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Road Management Plan Review Report 2025



Contents

Introduction1

Background1

Review.....1

Benchmarking and Performance2

Community Understanding and Satisfaction2

Financial Sustainability2

Risk Management and Compliance2

Proposed Amendments3

Footpath Rectification Process3

Condition Survey Frequency4

Inspection Timeframes4

Minor Administrative Amendments4

Community Consultation4

Conclusion.....6

Introduction

This report discusses the review of Wyndham City's Road Management Plan 2021 and proposed changes to be included in 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.

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 which, 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.

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 most 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 was 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 was undertaken via Council's The Loop portal (theloop.wyndham.vic.gov.au). Notice of this consultation period was published in the Victorian Government Gazette on 28 August 2025. The consultation was also promoted via The Loop on 28 August, Wyndham City's Facebook page on 1 September, and the Star Weekly on 3 September.

32 submissions were received during the consultation period, and these responses have been summarised by topic in Figure 1 below. The majority of the comments received did not relate to the RMP or its contents. Nine comments related to capital works projects or requests for road upgrade, however the RMP only covers day-to-day maintenance, not upgrades or capital projects. Six comments related to complaints or upgrade requests for declared arterial roads, which are the responsibility of the Department of Transport and Planning and therefore not covered by this RMP. Four comments related to road safety

concerns, three comments related to the rate of development and two comments related to parking enforcement, which are all issues not covered by the RMP. Additionally, ten submissions either provided no feedback or no meaningful feedback. Comments relating to Council responsibilities which are not covered by the RMP have been forwarded to the relevant departments.

Six submissions related to issues covered by the RMP. Four of the six submissions were supportive of the draft plan, and two submissions raised concerns with the draft plan. Two submissions also questioned whether Council is meeting its obligations under the RMP, however Council has records showing ongoing compliance over many years.

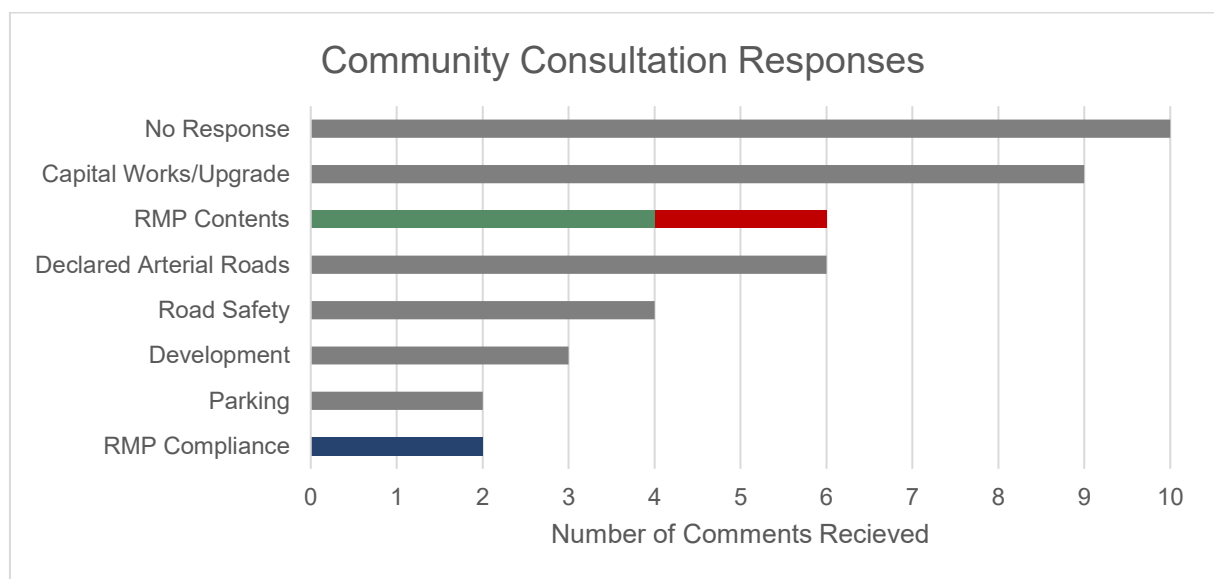


Figure 1: Number of comments received by topic

The concerns received in the two unsupportive submissions are discussed below.

- **Extending inspection frequency** – Council's assets are in good condition, with high overall community satisfaction, therefore the proposed inspection frequency and asset condition auditing are considered appropriate to maintain a high level of service and balance Council's costs to provide these services. It should also be noted that the actual inspection frequency remains unchanged; however, the prescribed standard has been adjusted slightly to provide greater flexibility for operational variations, so there is no overall change to service standards in this regard. Furthermore, benchmarking analysis shows that the timeframes set for both inspections and rectifications are in line with other Victorian councils and MAV recommendations.
- **Removal of clarity around vehicle crossovers responsibilities** – The explanatory diagrams from Road Management Plan 2021 have been returned.
- **Pothole intervention levels and their suitability for cyclists** – A review of claims data identified no reported incidents involving cyclists and potholes during the four-year period of the previous RMP. Benchmarking indicates that Wyndham's intervention standard of 200mm diameter is already more stringent than comparable councils, where the typical intervention level is 300mm diameter. Furthermore, smaller potholes present operational challenges in achieving durable repairs. Therefore, no change has been proposed.
- **Timeframes for inspections and rectifications for road, kerbs and footpaths** – As described above benchmarking analysis shows that the timeframes set for both inspections and rectifications are in line with other Victorian councils and MAV recommendations. Therefore, no change has been proposed.

- **Transparency and reporting** – Council already report quarterly on several metrics relating to road maintenance including numbers of proactive and reactive works of road, footpath defects identified, and service requests completed. Officers are currently reviewing how Council reports on road maintenance activities, particularly regarding its obligations under the RMP, to ensure greater community transparency. This work will inform reporting items in future years.
- **Community engagement question** – A simple and open-ended question was deemed the most appropriate approach for this engagement to allow for the widest range of feedback given the breadth and complexity of the RMP and the variety of topics of possible interest.

Due to the generally positive feedback regarding the draft plan and the very low volume of concerns received, no changes to the RMP have been proposed other than the inclusion of the vehicle crossover responsibility diagrams.

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.