defect	Change in intervention level	Description	Proposed	Current	Change in response time
Canopy Clearance 4.3m	New	Link Road	2 Weeks	na	New
		Collector Road	2 Weeks	na	New
Canopy Clearance 3.5m	New	Access Road	3 Months	na	New
		Constructed Lane	3 Months	na	New
Sightline obstruction on intersections and signs for Speed 60km/h road	New	Link Road	2 Weeks	na	New
		Collector Road	2 Weeks	na	New
		Access Road	4 Weeks	na	New
		Constructed Lane	8 Weeks	na	New
Sightline obstruction on intersections and signs for Speed 50km/h an under road	New	Link Road	2 Weeks	na	New
		Collector Road	2 Weeks	na	New
		Access Road	4 Weeks	na	New
		Constructed Lane	8 Weeks	na	New

Table 4 – Intervention Levels and Response Times – Other Road Hazards

Defect	Change in intervention level	Description	Proposed	Current	Change in response time
Missing and Damaged Signage (Regulatory, Warning and Hazard Signs making them ineffective) - for speed 60km/h roads	No change	Link Road	1 Week	30 Days	Reduced Response Time
		Collector Road	2 weeks	30 Days	Reduced Response Time
		Access Road	4 Weeks	30 Days	Essentially Unchanged
		Constructed Lane	12 Weeks	30 Days	Increased Response Time
Missing and Damaged Signage (Regulatory, Warning and Hazard Signs making them ineffective) - for speed 50km/h and under roads	No change	Link Road	2 Week	30 Days	Reduced Response Time
		Collector Road	2 weeks	30 Days	Reduced Response Time
		Access Road	4 Weeks	30 Days	Essentially Unchanged
		Constructed Lane	12 Weeks	30 Days	Increased Response Time
Damaged or missing guard rail and fence making them ineffective	No change	Link Road	4 Weeks	30 Days	Essentially Unchanged
		Collector Road	8 Weeks	30 Days	Increased Response Time
		Access Road	4 Months	30 Days	Increased Response Time
		Constructed Lane	12 Months	30 Days	Increased Response Time
Missing or faded (ineffective) linemarking resulting in safety risk	No change	Link Road	4 Weeks	Program	Reduced Response Time
		Collector Road	8 Weeks	Program	Reduced Response Time
		Access Road	4 Months	Program	Reduced Response Time
		Constructed Lane	12 Months	Program	na

Defect	Change in intervention level	Description	Proposed	Current	Change in response time
Kerb and channel – 75mm uplift and 75mm horizontal displacement	Remove	Link Road	na	90 Days	Remove
		Collector Road	na	90 Days	Remove
		Access Road	na	90 Days	Remove
		Constructed Lane	na	90 Days	Remove
Water pooling - localised flooding	Remove	All roads	na	90 Days	Remove

Table 5 – Intervention Levels and Response Times – Pathway Surface Hazards

Definitions:

High Use 1 - H1 - Activity Centres/Shopping Strips

High Use 2 - H2 - Access Routes

Defect	Change in intervention level	Description	Proposed	Current	Change in response time
Vertical displacement 30 mm	No change	High Use 1 - H1	4 Weeks	30 Days	Essentially Unchanged
		High Use 2 - H2	4 Weeks	30 Days	Essentially Unchanged
		Standard	8 Weeks	30 Days	Increased Response Time
Vertical displacement 25mm-30 mm	New	High Use 1 - H1	6 Months	na	New
		High Use 2 - H2	6 Months	na	New
Undulations (75mm up/down over 1.5m straight edge)	Undulations increased from 30mm length increased from 1.2m	High Use 1 - H1	2 Weeks	30 Days	Reduced Response Time
		High Use 2 - H2	4 Weeks	30 Days	Essentially Unchanged
		Standard	8 Weeks	30 Days	Increased Response Time
Cracking along path of travel (20 mm wide)	No change	High Use 1 - H1	4 Weeks	30 Days	Essentially Unchanged
		High Use 2 - H2	4 Weeks	30 Days	Essentially Unchanged
		Standard	8 Weeks	30 Days	Increased Response Time
Cracking perpendicular to path of travel (30mm wide)	New	High Use 1 - H1	4 Weeks	na	New
		High Use 2 - H2	4 Weeks	na	New
		Standard	8 Weeks	na	New

Defect	Change in intervention level	Description	Proposed	Current	Change in response time
Loose and unstable pavers	New	High Use 1 - H1	4 Weeks	na	New
		High Use 2 - H2	4 Weeks	na	New
		Standard	8 Weeks	na	New
Dislodged / missing pieces / potholes (150mm wide 20mm deep)	Width and depth decreased from 300mm and 30mm	High Use 1 - H1	2 Weeks	30 Days	Reduced Response Time
		High Use 2 - H2	4 Weeks	30 Days	Essentially Unchanged
		Standard	8 Weeks	30 Days	Increased Response Time
Missing / damaged pit lids	No change	High Use 1 - H1	1 Day	30 Days	Reduced Response Time
		High Use 2 - H2	1 Day	30 Days	Reduced Response Time
		Standard	4 Days	30 Days	Essentially Unchanged
Dislodged / missing tactile paver	New	High Use 1 - H1	4 Weeks	na	New
		High Use 2 - H2	4 Weeks	na	New
		Standard	3 Months	na	New

Table 6 – Intervention Levels and Response Times –Pathway Vegetation

Definitions:

High Use 1 - H1 - Activity Centres/Shopping Strips

High Use 2 - H2 - Access Routes

Defect	Change in intervention level	Description	Proposed	Current	Change in response time
Overhanging vegetation clearance 2.5m	New	High Use 1 - H1	2 Weeks	na	New
		High Use 2 - H2	4 Weeks	na	New
		Standard	8 Weeks	na	New
Vegetation obstructing intersections or regulatory, warning and hazard signs for bikepaths and shared paths from 20m distance	New	High Use 1 - H1	4 Weeks	na	New
		High Use 2 - H2	4 Weeks	na	New
		Standard	8 Weeks	na	New