

Road Management Plan 2025 Change Summary

The following document outlines the changes made to the Road Management Plan 2025 in relation to the 2021 Version.

Common Changes throughout the document

- Adoption of the MAV Insurance Template
- Formatting, general look and order of sections within the document
- References to Regional Road's Victoria amended to Department of Transport and Planning
- Class 1 and 2 footpaths have been combined into a single class and renamed Cat 1. Cat 1 represents high use CBD footpaths and higher risk footpaths around hospitals, churches and schools. Class 3 footpaths (residential) have been renamed Cat 2.
- Secondary Roads amended to Access Minor to be consistent with MAV template, Victoria Grants Return categories and adjoining councils
- Night Inspections on Secondary/Access Minor Roads - "Level Crossings Only" amended to read "Active Level crossings only". This is due to the crossings north of Manangatang are currently not accessible by train and are only used during day light hours by service vehicles.

The table below demonstrates the review of Council Levels of Service.

- Black indicates no material change
- Green indicates an increase in Service
- Orange indicates a decrease in service
- Purple indicates a deviation from the MAV recommended levels

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
Sealed Road – Pothole	Potholes greater than 300mm diameter and 50mm deep	Roadway >50->100mm Deep >300mm-500mm Diameter Bicycle >30->50mm Deep >100mm->200mm Diameter	Potholes in sealed pavement >50 mm in depth and >300 mm in diameter Potholes located in dedicated/marked bicycle lanes >30 mm depth and >100 mm diameter.	No change in roadway but increase in Level of Service (LOS) for bicycle lanes to recognise increased risk.
	Link: 2W Collector: 1M Access: 3M Access Minor: 4M	Link: 1-4 W Collector: 2-6 W Access: 2-8 W Access Minor: 1-6M	Link: 2W Collector: 4W Access: 2M Access Minor: 4M	Response times for on Access roads increased to match MAV recommendation.
Edge Break	Edge break exceeds 150mm laterally over at least a 1m length from the nominal edge of seal	>50mm->100mm over 5m	Edge breaks >100 mm laterally over a 5m or greater length from the nominal seal line	It is not anticipated that there will be additional work measuring 100mm over 5m vs 150mm over 5m.
	Link: 2W Collector: 1M Access: 3M Access Minor: 6M	Link: 1-4 W Collector: 2-6 W Access: 2-8 W Access Minor: 1-6M	Link: 2W Collector: 4W Access: 2M Access Minor: 6M	Response times for edge breaks on Access roads increased to match MAV recommendation.
Sealed Road - Edge Shoulder Drop	Drop off from edge of seal to unsealed shoulder greater than 100mm over >1m length	>50mm->100mm over 10m	Edge drops onto an unsealed shoulder >100 mm in depth over a 10m or greater length	Measuring over 10m is more realistic and Council less likely to miss potential edge drop offs and meet our intervention levels.

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
	Link: 4W Collector: 8M Access: 4M Access Minor: 6M	Link: 1-4 W Collector: 2-6 W Access: 2-8 W Access Minor: 1-6M	Link: 4W Collector: 6W Access: 2M Access Minor: 6M	Response times for edge drop offs on Collector and Access roads increased to match MAV recommendation.
Sealed Road – Depressions/ Deformations	Deformations in the traffic lane greater than 100mm in depth and under a 3m straight edge	>50mm->75mm over 3m	Depression / deformations in the traffic lane of a sealed pavement >75 mm in depth under a 3m long straight edge	Amended to match MAV recommendations
	Link: 4W Collector: 2M Access: 4M Access Minor: 6M	Link: 1-4 W Collector: 2-6 W Access: 2-8 W Access Minor: 1-6M	Link: 4W Collector: 2M Access: 4M Access Minor: 6M	Council has an extensive sealed road network and works are programmed for efficiency purposes and prioritised on risk associated heavy vehicle use and seasonal traffic impacts.
Sealed Road – Line Marking	Line markings missing or illegible at a critical location* rendering them substantially ineffective	Pavement markings which are missing or faded making them substantially ineffective	Pavement markings which are missing or faded making them substantially ineffective	Wording change only
	Link: 3M Collector: 6M Access: 12M Access Minor: 12M	Link: 2-12 W Collector: 2-12 W Access: 1-6 M Access Minor: 2-12 M	Link: 3M Collector: 4M Access: 6M Access Minor: 12M	Access roads amended to match recommended response times
Sealed Road – Stones/Debris	Accumulation of aggregate or sand in a traffic lane exceeding 50mm and > 5m long	Not Listed		Deleted – Will be completed through street sweeping programmed maintenance and or requests from the community
	Link: 2W Collector: 2M Access: 4M Access Minor: 12M	Not Listed		
Unsealed Road – Pothole	Wheel ruts, shoves or potholes >500mm diameter and >150 mm depth measured with 3m straight edge, across the road	>50mm->100mm Deep >300mm-500mm Diameter	Potholes in unsealed pavement >150 mm in depth and >500 mm in diameter	Separated into potholes and wheel ruts and reworded to match MAV recommendations
	Link: N/A Collector: 3M Access: 6M Access Minor: 12M	Link: 2-12 W Collector: 1-3 W Access: 1-3 M Access Minor: 2-4 M	Link: N/A Collector: 3M Access: 6M Access Minor: 12M	Council has an extensive sealed road network and works are programmed for efficiency purposes and prioritised on risk associated heavy vehicle use and seasonal traffic impacts.

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
Unsealed Road – Wheel Rut	Wheel ruts, shoves or potholes >500mm diameter and >150 mm depth measured with 3m straight edge, across the road	>50mm->100mm Deep	Wheel ruts or scouring on an unsealed road >150 mm in depth	Separated into potholes and wheel ruts. Amended to match MAV recommendations
	Link: N/A Collector: 3M Access: 6M Access Minor: 12M	Link: 2-12 W Collector: 1-3 W Access: 1-3 M Access Minor: 2-4 M	Link: N/A Collector: 3M Access: 6M Access Minor: 12M	Council has an extensive unsealed road network and works are programmed for efficiency purposes and seasonal impacts on the network.
Unsealed Road – Corrugations	Corrugations greater than 50mm in depth for a length >200m of total road length	>50mm->100mm over 150m-300m No % of road	Corrugations on an unsealed road >50 mm in depth and >200m in length or more than 50% of road	Wording change only
	Link: N/A Collector: 3M Access: 6M Access Minor: 12M	Link: 2-12 W Collector: 1-3 W Access: 1-3 M Access Minor: 2-4 M	Link: N/A Collector: 3M Access: 6M Access Minor: 12M	Council has an extensive unsealed road network and works are programmed for efficiency purposes and seasonal impacts on the network.
Traffic Defect – Ponding	Ponding of water >300mm in depth and/or across 50 per cent of the traffic lane width	Not listed		Deleted. Will be treated as a hazard and responded to on a risk basis
	Link: 2D Collector: 3D Access: 5D Access Minor: 1W	Not Listed		
Traffic Defect – Fallen tree	Fallen tree or other obstruction blocking a traffic lane	Not listed		Deleted. Will be treated as a hazard and responded to on a risk basis
	Link: 2D Collector: 3D Access: 1W Access Minor: 1M	Not Listed		
Traffic Defect – Roadside Vegetation Overhead clearance	Not currently listed	Vegetation intruding into the road envelope: •<5.0 m over the trafficable portion of Cat 3 & 4 roads •<4.5 m over the trafficable portion of Cat 1 & 2 roads	Vegetation intruding into the road envelope: •<5.0 m over the trafficable portion of Cat 3 & 4 roads •<4.5 m over the trafficable portion of Cat 1 & 2 roads	Added

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
	Not currently listed	Sealed: Link: 1-4 W Collector: 2-6 W Access: 2-8 W Access Minor: 1-6 M Unsealed: Link: 1-2 M Collector: 1-3 M Access: 2-4 M Access Minor: 4-8M	Link: 4W Collector: 4M Access: Programmed Access Minor: Programmed	Added. Council has an extensive road network with a lot of roadside vegetation and works are programmed for efficiency purposes and seasonal impacts on the network. Council will prioritise high risk locations and/or requests from the community.
Traffic Defects: Roadside Vegetation Obstructing sightlines	Trees, shrubs or grasses obstructing visibility of regulatory or warning signs.	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs when viewed from the following distances: Speed Limit – •<=50km/h = 30m •60km/h = 40m •70km/h = 55m •80km/h = 65m •90km/h = 80m •100km/h = 95m	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs when viewed from the following distances: Speed Limit – •<=50km/h = 30m •60km/h = 40m •70km/h = 55m •80km/h = 65m •90km/h = 80m •100km/h = 95m	Amended to match MAV recommendations
	Link: 1M Collector: 4M Access: Programmed Access Minor: Programmed	Sealed: Link: 1-4 W Collector: 2-6 W Access: 2-8 W Access Minor: 1-6 M Unsealed: Link: 1-2 M Collector: 1-3 M Access: 2-4 M Access Minor: 4-8M	Link: 1M Collector: 4M Access: Programmed Access Minor: Programmed	Council has an extensive road network with a lot of roadside vegetation and works are programmed for efficiency purposes and seasonal impacts on the network. Council will prioritise high risk locations and/or requests from the community.
Structures – Missing Pit Lids	Drainage pit lid or surround missing or at a height differential >50mm in traffic lanes	Missing Council drainage pit lids	Missing Council drainage pit lids	Missing and damaged separated out on a risk based response.
	Link: 2WD Collector: 3WD Access: 1W Access Minor: 1M	Link: 1-2 WD Collector: 1-3 WD Access: 1-4 WD Access Minor: 1-4 WD	Link: 2WD Collector: 3 WD Access: 4WD Access Minor: 4WD	Response times for on Access and Access Minor roads increased to match MAV recommendation.
Structures – Damaged Pit Lids	Drainage pit lid or surround missing or at a height differential >50mm in traffic lanes	Damaged Council drainage pit lids (such that they are potentially structurally unsound)	Damaged Council drainage pit lids (such that they are potentially structurally unsound)	Missing and damaged separated out on a risk based response.
	Link: 2WD Collector: 3WD Access: 1W Access Minor: 1M	Link: 1-4 W Collector: 2-6 W Access: 2-8 W Access Minor: 1-6 M	Link: 3 W Collector: 4 W Access: 5 W Access Minor: 3 M	Response times amended to match MAV recommendations.

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
Bridge and Culvert defects	Damage to a bridge or major culverts i.e. Missing or damaged planks Structural damage (voids or holes) Missing or damaged railings	Visible damage likely to pose an immediate and significant risk to members of the public	Visible damage likely to pose an immediate and significant risk to members of the public	Wording amended to match MAV recommendations
	Link: 2WD Collector: 3WD Access: 1W Access Minor: 1M	Link: 3 W Collector: 4 W Access: 5 W Access Minor: 3 M	Link: 3 W Collector: 4 W Access: 5 W Access Minor: 3 M	Response times amended to match MAV recommendations.
Road Furniture – Missing/Damaged Signage	Existing Regulatory signs missing, illegible or damaged, making them substantially ineffective	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: Speed Limit – • <=50km/h = 30m • 60km/h = 40m • 70km/h = 55m • 80km/h = 65m • 90km/h = 80m • 100km/h = 95m	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: Speed Limit – • <=50km/h = 30m • 60km/h = 40m • 70km/h = 55m • 80km/h = 65m • 90km/h = 80m • 100km/h = 95m	Amended to match MAV recommendations
	Existing Warning and hazard signs missing, illegible or damaged, making them substantially ineffective			
	Regulatory Link: 1W Collector: 1M Access: 2M Access Minor: 3M Warning Link: 1M Collector: 3M Access: 4M Access Minor: 12M	Link: 1-2 M Collector: 1-3 M Access: 2-4 M Access Minor: 4-8M	Link: 4W Collector: 2M Access: 3M Access Minor: 6M	Defects combined and response times amended to match MAV recommendations.
Road Furniture– Missing/Damaged Guardrail or fencing	Any damaged or defective guardrail at a critical location* making them substantially ineffective	Guard rail/fence damaged or missing making them substantially ineffective	Guard rail/fence damaged or missing making them substantially ineffective	Wording change only
	Link: 1M Collector: 4M Access: 6M Access Minor: 12M	Link: 1-12 W Collector: 2-12 W Access: 1-6 M Access Minor: 2-12 M	Link: 4W Collector: 3M Access: 6M Access Minor: 12M	Response times for Collector roads amended to match MAV recommendations.
Road Furniture Guideposts	Existing guideposts missing or damaged at a critical location* making them substantially ineffective	Not Listed		Deleted. This will be picked up as programmed maintenance

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
	Link: 2M Collector: 6M Access: 12M Access Minor: N/A	Not Listed		
Kerbs Horizontal displacement	Where a kerb adjacent to a traffic lane has a horizontal deviation from alignment >250mm	40-100mm	Where a kerb adjacent to a traffic lane has a horizontal deviation from alignment >100mm	Amended to match MAV recommendations
	Link: 4M Collector: 6M Access: 12M Access Minor: N/A	Link: 2-4 W Collector: 2-6 W Access: 1M-2M Access Minor: 1-3 M	Link: 4M Collector: 6M Access: 12M Access Minor: N/A	Kerb construction is externally sourced due to specialised equipment and kerbs are generally combined into a program of concrete works to make it attractive to potential vendors as Council does find it difficult to get these works undertaken in a timely matter.
Kerbs Vertical displacement	Not currently listed	40-100mm	Vertical displacement – uplift section >100 mm	Added
	Not currently listed	Link: 2-4 W Collector: 2-6 W Access: 1M-2M Access Minor: 1-3 M	Adjacent marked carpark: 4M All other Kerb: Programmed	Kerb construction is externally sourced due to specialised equipment and kerbs are generally combined into a program of concrete works to make it attractive to potential vendors. Vertical displacement prioritised when located adjacent to designated parking bays
Footpaths Vertical displacement	Footpath lip or step >30mm in height	20-30mm	Vertical Displacement >30 mm in height	Wording change only
	Class 1: 1M Class 2: 3M Class 3: 6M	Class 1: 2-4 W Class 2: 2-6 W Class 3: 1M-2M	Cat 1: 4W Cat 2: 4M	Class 1 and 2 combined into Cat 1. Class 3 renamed cat 2. There are difficulties getting concrete contractors in the region. Lower use residential footpaths are generally combined into a program of concrete works to make it attractive to potential vendors.
Footpaths Loose segmented pavers	Not currently listed	Loose and unstable segmented pavers (i.e. bluestone, bricks, etc.) that move underfoot	Loose and unstable segmented pavers (i.e. bluestone, bricks, etc.) that move underfoot	Added
	Not currently listed	Class 1: 1-4 W Class 2: 2-6 W Class 3: 2-8 W	Cat 1: 4W Cat 2: 2M	Class 1 and 2 combined into Cat 1. Class 3 renamed cat 2.

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
Footpaths Cracking	Longitudinal cracks greater than 20mm in width	30-50mm	Cracking in footpaths >30 mm wide	Amended to match MAV recommendations
	Class 1: 1M Class 2: 3M Class 3: 6M	Class 1: 1-4 W Class 2: 2-6 W Class 3: 2-8 W	Cat 1: 4W Cat 2: 4M	Class 1 and 2 combined into Cat 1 as per MAV recommendation Class 3 renamed cat 2. Considerations for Class 3 response time include, low risk defect & extensive asset network balanced with operational capacity
Footpaths Undulations	Footpath mounds or depressions >100mm under a 1.2m straightedge.	50-100mm over 1.2m	Undulations (depressions / bumps) >100 mm in depth/height under a 1.2m straight edge	Wording change only
	Class 1: 1M Class 2: 4M Class 3: 12M	Class 1: 1-4 W Class 2: 2-6 W Class 3: 2-8 W	Cat 1: 1M Cat 2: 12M	Class 1 and 2 combined into Cat 1 as per MAV recommendation Class 3 renamed cat 2. Considerations for Class 2&3 response time include, low risk defect & extensive asset network balanced with operational capacity
Footpaths Dislodged / missing pieces / potholes	Not Listed	150-300mm in length 20-30mm in length	Dislodged or missing pieces or potholes >300 mm in length/width and >30 mm in depth	Added
	Not Listed	Class 1: 2-4 W Class 2: 2-6 W Class 3: 1-2 M	Cat 1: 4W Cat 2: 2M	Class 1 and 2 combined into Cat 1. Class 3 renamed cat 2.
Footpaths Missing Pit Lids	Drainage pit lid or surround missing or at a height differential >50mm in traffic lanes	Missing Council drainage pit lids	Missing Council drainage pit lids	Missing and damaged separated out on a risk based response.
	Class 1: 2WD Class 2: 3WD Class 3: 1W	Class 1: 1-2 WD Class 2: 1-2 WD Class 3: 1-4 WD	Cat 1: 2WD Cat 2: 4WD	Class 1 and 2 combined into Cat 1. Class 3 renamed cat 2. Amended to match MAV recommendations
Footpaths Damaged Pit Lids	Drainage pit lid or surround missing or at a height differential >50mm in traffic lanes	Damaged Council drainage pit lids (such that they are potentially structurally unsound)	Damaged Council drainage pit lids (such that they are potentially structurally unsound)	Missing and damaged separated out on a risk based response. Wording change
	Class 1: 2WD Class 2: 3WD Class 3: 1W	Class 1: 2-4 W Class 2: 2-6 W Class 3: 1-3 M	Cat 1: 3W Cat 2: 2M	Class 1 and 2 combined into Cat 1. Class 3 renamed cat 2. Amended to match MAV recommendations

Defect Type	2021 Standard	MAV Insurance Recommendation	Proposed 2025 Standard	Comments and reasoning.
Footpaths Vegetation overhead clearance	Not Listed	Vegetation intruding into the footpath envelope: • <2.5 m over footpath surface	Vegetation intruding into the footpath envelope: • <2.5 m over footpath surface	Added
	Not Listed	Class 1: 2-4 W Class 2: 2-6 W Class 3: 1-2 M	Cat 1: 4W Cat 2: 2M	Added
Footpaths Dislodged / missing tactile indicator	Not Listed	Damaged or missing	Damaged or missing	Added
	Not Listed	Class 1: 2-4 W Class 2: 2-6 W Class 3: 1-3 M	Cat 1: 4W Cat 2: 2M	Added