

August 2025

Road Management Plan Review Report 2025 - Draft

wyndhamcity
city. coast. country



Contents

Introduction **1**

Background **1**

Review **1**

Benchmarking and Performance 2

Community Understanding and Satisfaction 2

Financial Sustainability 2

Risk Management and Compliance 2

Proposed Amendments **3**

Footpath Rectification Process 3

Condition Survey Frequency 4

Inspection Timeframes 4

Minor Administrative Amendments 4

Community Consultation **4**

Conclusion **5**

DRAFT

Introduction

This report discusses the review of Wyndham City's Road Management Plan 2021 and proposed changes to be included in the Road Management Plan 2025. The review of the current Road Management Plan (RMP) and adoption of a new plan is a legislative requirement within the first year of each Council term.

Council officers have undertaken a review of the current RMP to determine the ongoing suitability of the standards set out in the plan, and identify areas for improvement with associated recommendations for adoption into the new plan. This review includes benchmarking analysis against other municipalities state-wide, an examination of areas of community confusion and dissatisfaction, analysis of feasibility under current budget constraints, and a risk and compliance review.

This report includes the outcomes of the review, recommendations for adoption into the new plan and discussion of the community consultation process.

Background

Wyndham City Council is responsible for municipal public roads, also known as local roads, within the Wyndham City area. In accordance with the *Road Management Act 2004*, Council has adopted a Road Management Plan (RMP) to guide how we manage roads, footpaths, and related infrastructure.

The RMP sets out standards for inspection, maintenance, and repair, and serves as a framework for Council's responsibility in keeping road-related infrastructure safe and serviceable.

Council manages a transport asset base valued at $2.76 billion, including:

- 1,724 km of sealed roads
- 49 km of unsealed roads
- 2,848 km of kerb and channel
- 2,243 km of footpaths
- 186 bridges and culverts

Under section 8(3) of the Road Management (General) Regulations 2016, Council must review and re-adopt its RMP following each Council election. A written report outlining the findings and conclusions of the review must also be produced.

Review

Council officers have undertaken a comprehensive review of the current RMP to assess its suitability for re-adoption. The review focused on four key areas:

- Benchmarking and performance
- Community understanding and satisfaction
- Financial sustainability
- Risk management and compliance

This review concluded that the current RMP continues to deliver a consistent and effective standard of maintenance across the municipality's roads, footpaths, and associated infrastructure, however three areas of potential improvement were also identified through this process.

Benchmarking and Performance

As part of the review, a benchmarking analysis was conducted against the recommendations of the Municipal Association of Victoria (MAV), which were informed by a review of all 79 Victorian local councils. This analysis found that Council's RMP is broadly consistent with the MAV's sector-wide recommendations.

The most recent asset data as outlined in Council's Asset Plan 2025–2035 indicates that the health of Council's transport assets is 88 per cent, significantly above the national average of 66 per cent. Furthermore, 90 per cent of Council's transport assets are in "very good" condition (rated condition 1 of 5), demonstrating that the current standards are meeting Council's asset management objectives.

Community Understanding and Satisfaction

The 2024/25 Annual Community Satisfaction Survey reported a satisfaction score of 7.3 out of 10 for "maintenance and repair of sealed local roads", classified as "very good" and in line with the metropolitan Melbourne average. This represents the highest satisfaction level in nine years and an 11 per cent improvement across the life of the current RMP.

Satisfaction with the provision, maintenance and repair of footpaths and shared trails was 7.4 out of 10, also classified as "very good," and only one per cent below the metropolitan average. This, too, is the highest rating in nine years and reflects an eight per cent improvement over the current RMP period.

However, a review of community complaints indicated dissatisfaction and confusion with the footpath rectification process. An amendment is proposed to address this issue and improve transparency.

Financial Sustainability

An opportunity for cost saving was identified in the scheduling of road, path, bridge, and culvert condition surveys. An amendment to capture these savings is proposed below.

Importantly, a review of cost of delivery against Council's Long Term Financial Plan confirmed that the standards set by the RMP can be maintained within budget allocations, confirming its ongoing financial sustainability.

Risk Management and Compliance

The RMP is also an important risk management tool to protect Council's liability by providing a well-defined standard against which Council's performance is measured. The performance of the current RMP in protecting Council's liability demonstrates that the standards set are appropriate and achievable and supports the re-adoption of the current standards.

The review also found that the current frequencies for road and path inspections have created operational challenges in meeting compliance requirements, and a recommendation has been made to marginally adjust some of these intervals.

DRAFT

Proposed Amendments

The review identified three areas for improvement, which are recommended for inclusion in the updated RMP. Each of these changes are outlined below.

Footpath Rectification Process

Council categorises footpath defects into three categories based on severity as shown below in Table 1.

Table 1: Categorisation of footpath defects

Category	Definition
Category A	Level differences greater than 50mm, and Cracks greater than 30mm
Category B	Level differences between 20mm and 50mm, and Cracks between 20mm and 30mm
Category C	Level differences less than 20mm, and Cracks less than 20mm

Council currently rectifies footpath defects greater than 20mm (categories A and B), but the process varies based on severity. The most severe defects (category A) are remediated with temporary works within 15 days and placed on a budgeted works program for permanent works. Less severe defects (category B) are placed on a budgeted works program for permanent works with no temporary works undertaken.

The budgeted works program is organised into 116 maintenance zones which are scheduled in a continuous cycle where all defects identified in each zone are addressed together in a package of works. This allows for greater efficiency in delivery of these rectifications but means it may be several years until some defects are permanently rectified.

Temporary works are not undertaken on category B defects in order to prioritise the use of limited budget resources to the most severe defects and permanent repairs.

The current RMP outlines Council's intervention as "take remedial and/or protection action where required and/or place on budgeted works program for future works", which covers Council's currently process but is unclear and causes confusion with the community. To clarify Council's process and improve community understanding it is proposed to update the wording to:

For category A defects:

> "Undertake rectification or temporary repairs within 15 working days of inspection. And, if temporary repairs are undertaken, place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled."

For category B defects:

> "Place on rolling zone-based works program with permanent rectification to be undertaken when assigned maintenance zone is scheduled."

Condition Survey Frequency

The revised plan proposes to reduce the condition survey frequency for road segments, bridges and culverts from a three-year to a four-year inspection cycle. This approach is supported by the good condition of Wyndham's transport assets, as outlined in Council's Asset Plan 2025-2035, 90 per cent of are in very good condition (rated 1 out of 5). Moving to a four-year cycle will still enable flexibility in completing the auditing while ensuring compliance is maintained with the RMP. This change delivers an estimated 25% cost saving on condition inspection activities.

Inspection Timeframes

Under current practices inspection schedules are grouped by maintenance zone and follow either monthly or weekly cycles depending on the frequency. While this is the efficient approach, this system creates minor scheduling variances. It is therefore proposed that the adopted standards be adjusted slightly beyond the actual schedule, as per Table 2 below, to provide operational flexibility and ensure compliance. This approach has been previously adopted for main roads and category 1 paths already.

Table 2: Proposed inspection frequencies for roads and footpaths

	Schedule Frequency	Current Standard	Proposed Standard
Roads			
Main	4 weeks	6 weeks	6 weeks
Collector	6 months	6 months	**7 months**
Local	12 months	12 months	**14 months**
Footpaths			
3 (Major shopping centres)	3 months	3 months	**4 months**
2 (Schools, aged care, etc)	6 months	6 months	**7 months**
1 (Standard)	12 months	14 months	14 months

Minor Administrative Amendments

Minor administrative changes have also been made such as titles and dates of relevant legislation, policies and departments.

Community Consultation

Community consultation will be undertaken from 28 August to 24 September 2025 for 28 days in accordance with section 10(1)(e) of Road Management (General) Regulations 2016 to gather public comments on the proposed plan. This consultation will be undertaken via Council's The Loop portal (theloop.wyndham.vic.gov.au) and will be advertised via the Victorian Government Gazette, newspapers, The Loop, and social media.

Following the consultation period a further report outlining community feedback and any recommended amendments will be prepared prior to adoption of the final plan.

Further detail regarding the outcomes of the community consultation will be included in this section of the report following the close of the consultation period.

DRAFT

Conclusion

The Road Management Plan is a provision under the *Road Management Act 2004* which Council has elected to adopt and as such Council is required to review and re-adopt its RMP following a Council election.

This plan guides how Council manages its network of roadways, pathways and road related infrastructure, including the standards for inspection, maintenance and repair. The adoption of the RMP with the proposed changes included will ensure that Council continue to provide an appropriate and consistent standard of maintenance across Wyndham's network in a manner that is financially and operationally achievable and meets community expectations.

DRAFT