



Road Management Plan (targeted review)

Community engagement summary report

August 2023

1 Contents

2	Background	2
3	Consultation process	3
3.1	Consultation purpose	3
3.2	Consultation methodology	3
4	Participant profile	4
5	Consultation findings	4
5.1	Support for actions	4
5.1.1	Level of support for introducing new methods to repair defects in our local footpaths and kerb and channels	5
5.1.2	Level of support for increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992 ...	5
5.1.3	Level of support for extending the condition assessment frequency for laneways from once every four years to once every six years	6
5.2	Comments about the plan	6
5.3	Other comments about the plan considered out of scope	8
5.4	Project Evaluation	11
5.4.1	Have Your Say project page – reach and participation	12

2 Background

This document provides a summary of stakeholder and community feedback on the Road Management Plan (targeted review).

Under Section 54 of the Road Management Act 2004, Council is required to prepare a Road Management Plan and periodically review that plan. The Plan sets standards as to how public roads are maintained including how defects are identified, how it shall be repaired, and how much time Council has to repair it once identified. The plan focuses primarily on roads but also includes kerbs, footpaths, laneways, bridges, and carparks.

The Road Management Plan is reviewed every four years and applies to all road assets in Bayside. A targeted review of Council's Road Management Plan (RMP) was undertaken to update sections of the Road Management Plan earlier than scheduled as a result of significant material and resource challenges within the construction industry.

A complete review of the Road Management Plan is scheduled for 2025.

Minor changes were proposed under the 2023 targeted review, including:

- Introducing range of treatment options, including grinding, repairing, or replacing faults, to fix defects in concrete footpaths and kerb and channels
- increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992
- extending the condition assessment frequency for laneways, from once every four years to once every six years.

Community engagement on the proposed changes was undertaken from 29 June – 1 August 2023 (inclusive) and received 95 unique survey contributions and one email contribution.

Key findings

Ninety-five community members provided feedback on the proposed changes.

There was strong support recorded for introducing new methods to repair defects in our local footpaths and kerb and channels and increasing the width of footpaths.

- From the 91 respondents who provided feedback, 86.8% of respondents supported introducing range of treatment options, including grinding, repairing, or replacing faults, to fix defects in concrete footpaths and kerb and channels.
- From the 92 respondents who provided feedback, 79% of respondents supported increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992.

Respondents were mostly opposed to extending the condition assessment frequency for laneways from once every four years to once every six years. From the 90 respondents who provided feedback (59% opposed; 23.3% supported; and 17.7% were not sure).

Next steps

Council will consider community feedback and proposed Road Management Plan for adoption at its 15 August 2023 meeting.

3 Consultation process

3.1 Consultation purpose

Engagement was conducted to understand the level of community support for proposed changes to the Road Management Plan. The consultation was designed to provide stakeholders and the broader community with the opportunity to give feedback on the proposed plan amendments, as well as on the decision-making processes to ensure they were clear and equitable.

Community engagement was conducted in accordance with Council's Community and Stakeholder Engagement Policy 2021. An engagement plan overview was published and is available to view on Council's [Have Your Say engagement website](#).

3.2 Consultation methodology

The tools and techniques selected for this project were informed by the project content, stakeholders and type of feedback sought.

Key methods for gathering feedback

- online engagement through [Have Your Say](#)
- contact email address and phone number of Council Officer provided for interested community members to ask for further information or provide feedback
- email invitation to Disability Access and Inclusion Advisory Committee members.

Details	Activity
29 June 2023 – 1 August 2023 687 visitors 95 unique contributions	Have Your Say website Project information and online survey hosted on the engagement platform Have Your Say Online survey: 95 unique contributions Q&A forum: 2 questions asked
29 June 2023 – 1 August 2023 0 contributions	Correspondence Direct feedback provided through contacting the Project Officer for further information or to provide feedback over the phone or via email.
1 August – 6 August 2023 2 visitors 1 contribution	Disability Access and Inclusion Advisory Committee Email invitation to members of the Committee inviting feedback on the proposed changes to the Road Management Plan via survey, email, phone or in-person. 90% opened email, 20% visited Have Your Say page. One email was received from a member of the Committee who provided their feedback on the plan. No feedback was received through the survey form.

Key tools for communicating the project

- email to Have Your Say and project subscribers (3,142).
- Council communication channels, including website news story, social media and e-newsletter to over 11,500 subscribers.

4 Participant profile

Demographic information was requested from survey participants to gain a better understanding of how the proposed changes could impact certain sections of our community, particularly older residents, and residents with a lived experience of disability. All responses in the “About you” section were optional. To encourage participation in the engagement process there was no requirement to provide personal information or to register/sign-in to provide feedback.

All respondents who provided feedback were aged between 30 and 85+ years, with 37% female, 61% male and 2% preferring not to say.

All Bayside suburbs were represented, with most respondents from Sandringham (20%), Beaumaris (18%) or Brighton (17%). There were 4 respondents who listed their suburb as “Outside Bayside”.

Respondents were also asked if they or a member of their household have a lived experience of disability: 22.6% of survey respondents indicated that they or a member of their household had a lived experience of disability, 67.7% of respondents did not have lived experience of disability and 9.7% preferred not to say.

5 Consultation findings

The following section summarises the key themes which arose in community feedback on The Road Management Plan targeted review. In the interest of stakeholder and community privacy, individual quotes have not been included within this public document. Where there was more than one mention of a topic or item, the number of mentions has been specified in brackets.

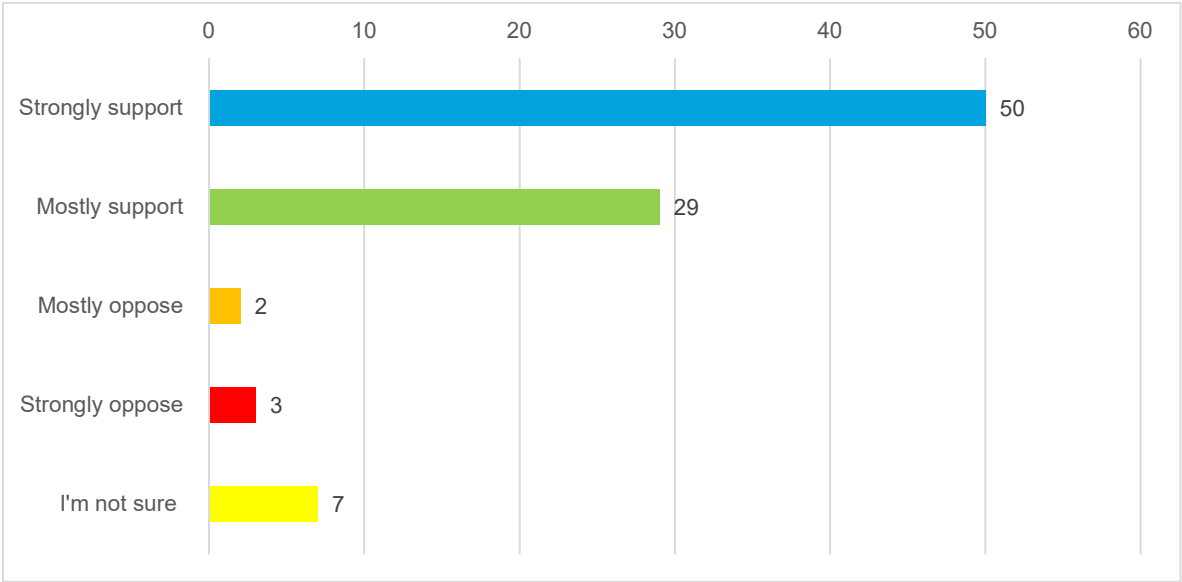
Participants were asked via an online survey to provide feedback on the Road Management Plan targeted review, including their level of support for the proposed changes.

5.1 Support for actions

All survey participants were asked the level to which they support a series of changes to the draft plan.

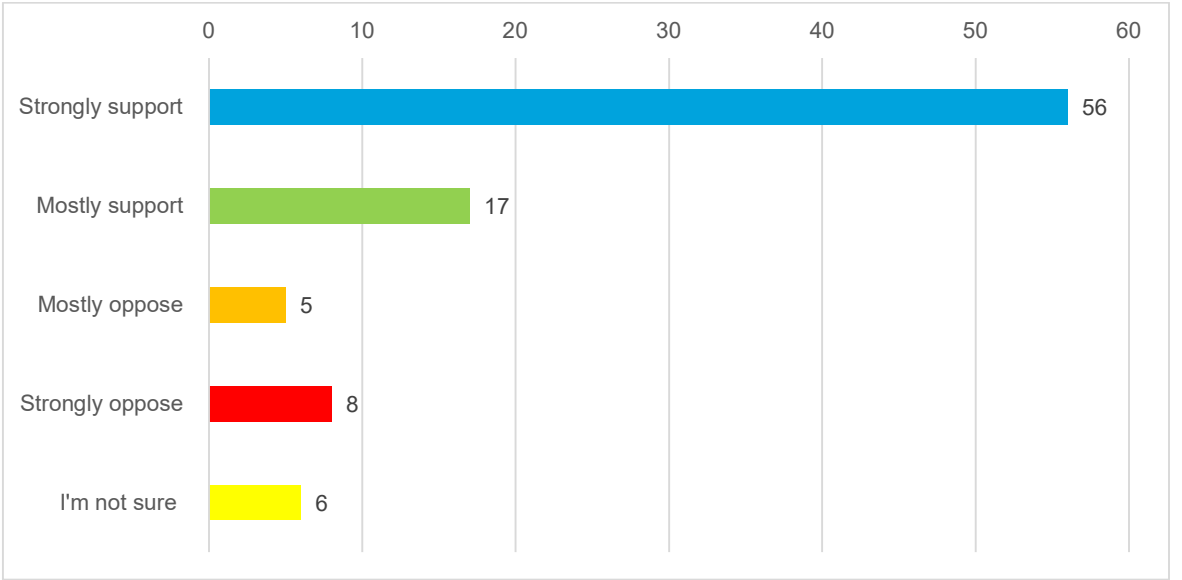
There was a high level of support (86.8% for the draft plan to introduce a range of treatment options, including grinding, repairing, or replacing faults, to fix defects in concrete footpaths and kerb and channels.

5.1.1 Level of support for introducing new methods to repair defects in our local footpaths and kerb and channels



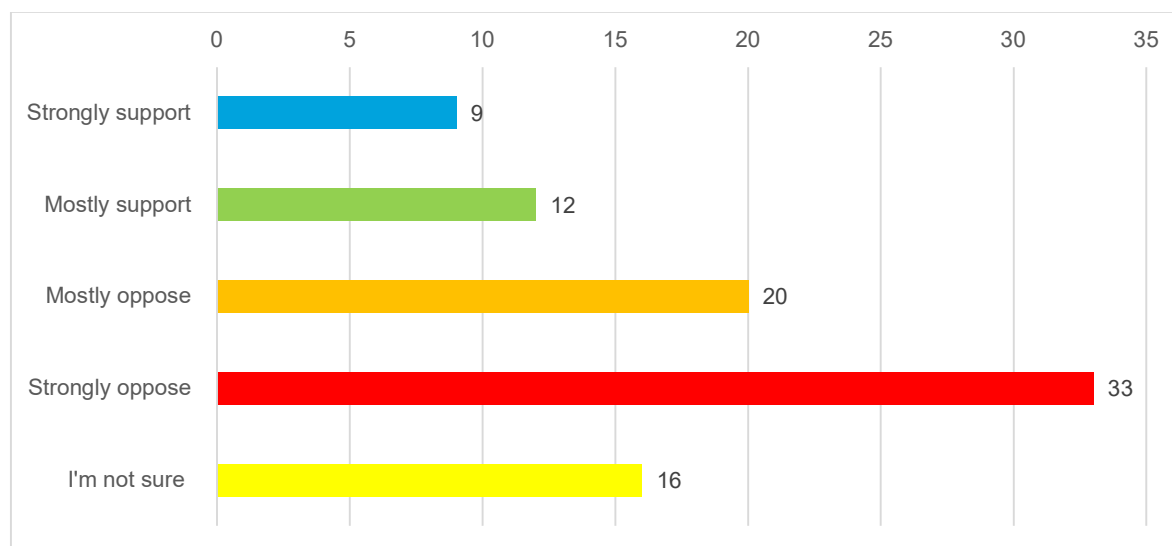
Additionally, a high level of support (79%) was shown for the plan to increase the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992.

5.1.2 Level of support for increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992



Respondents were mostly opposed, (59% opposed; 23.3% supported; and 17.7% were not sure) as to whether the draft plan should extend the condition assessment frequency for laneways from once every four years to once every six years.

5.1.3 Level of support for extending the condition assessment frequency for laneways from once every four years to once every six years



5.2 Comments about the plan

Respondents were also asked to provide written feedback about the proposed changes to the Road Management Plan. Comments provided by the 63 submitters are summarised by theme in the table below:

Table 1: Comments from respondents who expressed support or were neutral

Topic	Community feedback
Road Management Plan	Fully support widening the footpaths. (4 mentions) Supportive of using recycled materials in the maintenance and construction of footpaths, roads and channels Increasing the width of footpaths should be considered in Major Activity Centres All of what is proposed is reasonable, providing that there is a response to reports from the public. Increasing the width of footpaths is very important. There are many footpaths in Bayside that do not comply with the DDA, all should be upgraded. If increasing the width of footpaths will result in a loss of trees and/or blue stone kerb stones the directly affected residences and businesses should be advised of the proposed change/s before they occur and be given an opportunity to discuss them with council officers.
Financial	Spend more on road maintenance.
General comment	Investigate strategies or methods that can be used to reduce the risk of future damage. Road and footpath maintenance is a serious concern for us all.

	Fix the roads and footpaths properly. Follow through with the plans.
Questions	Why is rubber treatment placed only around trees? Can we consider this new material as the default for all paths please? Is there a preventive maintenance process to avoid defects in the first instance? Text error Appendix 1 – Asset intervention level and response times, Pathway section Displacement of Depressions. Should the text read: Pathway section Displacement or Depressions?

Table 2: Comments from respondents who were opposed or expressed concerns

Topic	Community feedback
Road Management Plan	There are so many footpaths in Bayside that need repair, the current system of inspection every 4 years appears to be totally ineffective. Prefer Condition Assessment Frequency to remain at 4 years or at least 5 years minimum. Once every 4 years is not enough Damaged sections of footpaths, kerb side and channels need to be replaced completely not patched or grinded. Greater assessment frequency should be more like 4 to 2 years meaning less liability for council. Once every 6 years is way too long. It should remain as is every 4 years. Don't support reducing inspection timeframes. Do not support 6-year inspection frequency. Laneways which have not been surfaced/re-surfaced properly, quickly fall into a state of disrepair with potholes being an issue. Do not persist with repair methods that are of limited efficacy. Concrete path-grinding rarely levels out misaligned adjoining slabs. Extended condition assessment frequency is only acceptable if contractors respond to reported issues promptly.
Roads	Our roads are full of break ups and serious potholes.
Footpaths	Wider footpaths should not be done at the loss of nature strips or vegetation. Footpaths need more repairs, as they are dangerous for an aging community.

Financial	Leave the plan as it is and spend less money. I would like these costs removed and our rate costs reduced to deal with the current cost of living issues.
General comment	Fix things properly not like in the past.
Questions	No consistency in construction materials used. Some streets have concrete footpaths while others have bitumen. Why is this so? You want to increase the condition assessment frequency by 50% with zero rationale from what I could see in the report. Why that number? Why not more frequent assessments?

5.3 Other comments about the plan considered out of scope

Some survey respondents provided feedback relating to specific road maintenance issues or other comments regarded as out of scope for this targeted review of the Road management Plan. Comments are summarised by theme in the table below:

Topic	Community feedback
Road Management Plan	The draft plan doesn't address coloured surface treatments on bike paths and on-road bike lanes to be compliant with DOT Standard Section 431 The Road Management Plan mentions traffic signals but does not specify ownership of these assets. The plan needs to be more specific about ownership of council owned and non-council assets. Regarding section 2.6.1: Council should have a general strategy to upgrade unsealed car parks. Regarding Appendix 1: Only restoring displaced pathway sections exceeding 25mm is unacceptable and needs revision. No mention of bay trail bike and pedestrian paths and their inspection and maintenance. The trail should be mentioned in the management plan. There is not a single mention in the report of bicycle infrastructure and the particular needs of bike paths. The plan seems to avoid the issue of potential to cause injury. The only reference to injury relates to potential Public Liability Claim. Any injury should be unacceptable on roads, lanes, or pathways. Unhappy with laneway intervention levels. More space is needed to separate footpath trading and footpath access.
Improvements for specific areas	Improve street parking in South Road and Bay Road. Middle Brighton station street lighting needs improvement Increase the width of footpaths in Sandringham Village as part of pedestrianisation of Sandringham Major Activity Centre The carpark adjoining the Trevor Barker Oval in Sandringham is appalling.

Tree roots in Church St, Hanby St and Roslyn St are an issue.

The roundabout on the corner of Oak and Griffiths Street needs to be repaired. Trucks keep driving over it.

Bay Rd Sandringham footpaths need urgent attention.

Looking forward to resurfacing First Street Black Rock

Please advocate with VicRoads for resurfacing of Hampton St which is in a deplorable condition. resurfacing should at least extend from Linacre Road to Ludstone St.

Consider daily cleaning of footpaths in the village and upgrading the black stained footpaths in Sandringham.

Hampton Street is full of damaging potholes and cracks.

The footpaths on Bluff Road going into the Black Rock shopping centre are too narrow.

Footpaths need widening along Balcombe Rd, Black Rock and Bluff Rd in the Village.

Increase the footpath on Small St on the approach to Hampton beach.

There is a shortage of bike parking facilities in New St and Bay St area.

Not enough bike parking outside the Supermarket on Cochrane St, there is no bike parking outside Gumtree on New St and the supermarket on Martin St.

Cars are parking in the bike lane in New St.

Fix the bricks in Black Rock which are uneven and a trip hazard and impossible for prams instead of placing the ugliest and most impractical pots along a walkway.

Footpath outside 51 Sims Street, Sandringham is lifted due to a street tree and is dangerous to pedestrians.

Widen the section of the beach shared pathway between Brighton Beach and Jim Willis Reserve.

Widen the section of the beach shared pathway that rises up from Ricketts Point Cafe (next to the Beaumaris Yacht Club) to Beach Road.

Builders have damaged the road in Asling St and Council repairs are constantly needed.

Flexible composite footpath repairs in Keys Street Beaumaris have quickly become a trip hazard.

Parking

Improve street parking.

Most of the residential streets that open onto Bluff Road always have cars clogging both sides of the street.

Parking issues where dual developments have been built and there is not enough parking space.

Fine people for illegal parking.

	Need adequate space between disabled parking spaces and street furniture. Need adequate space between street trading and footpath access. Consider making disabled parking spaces wider. Consider narrowing nature strips and have indented areas created to allow on street car parking.
Roads	Busses and trucks keep going down residential streets and damage the kerbs and nature strips. Arthur St Sandringham was recently repaired, much appreciated and needed. There are too many signs along our roads.
Footpaths	Pedestrian pathways are increasingly negatively impacted by long messy builds. Construction sites should be inspected by Council and safer temporary pathways made available. The maintenance of footpaths in Beaumaris has deteriorated badly. Consider alternative materials to repair footpaths and channels, eg recycled plastics. More space is needed to separate footpath trading and footpath access.
Kerb and channel	Repair the curb-to-curb ruts made by the broadband contractors when they dug up all suburban streets and never repaired them properly. Lots of kerb gutter replacement work has been unnecessary and a waste of money.
General comment	Contractors and developers should foot the bill for any damage during construction. (3 mentions) Roads and footpaths should take priority over tree roots. Bay St & Church St roundabout speed bump has been re done 3 times in 3 months. More action less plans
Questions	Nature strip tree is ruining my footpath and fence. What are my remedies?
Other	Regular maintenance of drains to ensure roadways and driveway entrances are draining correctly. (2 mentions) Street lighting needs improvement Reduce the speed limit to 50 in the Esplanade, Brighton Concerned about Council's partially integrated asset management system. Council won't remove neighbour's nature strip tree. I love the idea of planting our nature strips, verges, anywhere possible with flower beds or edible plants.

It is a waste of money employing street sweeping trucks to clean the gutters.

Plastic bollards and divider strips at T intersections to stop drivers cutting corners are an expensive nuisance.

Large vehicles constantly break off bollards and drive up onto kerbs to avoid them and then break the stormwater drain covers.

5.4 Project Evaluation

This report presents the findings from the analysis of the community feedback gathered during community engagement from 29 June to 1 August 2023.

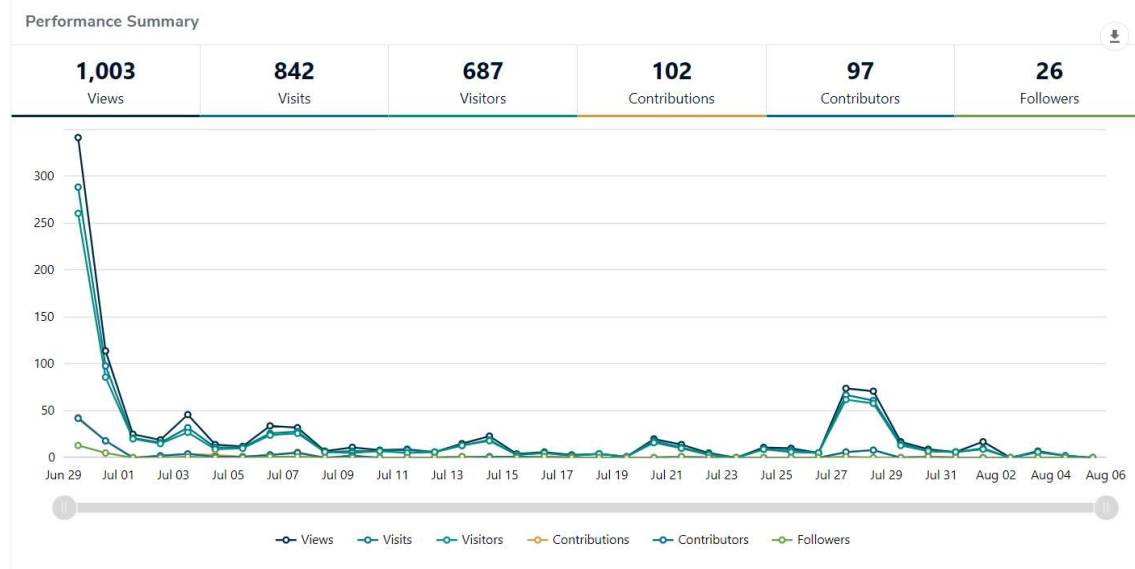
The engagement program received a total of 95 unique responses, completed via survey through Have Your Say.

Communications to encourage participation attracted 687 unique visitors to the project page and were sent to key stakeholders including previous subscribers for related engagements. The communications reached over 11,000 community members via email newsletters or notifications.

The community engagement project was not a random sample survey of the community, and the results reflect the views of those in the community sufficiently engaged with both Council and policy issues who chose to participate in the consultation.

Targeted engagement with the Disability Access and Inclusion Advisory Committee (DAIAC) was undertaken to seek further feedback from members of the community with a lived experience of disability. DAIAC committee members were invited to provide feedback on the draft plan via a separate survey form through Have Your Say. This targeted consultation was open between 1 August – 6 August 2023 with one contribution received via email.

5.4.1 Have Your Say project page – reach and participation



Engagement targets for the Have Your Say webpages were that:

- 20% of visits would last at least one active minute (exceeded, 31.3%)
- 10% of visits would have at least two actions performed, such as moving around the project page or clicking on links (exceeded, 14.9%)
- 5% of visits had at least one contribution made (exceeded, 10.9%)

Satisfaction with engagement process

Survey participants were generally satisfied with the consultation process and materials, with a majority of participants selecting they had the required information to participate, and it was very (48%) or mostly (38%) easy to find/understand. It is noted that some of participants found the information mostly or very hard (5.3%) to find/understand or were not sure (8.7%).

Engagement plan

The Engagement Plan Overview for this project was published and is available to view at: yoursay.bayside.vic.gov.au/RMPtargetedreview/RMPtargetedreview-EPO