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Draft Road Management Plan 2025 - Summary of Proposed Changes

Section Number	Section Name	Asset	Activity	Current Level	Proposed Changes	Explanation
2.4	Updating the Plan	All	Non-technical or administrative changes to the Plan.	Approving authority was not defined.	Approving authority is defined.	Defined who will approve the non-technical or administrative changes to the Plan.
2.6	Responsibility for the Plan	All	Developing and reviewing the Plan.	Responsibility was not defined.	Responsibility is defined.	Defined who will be responsible for the development and review of the Plan.
3.6	Incident Claims	All	Claim for any incidents within the road reserve.	Incident claim process was not explained.	Incident claim process is included.	As per the MAV template, the incident process is defined for clarity.
3.6	Obligation of others	Stormwater Drainage	Responsibility clarity.	Not defined.	Figure is added.	Figure is updated for greater clarity.
4.2	Asset Hierarchies	Pathways	Hierarchy/Categories.	Hierarchy was two levels only.	Hierarchy is three levels.	The hierarchy is updated to improve the management of a large network. It is per the MAV recommendation and benchmarked with neighbouring Councils.
4.2	Asset Hierarchies	Pathways - Shared Paths	Hierarchy/Categories.	Shared Paths did not have separate hierarchy.	Separate Hierarchy is developed and assigned.	The hierarchy is developed and assigned to improve the management of a large network. It is per the MAV recommendation and benchmarked with neighbouring Councils.
5.1	Maintenance Demarcation	All	Responsibility clarity.	Figure was from the previous version of the Code of Practice.	Figure is from the latest version of the Code of Practice.	Figure is updated to the latest for greater clarity.
Attachment 5	Inspection Frequencies	Roads Sealed - Regulatory, Warning and Hazard Signs	Inspection frequency.	Yearly.	Aligned with road inspection per the hierarchy and category, i.e. Category 1 - three months, Category 2 - six months and Category 3 & 4 - twelve months.	The inspection frequency is updated to improve the management of a large network and allow better use of resources. It is benchmarked with neighbouring Councils.
Attachment 5	Inspection Frequencies	Roads Sealed - Unsealed Shoulder of Sealed Roads	Inspection frequency.	Monthly.	Same as sealed road inspection frequency, i.e. Category 1 - three months, Category 2 - six months and Category 3 & 4 - twelve months.	The inspection frequency is updated to improve the management of a large network and allow better use of resources. It is benchmarked with neighbouring Councils.
Attachment 5	Inspection Frequencies	Roads Unsealed	Inspection frequency.	Monthly.	Three months.	The hierarchy is updated to improve the management of a large network and allow better use of resources. It is per the MAV recommendation and benchmarked with neighbouring Councils. Unsealed roads will also be inspected after significant weather events to identify deterioration due to weather due to the event.
Attachment 5	Inspection Frequencies	Roads Unsealed - Regulatory, Warning and Hazard Signs	Inspection frequency.	Yearly.	Aligned with road inspection per the hierarchy and category, i.e. three months.	The inspection frequency is updated to improve the management of a large network and allow better use of resources. It is benchmarked with neighbouring Councils.

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Attachment 5	Inspection Frequencies	Pathways	Condition inspection frequency.	Aligned with the risk inspection.	Five-year cycle, aligned with all the other assets.	The inspection frequency is updated to improve the management of a large network and allow better use of resources. It is benchmarked with neighbouring Councils.
Attachment 5	Inspection Frequencies	Pathways - Shared Paths - Horse Trails	Inspection frequency.	Yearly.	Same as shared path inspection frequency, i.e. Category 1 - six months, Category 2 - twelve months and Category 3 - three years.	The Horse Trails will be inspected per the Shared Path frequency.
Attachment 5	Inspection Frequencies	Stormwater Drainage - Pits	Inspection frequency.	Only defined for Side Entry Pits at two-year intervals.	Aligned with road inspection per the hierarchy and category.	The inspection frequency is updated to improve the management of a large network.
Attachment 5	Inspection Frequencies	Bridges	Inspection frequency.	12 weeks and 24 weeks based on the priority based construction material.	One yearly.	It will allow for better use of resources. The immediate risk to the users will be covered by Pathway network inspections; the pedestrian bridge surfaces will be inspected with Pathways.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads Sealed	Dedicated/marked bicycle lanes intervention.	No separate intervention was there.	Intervention separate from vehicular traffic is added.	It will improve the bicycle lanes' user experience and will be safer. The current standard is appropriate for vehicular traffic only and does not consider bicycle users. It is per the MAV recommendation.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads Sealed	Depression/deformations defects intervention.	Not defined.	Depression/deformations intervention is added.	It will improve the sealed road maintenance and per the MAV recommendation.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads Sealed	Edge break defects intervention.	Not defined.	Edge break intervention is added.	It will improve the sealed road maintenance and per the MAV recommendation.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads Unsealed	Pothole defects intervention.	Not defined.	Pothole intervention is added.	It will improve the unsealed road maintenance. It is per the MAV recommendation and benchmarked with neighbouring Councils.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads Unsealed	Wheel ruts and scouring defects intervention.	Not defined.	Wheel ruts and scouring intervention is added.	It will improve the unsealed road maintenance. It is per the MAV recommendation and benchmarked with neighbouring Councils.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads Unsealed	Corrugations defects intervention.	Not defined.	Corrugations intervention is added.	It will improve the unsealed road maintenance. It is per the MAV recommendation and benchmarked with neighbouring Councils.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads Sealed - Pavement Marking	Pavement marking intervention.	Works programmed for repainting in the next financial year.	Twelve months.	It will improve the pavement marking maintenance by having objective and clear timeline.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Roads - Traffic Management Devices	Pedestrian and School Crossing intervention.	Only timber posts intervention was defined.	Related signs intervention levels are included.	It will improve the pedestrian/school crossing maintenance.

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Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Footpaths	Displacement - Horizontal intervention.	Not defined.	Same intervention level as cracking, i.e., Horizontal displacement > 20 mm wide over length of 0.5 m.	It will create consistency and improve the footpath maintenance.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Footpaths	Cracking intervention.	Different for concrete and asphalt material.	Same intervention level for all material.	It will create consistency and improve the footpath maintenance.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Footpaths	Lose and unstable pavers intervention.	Not defined.	Lose and unstable pavers intervention is added.	It will improve the footpath maintenance and per the MAV recommendation.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Footpaths	Undulations (depressions/bumps) intervention.	Not defined.	Undulations (depressions/bumps) is added.	It will improve the footpath maintenance and per the MAV recommendation.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Footpaths	Potholes intervention.	Potholes are greater than 100mm diameter or 25mm in depth.	Potholes are greater than 100mm length/width/diameter or >20mm in depth.	The pothole intervention level is aligned with all the other path defects.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Footpaths	Potholes intervention.	Whenever the number of potholes exceed two (2) per 100m of footpath.	Removed.	It is not considered an immediate risk to the users and allows better use of resources.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Footpaths	Asphalt and unsealed material intervention.	Whenever pavement shows significant concentrated levels of distress.	Removed.	It will improve the clarity of measurement. It is considered a subjective and unclear measure.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Pits	Damaged pit lid in footpaths intervention.	Not defined.	Damaged pit lid in footpaths intervention is added.	It will improve the clarity of measurement. It is considered a subjective and unclear measure.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pathways - Shared Paths - Horse Trails	Horse trail intervention level.	Whenever trail is impassable by horse.	Same as shared path inspection frequency.	It will improve the horse trail maintenance.
Attachment 6	Defect Intervention Levels and Repair Timeframes	Pit lids	Missing pit lid.	10 working days intervention.	Considered as emergency call out.	It will reduce the risk.