

Road Management Plan 2025-2029



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Acknowledgement of Country

Moonee Valley City Council respectfully acknowledges the Traditional Owners of the land on which Moonee Valley is located – the Wurundjeri Woi-wurrung People of the Kulin Nation; and we pay our respects to their Spirits, Ancestors, Elders and Community Members past and present. Council also extends this respect to other Aboriginal and Torres Strait Islander Peoples who call Moonee Valley home.

About Moonee Valley

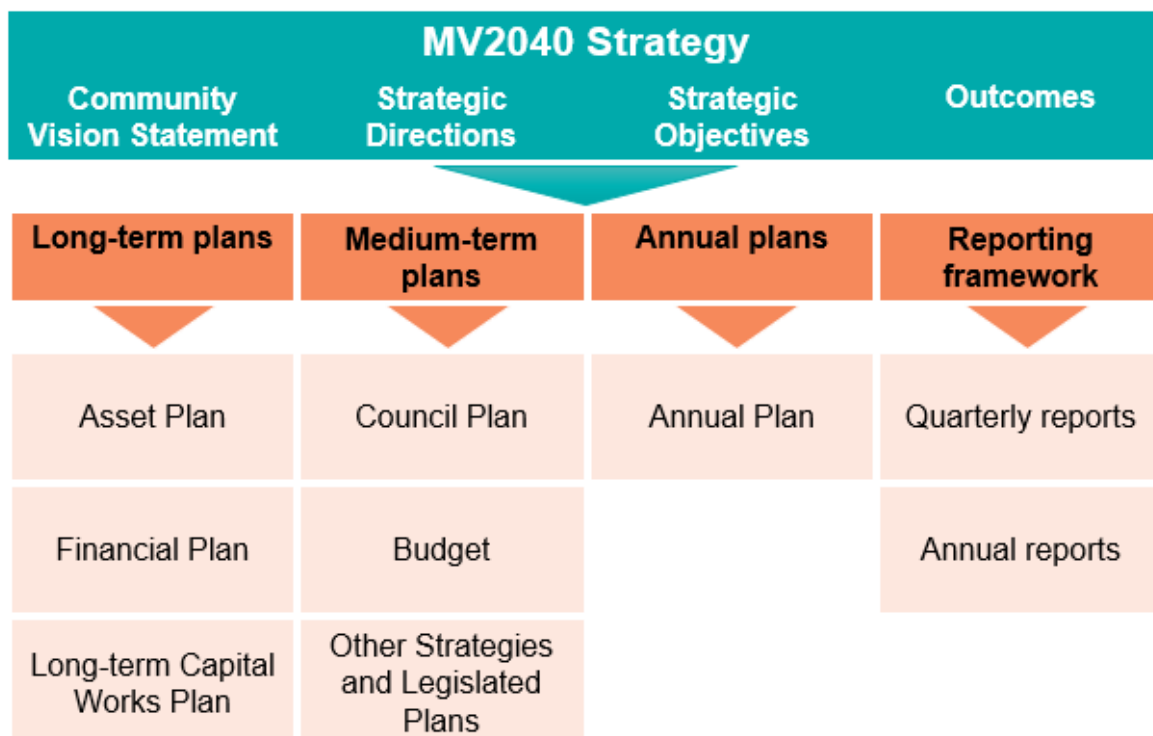
Moonee Valley is located on Wurundjeri Woi-wurrung Country in the inner and middle north-western suburbs of Melbourne, situated between the Melbourne CBD and Melbourne Airport. The city covers 43 square kilometres and encompasses the suburbs of Aberfeldie, Airport West, Ascot Vale, Avondale Heights, Essendon, Essendon Fields, Essendon North, Essendon West, Flemington, Keilor East, Moonee Ponds, Niddrie, Strathmore, Strathmore Heights and Travancore.

Moonee Valley is a well-established diverse community, characterised by mostly residential development interspersed by an eclectic mix of retail strips and activity centres, combined with offices, some industrial areas and Essendon Fields Airport. Retail trade, accommodation and food services, public administration and safety, and education and training are our main industries of local employment.

Context

MV2040 & Council Plan 2025-2029

The below diagram shows Council's Integrated Planning Framework, outlining the connection between Council's strategic direction and a range of plans. The *Road Management Plan* is a medium-term legislated plan in this diagram.



Strategic Objective 9: “A city that is walkable, with safe streets, roads and footpaths that connect people”, from MV2040 and the Council Plan 2025 – 2029, relates to this plan:

Legislative Context

Moonee Valley City Council's (Council's) Road Management Plan (the Plan) has been prepared in accordance with the *Road Management Act 2004* (the Act) and the *Road Management (General) Regulations 2016*.

Local Government Performance Reporting Framework

The Local Government Performance Reporting Framework (LGPRF) is a mandatory system of performance reporting for all Victorian councils. It ensures that councils are measuring and reporting on their performance in a consistent way to promote transparency and accountability in the local government sector.

One category of measurement relates to the provision of a network of sealed local roads under the control of the municipal council to all road users.

There are currently five indicators within this category. The indicators that relate to the Plan are:

- R1: Sealed local road requests.
- R5: Satisfaction with sealed local roads

Sealed Local Road Requests

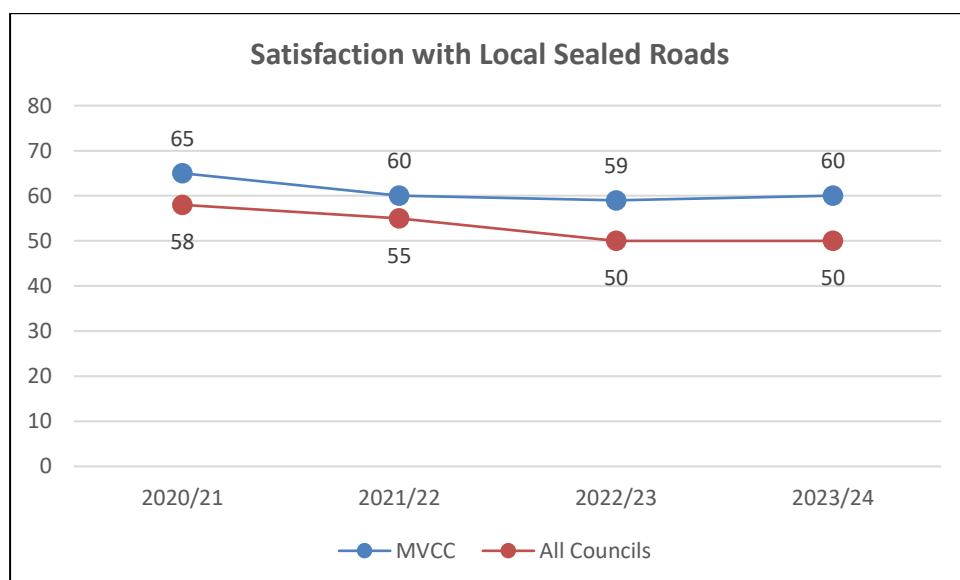
This indicator measures the number of sealed local road requests per 100 kilometres of sealed local road.

Council has had poor data for formal LGPRF reporting against these metrics historically, so historical comparative trends have limited value. This will be remedied under the Plan.

Satisfaction with Local Sealed Roads

This indicator measures the community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads.

Council's performance over the past four years compared to other Councils is shown below.



Community Satisfaction Survey

Council undertakes an annual independent community satisfaction survey. The most recent survey was completed in April 2025.

Residents were asked about the importance of, and their satisfaction with, local roads and footpaths.

The maintenance and repair of sealed local roads was the 21st most important of the 39 included services and facilities, with an average importance of 8.8 out of 10.

Satisfaction with sealed local roads was 7.0 out of 10, which was a “good” level of satisfaction. This result ranks sealed local roads 33rd in terms of satisfaction in 2025, and one of 10 services and facilities to receive a satisfaction score that was measurably lower than the average of all 39 (7.6). This result was measurably higher than the previously recorded satisfaction score in 2021 of 6.0 out of 10.

Footpath maintenance and repairs was the 15th most important of the 39 included services and facilities, with an average importance of 8.9 out of 10.

Satisfaction with footpaths was 6.9 out of 10, or a “good” level of satisfaction. This result ranks footpaths 36th in terms of satisfaction in 2025 and one of 10 services and facilities to receive a measurably lower satisfaction score than the average of all 39 (7.6). This result was measurably (10%) higher than the previous satisfaction score in 2024 of 5.9 out of 10.

The Road Management Plan

The Plan outlines a framework for Council to ensure it has a safe road and footpath network for all users, within the extent of Council's resources and responsibility. It helps Council to fulfil Strategic Objective 9 from the Council Plan: *A city that is walkable, with safe streets, roads and footpaths that connect people.*

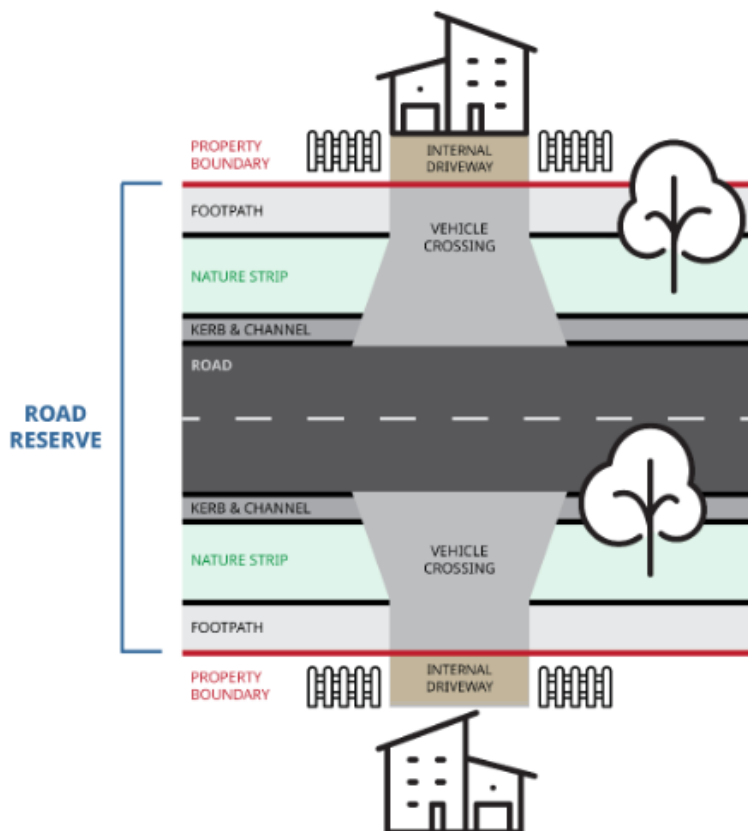
The Plan has three main components:

- How roads and footpaths are classified and how often they are inspected
- Intervention levels and repair (risk mitigation) timeframes to address defects in roads and footpaths (including kerb and channel) and other related assets (e.g. bridges and traffic management devices).
- Legislation relevant to road management and Council's obligations under the Act

Although it is termed a 'plan' in the legislation, it is an operational document – describing the framework Council uses to make decisions and meet safety obligations within available resources. The Plan is an approach to asset maintenance, which is focused on the repair of minor defects. It is separate to Council's Asset Plan, which details the renewal of Council assets (including roads) based on the holistic condition and function assessments.

Road Reserve Assets

This section outlines the various assets that exist within road reserves, and parks and open spaces, and who is responsible for them. The road reserve is the span of a street scape; the area between the property lines, including the nature strip, footpaths and road, as per the diagram below.



Public Roads

There are a number of road classifications within Moonee Valley. These are outlined in the table below. Council maintains a *Register of Public Roads – Part A*, which lists every individual road. These classifications are based on function, structure, risk and the proper allocation of public resources.

Classification	Description	Responsibility
Arterial Roads & Freeways	Predominantly carry through traffic from one region to another, forming principal avenues of travel for traffic movements	Department of Transport and Planning (formerly VicRoads)
Major Roads	Distribute traffic between primary and secondary state arterials and provide access to the local road system.	Council
Collector Road	Distribute traffic between arterial/major roads and provides access to abutting properties.	
Local Road	Primarily used for access to abutting properties.	
N/A	Other State roads	Department of Energy, Environment and Climate Action (DEECA), Parks Victoria, Melbourne Water etc.

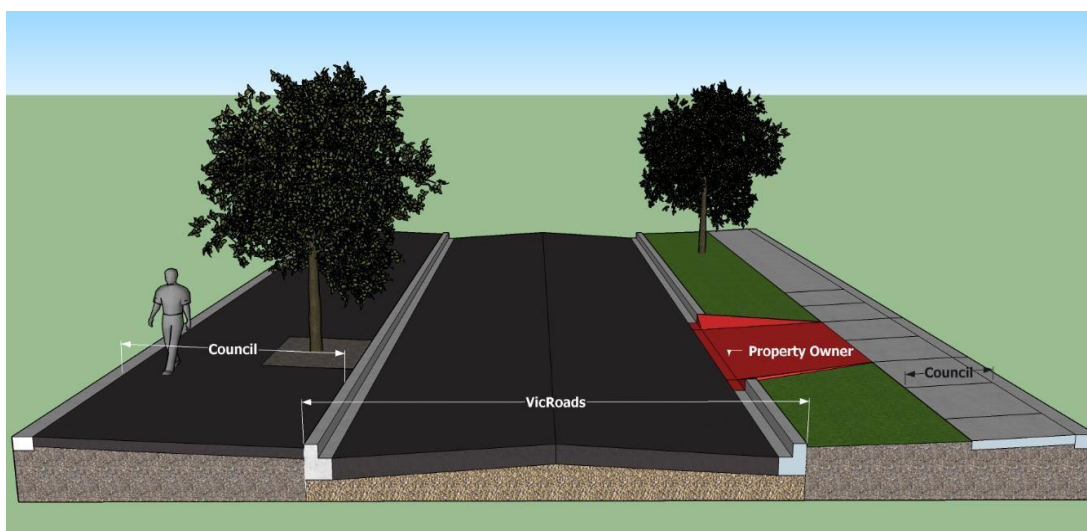
Council is responsible for 410 kilometres of roads:

- Nine kilometres of Major Roads,
- 29 kilometres of Collector Roads and
- 372 kilometres of Local Roads

Arterial roads and freeways

The Department of Transport and Planning (DTP) is responsible for all arterial roads within the municipality. A list of these arterial roads can be found on the DTP website. The DTP or Melbourne Citylink Transurban is responsible for freeways within the municipality. The diagram below outlines areas of responsibility on arterial roads.

On arterial roads, Council is generally responsible for the footpath from the back of the kerb to the property boundaries.



Pathways

Pathways are classified by usage, potential risk and community importance. These classifications are outlined in the table below. Council maintains a *Register of Public Roads – Part B*, which lists each individual path which it is responsible for.

Classification	Description	Responsibility
Shopping Precinct Paths	Pathways within shopping precincts that have high pedestrian volumes. For example, Puckle Steet (Moonee Ponds) and Keilor Road (near the corner of Treadwell Road and Hoffmans Road).	Council
High Use Paths	Pathways within areas identified as potential high risk due to the nature and volume of pedestrian traffic. This includes areas outside schools, aged care facilities, specialist schools, smaller shopping strips and shared (cycling) paths. - For example, McCracken Street in Essendon and McCulloch Street in Essendon. Constructed pathways inside municipal open spaces/reserves (outside of road reserves) are also included. - For example, pathways in Debney's Park and Queen's Park	Council
General Paths	Pathways in residential areas not classified as Shopping Precinct Path or High Use Path.	Council

Other Minor Paths	Semi-constructed and unconstructed paths inside municipal open spaces/reserves. (These make up a very small percentage of the total length of paths in Moonee Valley)	Parks Victoria, for state parks Council for local parks, but not repaired via the Plan – maintained as part of broader management of open space/reserve.
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Council is responsible for 855 kilometres of pathways:

- 24 kilometres in Shopping Precincts
- 157 kilometres of High Use Paths
- 674 kilometres of General Paths

Kerbs and Channels

Concrete or blue stone structures installed along the edge of a road to manage stormwater runoff and define the boundary between the road and adjacent areas. The kerb is the raised edge, while the channel is the depression next to the kerb, designed to guide water into drainage systems.

Council is responsible for approximately 855 kilometres of kerbs and channels:

- 24 kilometres in Shopping Precincts
- 157 kilometres of High Use Paths
- 674 kilometres of General Paths

Car Parks

Designated areas where motor vehicles can be parked. Council is responsible for public car parks and they are classified into three types in the table below. Public car parks can be sealed (e.g. constructed with asphalt) or can be unsealed (e.g. compacted gravel). Council maintains a **Register of Carparks**, which lists all of the public car parks which it is responsible for.

Classification	Description	Responsibility
Offroad sealed carparks	Parking spaces that are not located on public roads and are sealed.	Council
Offroad unsealed carparks	Parking spaces that are not located on public roads and are not sealed.	Council
Roadside sealed carparks	Parking spaces that are located on public roads, excluding arterial roads	Council

Roadside sealed carparks on arterial roads	Parking spaces that are located on arterial roads	Department of Transport and Planning
Other public carparks	A parking area, often with designated spaces, that is publicly owned or managed – can be a building or open air.	Other government departments
Private carparks	A parking area, often with designated spaces, that is not publicly owned or managed – can be a building or open air.	Other

There are 404 public car parks in Moonee Valley, which Council is responsible:

- 92 offroad sealed carparks
- 7 offroad unsealed carparks
- 305 roadside sealed carparks

Bridges

A bridge is a structure carrying a road, path, railway, etc. across a river, road, or other obstacle. There are two bridge classifications; Council has internal bridges that it is responsible for and boundary bridges, which it shares responsibility for maintaining with neighbouring councils, Merri-bek Council and Maribyrnong Council.

Council maintains a **Register of Bridges**, which lists all of the internal and boundary bridges that it is responsible for. Council also shares a border with Brimbank Council and the City of Melbourne, but there are currently no shared bridges between these municipalities.

There are a total of 73 internal bridges and 12 boundary bridges in Moonee Valley.

Right of Ways

Commonly referred to as laneways, Right of Ways (ROWs) provide access to the rear or side of properties and are typically only used by abutting properties.

Constructed Right of Ways

Constructed ROWs are sealed (constructed with concrete, asphalt or bluestones) and there is only one type of classification. Council is responsible for constructed ROWs and maintains a **Register of Constructed Right of Ways**.

There is a total of 51 kilometres of constructed ROWs in Moonee Valley.

Unconstructed Right of Ways

Unconstructed ROWs are not sealed. Council will remove rubbish and undertake grass cutting in unconstructed ROWs. All other maintenance (repairs) are the responsibility of the abutting property owners who gain access from the ROW. Council maintains a **Register of Unconstructed Right of Ways**.

There is a total of 16 kilometres of unconstructed ROWs in Moonee Valley.

History of unconstructed Right of Ways

Historically, land developments — including housing — could proceed on land not serviced by sealed roads. Prior to the introduction of the *Local Government Act 1989*, road authorities (such as Council or the Melbourne and Metropolitan Board of Works) had the power to compel adjoining property owners to fund the full cost of constructing roads and associated infrastructure. Once constructed, the roads would become Council assets and be maintained accordingly.

Since the 1989 Act came into effect, Councils can no longer mandate such schemes. Instead, the *Subdivision Act 1988* now requires that developers construct roads prior to selling allotments.

For older subdivisions, however, Council has determined that funding the construction of laneways and roads on existing unmade ROWs must continue to come predominantly from contributions by adjoining property owners. This means a majority of affected owners must formally agree to a shared-cost scheme before any design/construction can proceed. The cost of the works apportioned to each land-owner would need to be negotiated between the land-owners and agreed to by Council.

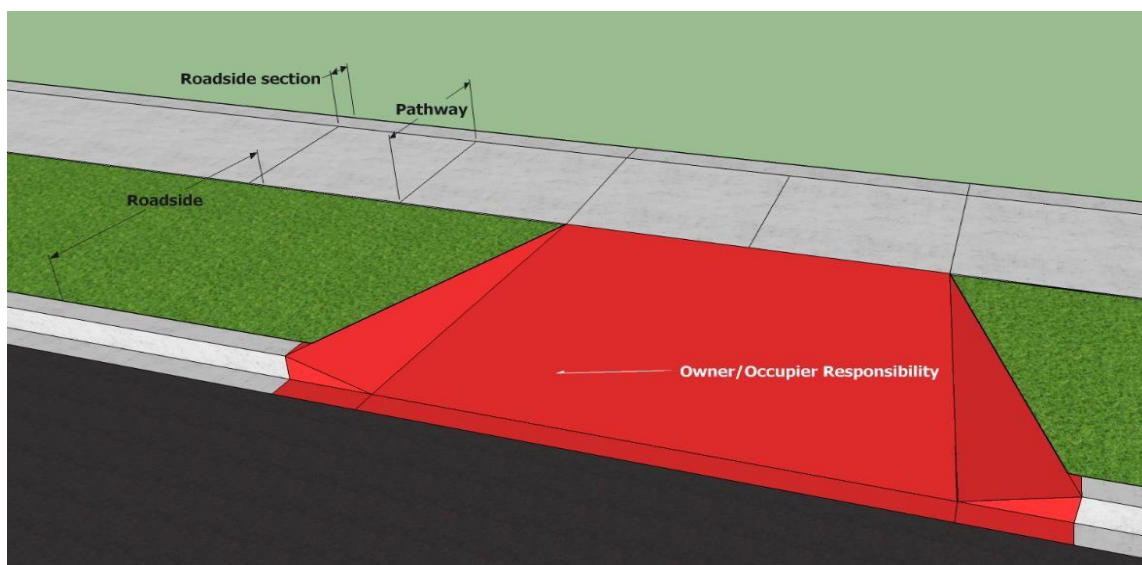
Traffic Control Signs

There are many signs throughout Moonee Valley that control pedestrian and motorist movement, which Council is responsible for. These include, stop signs, give way signs and pedestrian crossing signs.

Vehicle Crossings

Vehicle crossings are the access ways used by owners/occupiers to gain access to a property. The area highlighted in red in the image below is the property owner's responsibility to maintain as specified in the [Moonee Valley City Council Vehicle Crossings Policy](#). Where a driveway intersects with Council's pathway assets, Council has the responsibility to maintain the pathway in line with specified defect intervention levels and repair timeframes. The property owner is responsible for works to any part of any vehicle crossing, including where the footpath intersects.

The below diagram is a useful guide for delineating responsibilities.



Stormwater Pipes

All property stormwater drains, including their maintenance, are the responsibility of the property owner. This means the section of drainage from the point of pick up to legal point of discharge (at kerb or barrel drain).

Utilities

Many developers and utilities undertake works in the municipality connecting to, installing or upgrading assets which often requires them to excavate or damage Council assets. In completing the works, the supervising infrastructure manager or works manager must reinstate at its own cost the roadway, pathway, or infrastructure to the same standard as before the works were commenced.

Where Council becomes aware of a hazard created by the defective condition of assets owned by another party, Council may:

- If located within assets for which Council is responsible (e.g. footpaths, road surfaces, etc.) or otherwise presents an immediate and significant risk to members of the public, undertake temporary measures to reduce the risk to members of the public until such time as the respective owner can implement permanent repairs.
- Report in writing (e.g. email or letter) the presence of the hazard to the responsible party and request that repairs be implemented within a reasonable timeframe.
- Where repairs are not completed by the responsible party within the respective timeframe, Council may complete necessary repairs and invoice the responsible party for the costs.

Where another party is responsible for an asset, and Council has taken remedial action in relation to a hazard within that asset, only the responsible party is liable in proceedings relating to that asset.

Boundary Agreements

Boundary agreements exist when appropriate and necessary – for example between Moonee Valley and its neighbouring councils (Merri-bek, Maribyrnong, Brimbank and the City of Melbourne) and with other government entities (e.g. the Department of Transport and Planning) – for the management of road, footpath and related assets. These boundary agreements demarcate responsibilities with respect to the maintenance of these assets. They are maintained and updated as required by the relevant parties.

Council's Asset Registers

Council maintains registers of assets in road reserves within the municipality for which it is responsible. These registers are amended from time to time as required if new assets are constructed, identified/discovered, transferred or disposed of. These registers can be found under 'Road Management Plan 2025-2029' on Council's website and are available at Council offices.

No	Register Name	Detail
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1	Register of Public Roads and Pathways	All public roads and paths within road reserves. • Part A – Roads • Part B – Pathways
2	Register of Pathways outside the Road Reserve	Remaining pathways not included in the Register of Public Roads and Pathways
3	Register of Car Parks	All sealed and unsealed public carparks
4	Register of Constructed Right of Ways	All sealed ROWs
5	Register of Unconstructed Right of Ways	All unsealed ROWs
6	Register of Bridges	All bridges of varying material composition

Proactive Defect Identification and Repair

Proactive Defect Repair Principles

Council undertakes a regime of proactive inspections to ensure a level of service is provided to the community, and through which it outlines its commitments to the community regarding the safe use of its assets.

This plan draws upon the following principles in setting these standards:

- The function and level of use of the asset
- Technical standards and the safety of road and footpath users
- Organisational capacity and community expectations

Council outlines its levels of service using the below parameters:

- **Inspection cycle.** This is the time period within which Council will inspect the asset. A 6-month time frame means that asset is inspected every 6 months. Sometimes Council classified assets into hierarchies based on levels of use and risk, and has different inspection cycles for different hierarchies.
- **Intervention levels.** A defect is an imperfection or fault in an asset. An Intervention Level defines how bad a defect needs to be before Council will fix it.
- **Defect repair timeframes.** This is the time period within which Council will repair an identified defect that exceeds an intervention level.

Inspection Cycle

The inspection frequencies are outlined in the table below. Classifications with higher traffic (more risk) are inspected more regularly than classifications with less traffic (lower risk).

Council assets in the road reserve, which do not have an inspection cycle, are inspected upon community request.

Asset type	Hierarchy	Inspection frequency
Roads	Major	6 months
	Collector	6 months
	Local	1 year
Pathways	Shopping Precinct	6 months
	High Use	1 year
	General Path	2 years
Kerb and channel ¹	Shopping Precinct	1 year
	High Use	1 year
Traffic control signs ²	Shopping Precinct	1 year
	High Use	1 year
Bridges	All.	1 year

Notes:

1. Scope: kerbs and channels in high pedestrian foot traffic areas where there is no nature strip separating the road and the footpath. Nature strips create a visual break between the footpath and the road and reduce the risk of trips and falls. Remaining kerbs and channels are inspected upon community request.
2. Scope: regulatory traffic control signs (stop, giveaway, pedestrian) at intersections only as these locations are considered higher risk. Remaining traffic control signs are inspected upon community request.

Intervention Levels

“Appendix 1: Proactive Intervention Levels and Defect Repair Timeframes” outlines the types of defects Council inspects for with each category, and what the intervention level is for each defect using an asset hierarchy.

Defect Repair Timeframes

“Appendix 1: Proactive Intervention Levels and Defect Repair Timeframes” outlines the timeframes within which Council will remedy any defect that exceeds an intervention level.

Reactive Defect Identification and Repair

The community can report defects identified on Council roads, footpaths and related assets.

Council will inspect all community requests no later than 10 working days after notification is received.

Council will be guided by the “Proactive Intervention Levels and Defect Repair Timeframes” in determining whether a defect exceeds intervention, and the resultant repair times. In addition to this, Council may draw upon other factors and offer a higher level of service

based on the circumstances of the individual request. Criteria for consideration may include things like:

- Special needs or vulnerability of a resident (for example, a crack in a footpath below intervention level in front of an elderly resident's house, presenting a trip hazard risk)
- General condition and appearance of the asset (for example, cracking in a footpath below intervention, in a high-profile area presenting a poor visual image).
- Preservation of Council or private assets that may be directly or indirectly affected
- Available and competing Council resources at any given time

Emergency Response

When an emergency response is required as deemed necessary by a Council officer, an intervention action will be taken no longer than 2 days following an inspection. Emergencies include, but are not limited to sink holes, sunken roads or footpaths and fallen trees. They present an immediate and significant risk to members of the public.

Temporary measures (e.g. installing barriers, signage, closing the road/footpath, etc.) will be implemented to reduce the risk to users of the road network until such time as appropriate repairs can be completed.

Exceptional Circumstances

Council will make every effort to meet its commitments under the Plan. However, there may be exceptional situations or circumstances that affect Council's business continuity to the extent that it cannot deliver on the service levels of the Plan due to a need to commit or redeploy Council staff and/or equipment elsewhere. Under these exceptional circumstances, functions of the Plan may be suspended by Council.

Inspection cycles and repair response times are subject to available budget and staffing resources.

Appendix 1: Proactive Intervention Levels and Defect Repair Timeframes

Category	Defect type	Intervention level	Hierarchy	Repair timeframe (business days)
Road	Pothole	Depth > 50mm and 300mm diameter	Major	10
			Collector	10
			Local	15
	Pavement failure	Depth > 50mm over 1m straight edge; or Exposed aggregate > 300mm diameter	Major	60
			Collector	60
			Local	90
	Road edge failure	Depth > 50mm with > 150mm wide broken over 2m straight edge	Major	60
			Collector	60
			Local	90
Pathway	Concrete pathway hazard	Step between 20mm – 25mm	Shopping Precinct	30
			High Use	60
			General Path	90
		Step > 25mm	Shopping Precinct	10
			High Use	10
			General Path	15
		Crack > 15mm wide; or Spalling concrete > 150mm in diameter with depth > 20mm	Shopping Precinct	30
			High Use	60
			General Path	90
		Leftover signage sleeve (signage pole removed)	Shopping Precinct	10
			High Use	10
			General Path	15
	Asphalt pathway hazard	Pothole > 20mm deep and > 150mm diameter	Shopping Precinct	10
			High Use	10
			General Path	15

Category	Defect type	Intervention level	Hierarchy	Repair timeframe (business days)
		Step between 20mm – 25mm	Shopping Precinct	30
			High Use	60
			General Path	90
		Step > 25mm	Shopping Precinct	10
			High Use	10
			General Path	15
		Undulation > 30mm rise or fall over 100mm; or Crack > 15mm; or Edge failure of 200mm wide; or Step > 75mm deep over continuous length of 3m	Shopping Precinct	30
			High Use	60
			General Path	90
		Leftover signage sleeve (signage pole removed)	Shopping Precinct	10
			High Use	10
			General Path	15
	Roadside section (note: this refers to the small strip of land, which can exist, between footpaths and private properties)	Step > 75mm; or Crack > 50mm	Shopping Precinct	30
			High Use	60
			General Path	90
Kerb and channel	Blue stone pavement failure	Step/drop > 75mm and/or missing blue stones; or Gaps > 50mm and 75mm depth	Shopping Precinct	60
			High Use	60
			General Path	90

Category	Defect type	Intervention level	Hierarchy	Repair timeframe (business days)
	Concrete failure	Lip > 75mm Protruding reinforcement, close to pedestrian path of travel	Shopping Precinct	60
			High Use	60
			General Path	90
	Water pooling	Water depth of > 75mm within 3m straight edge for 24 hours after rain	Shopping Precinct	60
			High Use	60
			General Path	90
Carpark	Different surface failures	Asphalt: depth > 50mm over 1m length in each location for asphalt Blue stone: step/drop > 75mm or missing bluestones Concrete, asphalt and bluestone: gaps > 50mm width and 75mm deep	All.	85
Constructed Right of Way	Different surface failures	Asphalt: depth > 50mm over 1m length in each location for asphalt Blue stone: step/drop > 75mm or missing bluestones Concrete, asphalt and bluestone: gaps > 50mm width and 75mm deep	All.	85
Bridge	Bridge hazard	Defects as per Level 1 inspection	All.	90
Drainage pits	Pit hazard	Pit lid removed Pit blocked (blocked drain)	Shopping Precinct	20
			High Use	65
			General Path	80
Signage	Sign hazard	Regulatory warning and hazard signs missing, illegible or damaged – making them substantially ineffective	Regulatory signs	30
Line marking	Line marking hazard	Road and/or footpath markings which are missing or faded making them substantially ineffective	All.	60

Category	Defect type	Intervention level	Hierarchy	Repair timeframe (business days)
Tree clearance	Overhanging tree branch over road	< 4m from ground	All.	30
	Overhanging branch over shared path	< 3m from ground	All.	30
	Overhanging tree branch over footpath	< 2.5m from ground	All.	30

Appendix 2: Transition Plan

28 October 2025 – 27 October 2026

A Transition Plan has been developed to document how Council will implement two of the revised inspection cycles and associated defect repair timeframes, which have been elevated since the *Road Management Plan 2021-2025* (the previous Plan). The Transition Plan is required for the inspection cycle and the defect repair response time highlighted in the table below.

The following standards will be met progressively over the first year of the Road Management Plan 2025-2029 (the new Plan):

- General Paths inspections every two years
- Kerb and Channels repairs within 90 days

Proactive inspections and associated defect repair	Road Management Plan 2021-2025 (the previous Plan)	Road Management Plan 2025-2029 (the new Plan)
General Paths	Every three years	Every two years
	Repair timeframe dependent on defect	Repair timeframe dependent on defect
Kerbs and Channels	Reactive (community requires) inspections only	Inspections in high pedestrian foot traffic areas where there is no nature strip separating the road and the footpath. Nature strips create a visual break between the footpath and the road and reduce the risk of trips and falls. Remaining kerbs and channels are inspected upon community request.
	Defects repaired within 90 days	Defects repaired within 60 or 90 days

General Paths inspections every two years

The previous Plan specifies that Council inspects General Paths every three years. In transitioning to the new Plan, which has a two-year inspection cycle for General Paths, there are some General Paths which will be considered overdue as per the standards of the new Plan at the time of adoption, 28 October 2025.

For example, General Paths which are due for inspection in November 2025 as guided by the previous Plan, could have been last inspected two years and nine months ago, or two years

and 10 months ago. At the adoption of the new Plan, these General Paths will technically be overdue, because all General Paths should be inspected every two years.

Council inspects its General Paths, High Use Paths and Shopping Precincts simultaneously and in a complementary manner. The move from a three-year inspection cycle for General Paths to two-year, has resulted in the inspection cycles for all footpaths being reconfigured. Council has done this reconfiguration in a way that minimises the amount of time that all paths will be technically overdue, as per the new Plan, however this cannot be eliminated entirely.

- ➔ 30 per cent of General Paths will be 'overdue' for zero to three months*
- ➔ 39 per cent of General Paths will be 'overdue' for three to 12 months*
- ➔ 12 per cent of General Paths will be 'overdue' for 12 to 15 months*

(*starting from the date of adoption, 28 October 2025)

- ➔ After the first year of the new Plan, all footpaths will be inspected within their specified cycles

Kerb and Channel defects repaired within 90 days

Council will be doing annual proactive inspections for Kerbs and Channels in high pedestrian foot traffic areas, where there is no nature strip separating the road and the footpath, for the first time under the new Plan. Therefore, there will be a large quantity of 'initial' Kerb and Channel repairs that will need to take place in the first year of the new Plan.

To be able to deliver the new Plan within budget, Kerb and Channel repairs will need to be staggered, across two financial years. Half of the Kerb and Channel repairs for year one of the new Plan (28 October 2025 – 27 October 2026) will be delivered prior to 30 June 2026. The remaining half of the Kerb and Channel repairs for year one of the new Plan be delivered after 1 July 2026.

- ➔ Kerb and Channel repairs may exceed the repair timeframe specified in the new Plan by up to 1 year months (250 working days) for the first year of the new Plan
- ➔ After the first year of the new Plan, all Kerb and Channel repairs will be done within the timeframes specified

Related Legislation and Reference Sources

In addition to the Act 2004, the Plan also considers the following Acts, regulations and codes of practice:

- Local Government Act 2020
- Ministerial Codes of Practice
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015
- Road Safety Act 1986
- Wrongs Act 1958.

Related Council documents

- [Vehicle Crossings Policy](#)
- [Nature Strip Policy](#)
- [Asset Plan](#)
- [Tree Management Plan 2018-2022](#)
- [Register of Public Roads and Pathways – Part A, Roads](#)
- [Register of Public Roads and Pathways – Part B, Pathways](#)
- [Register of Pathways outside the Road Reserve](#)
- [Register of Car Parks](#)
- [Register of Constructed Right of Ways](#)
- [Register of Unconstructed Rights of Ways](#)
- [Register of Bridges](#)
- [Road and Pathway Hierarchy Maps](#)

Role	Responsibilities
Manager City Presentation	- Take all necessary steps to ensure Council's full compliance with this procedure, including undertaking or delegating the tasks of: - establishing and maintaining supporting internal systems, processes and other documents - communicating requirements across the organisation - monitoring and addressing non-compliance - Make decisions in circumstances where it may be necessary to deviate from the requirements outlined in this procedure, giving due consideration to Council's legislative obligations - Keep accurate records of any deviations from the requirements of this procedure - Routinely analyse compliance and deviation data, to determine the effectiveness of this procedure and supporting documents / resources - Fulfil functions and duties, and exercise powers, in accordance with Council's Instruments of Delegation as applicable to the Plan.

Document Type	Plan	Classification	External	Status	Draft
Document Suite	TBA				
Author	Coordinator Infrastructure Maintenance				
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