Road Management Plan update Community Engagement Report

This report provides information on the community consultation for the Road Management Plan update project and reports on the engagement outcomes. The consultation opened on 23/6/2025 and closed at 9am on 21/7/2025

Overview

Project background

In accordance with section 54 of the Road Management Act 2004, Yarra City Council is required to notify community members that it intends to complete a review of its Road Management Plan and that once that review has been completed and amendments have been endorsed, Council will adopt a new Road Management Plan.

The Act requires public notice in both the Age and Government Gazette before the 28-day exhibition period and once the new Road Management Plan has been adopted.

Objectives of this engagement

1. Inform the community that the draft Road Management Plan is available to be viewed and commented on.
2. Seek feedback to help finalise the draft Road Management Plan, specifically on intervention levels that are within a certain threshold and any other comments in relation to the Plan.

Level of community influence

1. Community feedback could influence intervention levels within a certain threshold and within budget limitations.
2. Community feedback could influence maintenance timeframes within a certain threshold and budget limitations.

Engagement methods:

- Online survey tool hosted through Your Say Yarra engagement platform
- 2 x place-based pop-ups at the following locations:
    - Bargoonga Nganjin, North Fitzroy Library – Sat 28 June 2025
    - Richmond Library – Tuesday 1 July 2025

Engagement questions:

- The following intervention levels are outlined in the draft Road Management Plan. Select the ones you would like to provide feedback on.
- Do you have any other comments on the draft Road Management Plan?

Engagement reach

Engagement promotion:
Social media channels (including social media advertisements) reaching over 4,495 people.
Council email newsletters including Yarra Life, Your Say Yarra email newsletter and Yarra Libraries email newsletter. This reached a total of 82,338 subscribers.
News story on Yarra City Council's website.
Postcards and other printed collateral distributed to 19 Council venues. These include town halls, neighbourhood houses, seniors' centres, libraries and leisure centres. Postcards were also provided to Willowview seniors centre, where the consultation was promoted to the attending groups.
The consultation was promoted on 3zzz radio and translated into Vietnamese, Mandarin, Arabic, Greek and Italian.
In accordance with section 54 of the Road Management Act 2004, the consultation period was advertised in the Government Gazette (Thursday 19 June 2025) and the Age (Friday 20 June 2025), the week prior to the commencement of the engagement.

Your Say Yarra project page:

The success of the Your Say Yarra page is tracked against the following metrics:

- **Views** - The number of times the page was seen.
- **Visitors** – The number of unique visitors that saw the page.
- **Responses** – The number of feedback responses that were submitted.

Views	Visitors	Responses
618	414	18

In person engagement opportunities:

In-person session (including date and location)	Approximate number of people we spoke to	Responses
Bargoonga Nganjin, North Fitzroy Library – Sat 28 June 2025	5 (detailed, approached more)	0
Richmond Library – Tuesday 1 July 2025	0 (detailed, approached more)	0
TOTAL	5	0

Engagement results

Who did we hear from?

Demographic data was collected via the total number of responses.

What's your connection to Yarra?	Numbers	Percentage
I live in Yarra (in a property I own)	13	72.22%
I live in Yarra (in a property I rent)	1	5.55%
Own a property in Yarra but live outside of Yarra	1	5.55%
I work in Yarra	5	27.77%
I study in Yarra	1	5.55%
I own a business in Yarra	3	16.66%
What gender do you identify as?	**Numbers**	**Percentage**
Man	6	33.33%
Woman	10	55.55%
Self-described	1	5.55%
I prefer not to say	1	5.55%
What is your age range?	**Numbers**	**Percentage**
Under 11	-	-
12 to 17	-	-
18 to 24	-	-
25 to 34	4	22.22%
35 to 49	5	27.77%
50 to 59	5	27.77%
60 to 69	3	16.66%
70 to 84	1	5.55%

85 and older	-	-
I prefer not to say	-	-
What suburb do you live in	**Numbers**	**Percentage**
Abbotsford	2	11.11%
Alphington	-	-
Burnley	-	-
Carlton North	1	5.55%
Clifton Hill	-	-
Collingwood	3	16.66%
Cremorne	1	5.55%
Fairfield	-	-
Fitzroy	2	11.11%
Fitzroy North	2	11.11%
Princes Hill	-	-
Richmond	3	16.66%
I live outside of Yarra	4	22.22%
Select all that apply. I am….	**Numbers**	**Percentage**
Someone who speaks a language other than English at home.	4	22.22%
A person who was born overseas	5	27.77%
A person living with a disability.	4	22.22%
A member of the LGBTIQA+ community.	4	22.22%
Someone of Aboriginal or Torres Strait Islander descent.	1	5.55%
None of the above.	5	27.77%
I prefer not to say.	1	5.55%

Additional demographic information

What is your preferred mode of travel around Yarra?	Numbers	Percentage
Walking	12	66.66%
Assisted mobility on footpaths	-	-
Bicycle/scooter	6	33.33%
Motor vehicle	-	-
Public transport	1	5.55%
Prefer not to say	-	-
Which of the following best describes how you use footpaths in Yarra?	**Numbers**	**Percentage**
I use footpaths for recreational purposes	14	77.77%
I use footpaths to access recreational facilities (parks, gardens, playgrounds)	11	61.11%
I use footpaths to commute to and from work	12	66.66%
I use footpaths to access public transport	13	72.22%
I use footpaths to access businesses	12	66.66%
I don't use footpaths in Yarra	-	-
Prefer not to say	-	-
Which of the following best describes how you use cycling routes and lanes in Yarra?	**Numbers**	**Percentage**
I use Yarra's cycling routes and lanes for recreational purposes	7	38.88%
I use Yarra's cycling routes and lanes to access recreational facilities (parks, gardens, playgroups)	7	38.88%
I use Yarra's cycling routes and lanes to commute to and from work	9	50%
I use Yarra's cycling routes and lanes to access public transport	4	22.22%

I use Yarra's cycling routes and lanes to access businesses within Yarra	9	50%
I don't use Yarra's cycling routes and lanes	8	44.44%
Prefer not to say	0	-

Which of the following best describes how you use roads in Yarra?	**Numbers**	**Percentage**
I use roads in Yarra for recreational purposes	9	50%
I use roads in Yarra to access recreational facilities (parks, gardens, playgrounds)	6	33.33%
I use roads in Yarra to commute to and from work	5	27.77%
I use roads in Yarra to access public transport	3	16.66%
I use roads in Yarra to access businesses within Yarra	5	27.77%
I don't use roads in Yarra	6	33.33%
Prefer not to say	1	5.55%

What did we hear?

Feedback – Defects included in the draft RMP	
What did we hear	**Our response**
• signs are often twisted or poorly visible to road users and not corrected.	This defect is included in the draft RMP *Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances:* • *Speed Limit – <=50km/h = 150m* • *Speed Limit – 60km/h = 150m*
• Trees overhang	Tree Clearance is included as a defect in the RMP • <4.5 m over the trafficable portion of Cat 4 & 3 roads • <4.0 m over the trafficable portion of Cat 2 & 1 roads • <3.0 m over shared pathway surface and >100 cm beyond each edge • <2.5 m over footpath surface
• Bicycle lanes - paved section is barely 1/2 of the intended width due to encroachment of tree roots	This is captured under the "Undulation" defect in the RMP. This is a new defect in this version of the RMP *Undulations due to Tree roots – depth/height >150mm under a 1.5m straight edge (>1m from edge of tree trunk).*
Feedback – More rapid response	
What did we hear	**Our response**
General comments requesting more rapid response • Review how long between shared zone reviews & council/state government response times to urgent maintenance of shared zones. • Review how long between bicycle lane reviews & council/state government response times to urgent maintenance of bike lanes. Long stretches of time before maintenance occurs will dis-incentivise people using the bike lanes and make them likely to go into vehicular lanes which is often dangerous for cyclists.	The inspection and repair timeframes have been set considering the relative risk posed to community and Council's maintenance resources. The defect response times are with the benchmarking provided to Council
Specific request - A week or two max. for bike lane surfaces to be fixed would be good.	A number of new bicycle lane defects have been added to this version of the RMP. It is recommended that these identified response times be trialled prior to adjusting. Decreasing repair timeframes would increase the priority of bike paths over that of footpaths.
Specific request - Dislodged or missing tactile indicators should be replaced sooner than 4 weeks / 2 months	This defect has been newly added to this version of the RMP. It is recommended that these identified response times be trialled prior to adjusting.

	The response time is similar to major cracking in footpaths.
Specific request - maintenance of footpaths. It's up to 10 weeks for some footpaths. That is not okay! That is a serious equity and accessibility issue, for those with mobility devices, vision issues, the elderly or frail, parents with prams and young children, etc. A week or two max. should be the default time limit for footpaths to be fixed to their original condition.	The recommended response times have been set considering the risks posed and Council's resources Critical defects such as missing and damaged pit lids, vertical displacements, dislodge/missing pieces/ potholes and loose or segmented pavers have a maximum response time of 4 weeks, even on council's lowest hierarchy paths Defects that pose a lower risk such as cracking, undulation and vegetation have longer response times reflective of the relatively lower risk these defects present.
Specific request – Footpaths within a month	The recommended response times have been set considering the risks posed and Council's resources The only footpath defects that are more than 1 month response time are: • Cracking on category 2 & 1 • Undulations on category 1 • Vegetation overhead clearance • Dislodged/missing tactile indicators on category 1
Feedback – Intervention levels	
What did we hear	**Our response**
specific requirements very severe for displacement of the bluestone curb blocks - causing car doors to scrape, difficulty getting out of low cars and/or people park further out from curb than necessary.	The intervention level is in line with the current adopted RMP and towards the lower level of the benchmarking. Given the limited feedback on this issue, it is not recommended that a change be made.
Feedback – Prioritisation between classes	
What did we hear	**Our response**
• intervention levels should have a lower threshold for bike lanes compared to streets and roads • Make footpaths the top priority • (Council has) "diverted resources to bike lanes" (from footpaths) • Footpaths need to have as much focus as roads	Council's Road Management Plan as drafted has prioritised Footpaths over Bicycle Lanes over Roads. This is shown through: The intervention levels (e.g. a footpath/cycle lane pothole only needs to be 30mm in depth vs a road pothole 70mm) The response timeframes (e.g. vertical displacement on cat 2 footpaths 3 weeks vs 4 weeks for bicycle lanes) This feedback has confirmed Council's approach
Feedback – Specific location concerns	
What did we hear	**Our response**

Council received feedback on a number of Specific location concerns
 	
The concerns included
 	
• Drainage
  ○ Princes st Carlton North
• Signage/traffic control
  ○ Little Oxford St/Stanley St
  ○ Hoddle st
  ○ Holden St
• Shared Paths
  ○ Merri Creek
  ○ Nicholson st
  ○ Park St
• Roads
  ○ Holden St
• Bike Lanes
  ○ Bridge Rd
  ○ Wellington St
  ○ Johnson St
  ○ Elizabeth st
• Footpaths
  ○ Holden St
	Specific locations of concern have been passed to the relevant team for action in line with Council's standard practice.
	
	Where feedback could be interpreted for RMP purposes these have been considered above

Feedback - Non Road Management Plan items	
What did we hear	**Our response**

• Council received feedback on a number of items that weren't specifically related to the Road Management Plan these included:
  ○ Upgrades/design standards
  ○ Regulation – Parking & hire scooters
  ○ Renewals – overall condition of assets
	These themes are out of scope for the RMP however have been passed on to the relevant teams for action.
	
	Upgrades and Design standards should be considered as part of the Transport Action Plan and Capital Plan development.
	
	The concerns raised included
	
	• Design standards of road humps (clearance)
	• Shared pathway widths
	• Using iRAP (or similar) to prioritise safety upgrades
	• Need for cycling routes
	  ○ north south cycling route in Richmond/Collingwood
	  ○ East west protected bike lanes
	  ○ Negative feedback about Coppin St
	• Accessibility of footpaths
	  ○ Overall accessibility
	  ○ More raised crossings at intersections (rather than lowering pathways to kerb level)
	
	Regulatory items discussed keeping e-bikes and e-scooters off footpaths and Increasing parking costs for large utes due to taking up increased space and causing increased damage. In addition other service providers not rectifying pit lids was raised as a concern
	
	Renewal concerns particularly relate to the cumulative impact of multiple maintenance repairs resulting in an uneven surface.