

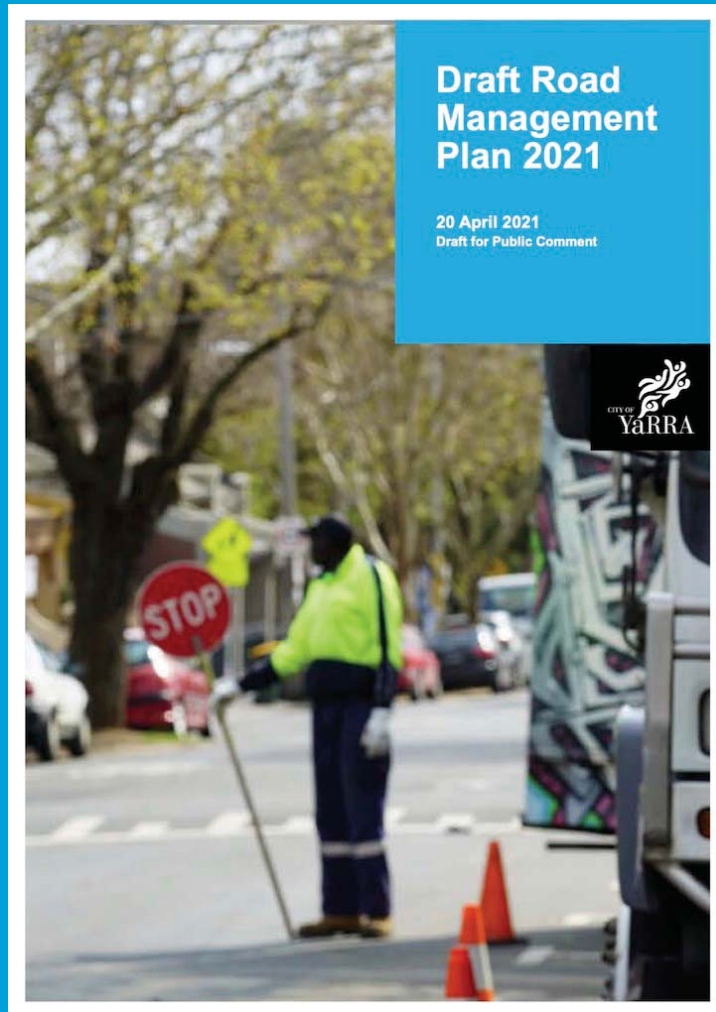
Draft Road Management Plan 2021 Submissions and Officer Responses

#	Date Received	How Received	Submission	Officer Response
1	27/04/2021	Your Say Yarra	I am wondering when the promised speed humps for the two most northern blocks of Station Street ,Carlton North (between Park and Richardson Streets) will be constructed as proposed in your plans I see all other humps have been done in the rest of the street towards the city but we need them in our blocks too as we still have speeding motorists constantly up and down this residential area Council said they were to be done and they are in the plan which was given to me So please let me know when these two norther blocks of Station St will be done	This request is outside the scope of the RMP, but has been forwarded to Council's Traffic Engineering Team for direct response.
2	27/04/2021	Your Say Yarra	Re turn around time to fix trip hazards > a certain mm (ref page 21) 15 days for low pedestrian traffic and 10 days for a high pedestrian traffic area sounds far too long, particularly for the high traffic areas. As Council would be liable for any subsequent injury to persons post being notified and until rectification I would have thought. I think this should be a much, much shorter time frame, say max 3 days for a high traffic area and 5 days max for a low pedestrian traffic area.	The response times listed in the RMP are maximum response times and not usual response times. Typically a shorter response time is achieved, but at times there are factors including the need to involve arborists or third-party asset owners which mean a response time up to the maximum listed may be required to rectify the issue. Response times are in line with service levels of other councils. Officers do not recommended a reduction to the maximum response times, as this would reduce the level of Council's statutory protection against civil liability under the Road Management Act.
3	29/04/2021	Your Say Yarra	The reduction in time from less footpath inspections would be well used to conduct peak hour riding inspections of our major cycling infrastructure, linking these sections up as commuters are required to do. This will provide the road management team with first hand experience of our cycling network, what works, what doesn't and what can be done better. I don't know if this is already done, I couldn't see how inspections are conducted, but I think a lot could be gained from the inspection team riding, during peak times, some of the regular commutes people living in and passing through Yarra would do. There is nothing like experiencing something to know what is or isn't working.	An officer from the Strategic Transport team has contacted the submitter to further understand the submitter's concerns. The concerns are understood to primarily be concerned with the design of the cycling network and how it operates in peak commuting conditions and could be improved. Officers of the Strategic Transport team indeed already cycle the network in commuting conditions and utilise this knowledge to inform their recommendations regarding the upgrade and improvement of the network. A specific concern related to the design of the Trenerry Crescent freeway underpass and the current safety treatments (which are not a formal bicycle lane) was further discussed with the submitter. No change to the RMP is recommended as a result of this submission.
4	30/05/2021	Your Say Yarra	In Appendix 6 of the Road Management Plan, I suggest that Cremorne Street and Balmain Street (entire length of each) be added to the list of "High pedestrian traffic" streets. These streets carry thousands of workers between Richmond Train Station and offices in Cremorne, and between Church Street trams and offices. For Church Street, I suggest the section should be expanded south to the Yarra River.	Officers support the inclusion of Cremorne St (Swan St to Balmain St) as a High Pedestrian Traffic footpath as it provides direct access to key education and employment uses. Noting that the section Balmain St (Gwynne St to Church St) was already included as a High Pedestrian Traffic footpath in the Draft RMP, officers support the inclusion of the full length of Balmain St (Cremorne St to Church St) as a High Pedestrian Traffic footpath as it provides east-west connection between key employment uses. Church St, Cremorne (Swan St - Yarra River) is already included as a High Pedestrian footpath in the RMP.
5	31/05/2021	Your Say Yarra	Re Appendix 6 of the Road Management Plan. Please note Wellington Street, Cremorne Street and Balmain Street should be added to the list of "High pedestrian traffic" streets. These streets carry thousands of workers between Richmond Train Station and offices in Cremorne, and between Church Street trams and offices. This will increase even further as the number of new buildings both residential and commercial are completed and the numbers of pedestrians increases even further.	Refer response to submission #4. The request to include Wellington St is not supported as it does not provide direct access or a key connection to land uses set out in table 2 of the Draft RMP.
6	31/05/2021	Your Say Yarra	Cremorne St and Balmain St need to added to the "High Pedestrian Traffic" Streets and pedestrian crossings need to be installed BEFORE there is a terrible accident. These Streets see thousands of pedestrians using them daily including children trying to get themselves to school amongst the cars rat running down these streets.	Refer response to submission #4. The request for additional pedestrian crossings within Cremorne St is outside the scope of the RMP, but has been forwarded to Council's Traffic Engineering Team for consideration and response.

#	Date Received	How Received	Submission	Officer Response
7	31/05/2021	Your Say Yarra	Regarding Appendix 6 of the Road Management Plan As per your Management Plan I hereby strongly suggest that Cremorne Street and Balmain Street (entire length of each) be added to the list of "High pedestrian traffic" streets. These streets carry thousands of workers between Richmond Train Station and offices in Cremorne, and between Church Street trams and offices. For Church Street, I suggest the section should be expanded south to the Yarra River.	Refer response to submission #4.
8	31/05/2021	Your Say Yarra	In Appendix 6 of the Road Management Plan, I suggest that Lennox Street (Bridge to Swan) be added to the list of "High pedestrian traffic" streets. This street carries thousands of workers and visitors (to local hospitality businesses) between Richmond Train Station and Tram in Swan st. toward Bridge road (seven days a week) and places between.	Officers support the inclusion of the additional section Lennox St (Bridge St to Swan St) as a High Pedestrian Traffic footpath as it provides a key pedestrian route to and between activity centres. The adjoining section of Lennox St (Highett St to Bridge St) was already listed as a High Pedestrian Traffic footpath in the RMP.
9	31/05/2021	Your Say Yarra	In Appendix 6 of the Road Management Plan, I suggest that Cremorne Street and Balmain Street (entire length of each) be added to the list of "High pedestrian traffic" streets. These streets carry thousands of workers between Richmond Train Station and offices in Cremorne, and between Church Street trams and offices. For Church Street, I suggest the section should be expanded south to the Yarra River.	Refer response to submission #4.
10	31/05/2021	Your Say Yarra	Cremorne Street is a high pedestrian access street from Swan Street (Richmond Station) delivering workers into all parts of Cremorne. Balmain Street is a high pedestrian access street for its full length. Green Street north of Stephenson Street is heavily pedestrianised during lunch hour as workers head for the underpass from Cremorne to Swan Street.	Refer response to submission #4. Officers do not support the request to include a section of Green St as it is not the primary access to the activity centre.
11	31/05/2021	Your Say Yarra	Cremorne Street and Balmain Street (entire length of each) be added to the list of "High pedestrian traffic" streets. These streets carry thousands of workers between Richmond Train Station and offices in Cremorne, and between Church Street trams and offices. For Church Street, the section should be expanded south to the Yarra River.	Refer response to submission #4.
12	31/05/2021	Your Say Yarra	Cremorne Street and Balmain Street (entire length of each) be added to the list of "High pedestrian traffic" streets. These streets carry thousands of workers between Richmond Train Station and offices in Cremorne, and between Church Street trams and offices. Regarding Church Street, the section should be expanded south to the Yarra River.	Refer response to submission #4.
13	31/05/2021	Your Say Yarra	Foot traffic along Cremorne Street has increased along with the traffic on Cremorne Street. Access from one side of the street to the other is very difficult, particularly at peak times since Cremorne St is very long and at present only has one crossing located at the intersection of Cremorne and Swan Streets. It would benefit the community if there were a couple of crossings strategically placed along Cremorne Street to allow people to access both sides of the street in a safe manner. One could possibly be located near the Kangan Tafe site and the Seek building and the other near the intersection of Balmain St and Cremorne St.	Refer response to submission #6.
14	31/05/2021	Your Say Yarra	Cremorne St and Balmain St, Cremorne, be deemed "High pedestrian traffic" streets. The foot traffic on these streets has increased significantly with the numbers of workers coming into Cremorne growing, while parking is stretched and a push for residents and workers alike to use public transport continues.	Refer response to submission #4.

#	Date Received	How Received	Submission	Officer Response
15	31/05/2021	Your Say Yarra	High Pedestrian Traffic Streets glaringly omits Cremorne Street. Particularly at peak times, pedestrians spill into it from Swan Street, from the train station and tram stop. This is a prime access route to the Kangan TAFE as well as booming office and residential developments. The pedestrian traffic will continue to grow and already needs attention, to ensure safety and amenity to the street. Balmain Street also needs to be included from Church Street through to Cremorne Street. Balmain Street is the prime east west link from Cremorne Street through to the second main access point to Cremorne at Church Street. This will become especially significant with the imminent completion of the Malt District site.	Refer response to submission #4.
16	31/05/2021	E-mail	Detailed submission provided (attached) issues, with key issues being (officers' summarisation): <ul style="list-style-type: none"> • Draft RMP is a good response to the Road Management Act and associated regulations and code of practice; • Defects should include issues such as deficiency in functional design; • Reference to 2017 RMP submission provided; • Advocates for best practice solution aligned with AusRAP Star Ratings. 	The submission raises a well founded point that condition-based risks are not the only risks posed to users of the road network, but that there may be risks associated with other factors. The RMP has been developed in accordance with the Code of Practice for Road Management Plans, and satisfies the requirements of listing public road infrastructure, determining standards and priorities for inspection, maintenance and repair, and detailing a management system for achieving this. The RMP is an operational plan for the management of existing transport infrastructure. It is not intended to provide a strategy for overarching safer transportation design, but rather co-exists within the context of other strategic documents that guide the improvement and development of transport infrastructure including Council's Safe Travel Strategy, Local Area Place Making Policy, Strategic Transport Statement, Bicycle Strategy and Encouraging and Increasing Walking Strategy. Section 1.4 of the proposed RMP (Purpose of the RMP) has been revised to clarify that the RMP is an operational plan for the purposes of managing existing transport infrastructure, and to provide the context of the strategic documents that influence the development and improvement of transport infrastructure. Officers do not recommend that the role of the RMP is varied to include the scope addressed by the strategic documents. In relation to the suggestion of the AusRAP Star Ratings, there is an action in Council's Safe Travel Strategy to seek external funding for such an initiative.

RESPONSE TO DRAFT ROAD MANAGEMENT PLAN 2021



Prepared by: Streets Alive Yarra Inc.
streets-alive-yarra.org

Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [all ages](#), irrespective of whether they walk, roll on a wheelchair, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,600 likes on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at: streets-alive-yarra.org/about.

Feedback

The draft Road Management Plan 2021 appears to be a good response to the need to comply with the Road Management Act, Road Management Regulations and the Code of Practice for Road Management Plans.

Unfortunately, the draft misses the opportunity to deliver best practice, i.e. more than the minimum requirements. The draft delivers a best practice definition of the term “hazard”, but then fails to describe a process for identifying all relevant hazards.

“Hazard”

is an event, defect, condition or substance, which has the potential to cause harm to property or the health and safety of persons in their use of road infrastructure.

Definition of “hazard” from the draft

The draft states that the number (1) objective is to “ensure public safety”; but fails to describe a process to deliver this.

4. Performance Standards

4.1. Objectives

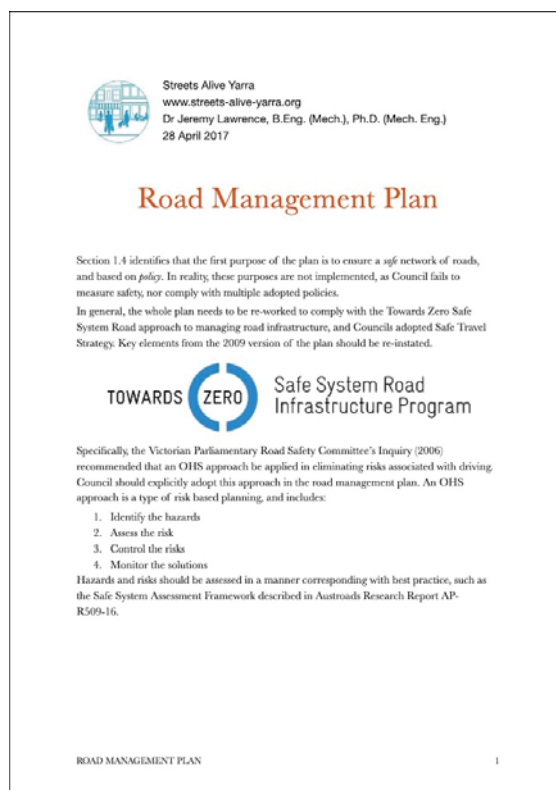
The objectives of setting performance standards are:

- (1) Ensure public safety.
- (2) Protect road infrastructure assets.
- (3) Ensure an appropriate level of protection against civil liability claims based on available Council resources.

The #1 performance standard is to ensure public safety

The primary failure of the draft is that it assumes the design drawing for a road is “safe” and thus only proposes to detect defects that represent a difference between the design drawing and reality. What the draft should do is identify problems with the design of the road. In our opinion, a road that is poorly designed is a “defect” or a “condition” that is an assessable “hazard”.

These points were also made in our 2017 submission to the road management plan, available for download at: <https://streets-alive-yarra.org/wp-content/uploads/2018/03/Road-Management-Plan.pdf>



2017 submission to the road management plan

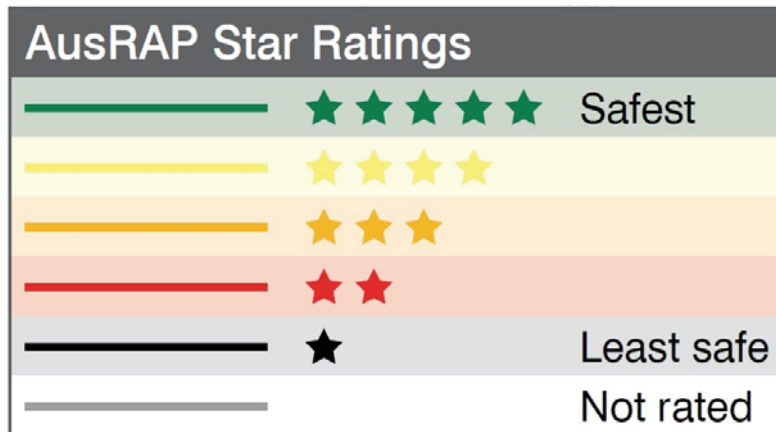
A best practice solution to “ensure public safety” would involve:

- Identify the hazards
- Quantify the risks
- Mitigate the risks
- Monitor the solutions

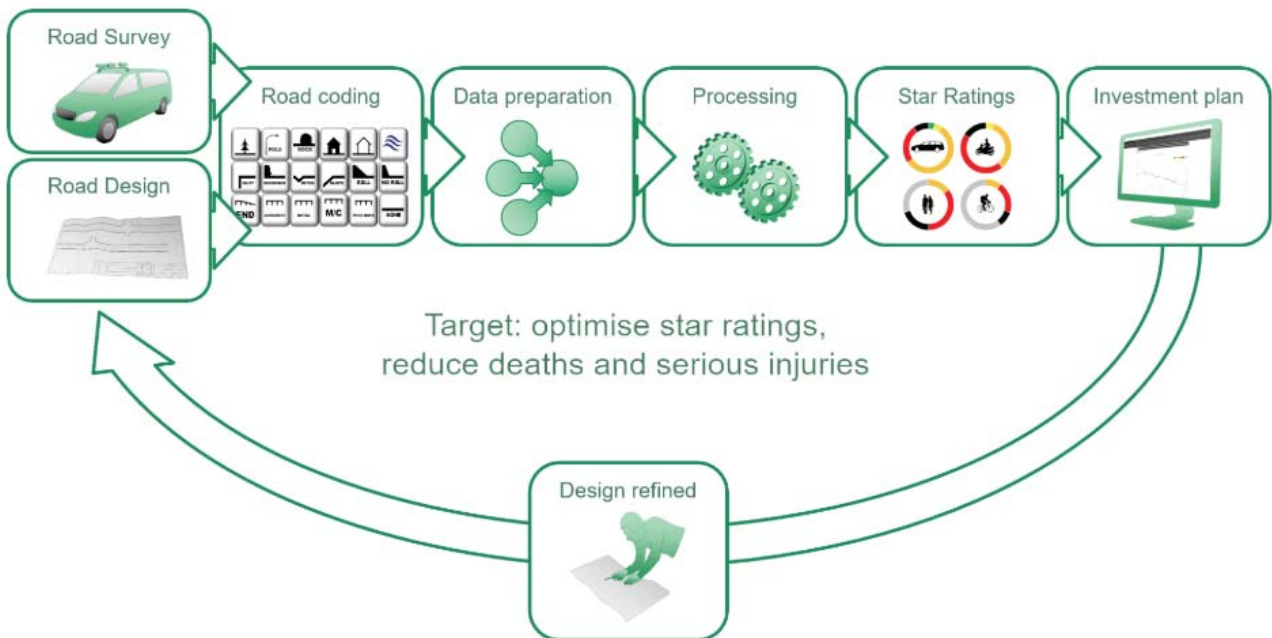
These concepts are also described on a page on our website: <https://streets-alive-yarra.org/safety/>. A best practice process would be to give a star rating to each road, then work to improve star ratings.

We need to create a genuinely safe system approach, in which improving the safety of drivers, vehicles and roads is of mutual importance. A safe system where we have five star drivers, in five star cars on five star roads should involve no deaths.

Image credit: RACV



Star ratings. Image credit: AusRAP.



Process to ensure public safety. Image credit: iRAP.

Indeed, Yarra’s adopted Safe Travel Strategy 2016-2026 identifies the benefit of road safety star ratings. The Road Management Plan should align with this.

Concluding remarks

The City of Yarra does not have to accept “compliant with the Act” as “good enough”. It is possible for council to aim higher, to adopt best practice, to align with other adopted policies, and to embed a process to ensure public safety.

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

info@streets-alive-yarra.org

streets-alive-yarra.org