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AGENDA OF THE HEARING OF SUBMISSIONS COMMITTEE MEETING

Darebin Council Chamber
350 High Street Preston
on Monday, 13 October 2025 at 3:30pm.

This meeting will be a scheduled hybrid meeting, at which both councillors and members of the public may participate either in person or virtually.

Persons wishing to observe the meeting in person are required to register by 12pm on the day of the meeting.

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Agenda

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

1. MEMBERSHIP

Cr. Kristine Olaris OAM (Mayor)
Cr. Emily Dimitriadis (Deputy Mayor)
Cr. Matt Arturi
Cr. Connie Boglis OAM
Cr. Ruth Jelley
Cr. Julie O'Brien
Cr. Alexandra Sangster
Cr. Vasilios Tsalkos
Cr. Angela Villella

2. APOLOGIES

3. DISCLOSURES OF CONFLICTS OF INTEREST

4. CONFIRMATION OF THE MINUTES OF THE PREVIOUS HEARING OF SUBMISSIONS COMMITTEE MEETING

Recommendation

That the Minutes of the Hearing of Submissions Committee Meeting held on 16 June 2025 be confirmed as a correct record of business transacted.

COUNCIL'S OCCUPATIONAL HEALTH AND SAFETY RESPONSIBILITIES

5. CONSIDERATION OF REPORTS

5.1 DRAFT ROAD MANAGEMENT PLAN 2025

Author: Manager Operations & Waste

Reviewed By: General Manager Infrastructure, Operations & Finance

EXECUTIVE SUMMARY

Council is required to update its Road Management Plan (RMP) in accordance with the Road Management Act 2004. The purpose of this report is for the Hearing of Submissions Committee to receive and hear submissions on the draft RMP.

At its meeting on Monday 25 August 2025, Council resolved to release the draft Road Management Plan 2025 for community consultation.

Nine (9) public submissions were received of which one (1) submitter has requested to be heard in person by the Committee. A copy of the submissions is provided (**Appendix A**)

Public notice was given in the Government Gazette and The Age with the community consultation phase extending from Thursday 4 September 2025 to Wednesday 1 October 2025.

The Hearing of Submissions Committee is a Delegated Committee established by Council to exercise the Council's powers, functions and duties relating to the hearing of submissions received in accordance with Section 223 of the Act.

The current process in reviewing the RMP commenced in April 2025, aligning with Municipal Association of Victoria (MAV) recommendations and concluded with the public exhibition and community consultation of the draft RMP.

Following the Hearing of Submissions Committee meeting, a further report which outlines the substantive recommendation will be provided to Council seeking a final resolution on the matter.

Officer Recommendation

That Council:

- (1) Receives the written and verbal submissions.
 - (2) Thanks all submitters and presenter for addressing the Committee in support of their written responses.
 - (3) Receives a report at the 27 October 2025 Council Meeting as part of Council's deliberations in considering a final proposed Road Management Plan 2025 for adoption.
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BACKGROUND / KEY INFORMATION

In practice, the RMP guides Council to prioritise maintenance, respond effectively to hazards, and set clear public expectations about how and when inspections and repairs will occur to maintain safe standards.

Council is responsible for managing and maintaining an extensive local road network to ensure safety, accessibility, and usability for all road users, including pedestrians, cyclists, and motorists. Under the Road Management Act 2004 (Vic), all Victorian councils must develop, adopt, and maintain a Road Management Plan (RMP). This statutory document sets the standards and policies for inspecting, maintaining, and repairing road infrastructure. The purpose of the RMP is to provide a transparent, efficient, and accountable system of road management, aligned with available resources and community expectations.

It supports Council in meeting its duty of care to road users while reducing legal risk through clear and defensible service levels.

Previous Council Resolution

At its meeting held on Monday 25 August 2025, Council resolved:

'That Council:

- (1) Approves the draft Road Management Plan 2025 to be released for community consultation.*
- (2) Notes that if any submitters seek to speak to their submission, Council will hear submitters in a meeting of Council's Hearing of Submissions Committee on 13 October 2025 at 3.30pm.*
- (3) Requests that a further report come to an Ordinary Council meeting for Council to consider community feedback received and consider adopting its final Road Management Plan 2025 for adoption.'*

IMPLEMENTATION ACTIONS

Stage	Timeframe
Adoption by Council	October 2025
Public Notice of adoption of RMP	October 2025

RELATED DOCUMENTS

Nil

APPENDICES

- Summary of Road Management Plan Consultation & Feedback (**Appendix A**) [!\[\]\(11a0966cbb90b5c1d6ebfc666ec75f78_img.jpg\) !\[\]\(2f6f35750fca7eca6b879311cf96b8dc_img.jpg\)](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Draft Road Management Plan 2025 feedback

Export of Responses to YourSay consultation feedback on the Draft Road Management Plan 2025

Date Range: 4 Sep 2025 - 1 Oct 2025

Date Exported: 2 Oct 2025 11:29 am

				You can either speak to your submission or nominate someone to speak on your behalf. All speakers will have 2 minutes to speak.		
Date Submitted			What is your connection to Darebin?		Share your comments below	Short Summary of Council response
Sep 21, 2025, 03:11 PM			I live	I do not want to speak to my submission or have someone else do so	Is updating the vehicle cross over policy inclusive of this plan? This policy is 7 years overdue for review and brining it up to a contemporary level to support common sense crossover creation to support household EV charging will allow so many further homes to take advantage of home solar arrays.	The vehicle crossing policy is not part of the Road Management Plan, however the feedback has been passed to the City Development team to be actioned.
Sep 20, 2025, 03:36 PM			I live	I do not want to speak to my submission or have someone else do so	Installing speed humps in Hickford St between Cheddar road and Johnson Steet. Traffic has increased ever since the new Keon Park aboveground station .It has become a thoroughfare for trucks speeding cars and motor bikes making it unsafe with Donath Reserve sporting fields and playground inthe area.	This feedback is not relevant to the RMP, but its useful for the "Your Street, Your say" engagement program. The feedback will be shared with the Sustainable Transport team.
Sep 19, 2025, 08:02 PM			I live	I do not want to speak to my submission or have someone else do so	The changes to improve service time frames are great but I would like the council to include inspections of storm water drains in roads as well as installing new storm water drains that are fit for purpose in flood risk areas.	This feedback is not relevant to the RMP, but its useful for the "Your Street, Your say" engagement program. The feedback will be shared with the Sustainable Transport team.
Sep 07, 2025, 06:09 PM			I live	I would like to speak to my submission at the Hearing of Submissions Council Committee	Firstly, before I write my comments, I would like to point out that in relation to the Submissions Committee meeting scheduled for 13/10/25 at 3.30pm, there is no information listed on this webpage. How do I attend remotely so that I may speak to my submission? My comments are listed below numerically. Please be advised that my principle mode of transport is bicycle. Broadly speaking, bicycle infrastructure, new and existing, and its asset management is appallingly absent in this document. Specifically: 1. Page 15. There is a Pathways Classification for pedestrians. Why is there no Pathways Classfication for bicycles? 2. Clause 3.3. Why is On-Road Bike Lanes and Shimmies excluded from tables 3.1 and 3.2?	Please note: resident was contacted nd provided with further information about attending the Hearing of submissions. Point 1 feedback will be included in changes to final plan.
						There is currently no data available relating to length of On-Road Bicycle Lanes and/or Shimmy Routes in Darebin. We will be reviewing all bicycle routes with a view to mapping and recording this information in the future.

					3. There is no bike lane in figure 1. Why are bike lanes excluded from this diagram?	The fact that a bike lane may be omitted from a particular diagram does not absolve Council of its duty to manage it—this responsibility is affirmed elsewhere in the Plan. (Attachments 1, 4 and 5)
					4. The document is poorly laid out in relation to council vs VicRoads responsibilities. For clarity, I suggest creating a table to clarify this. It would also be reassuring to include information on how council and VicRoads work together.	The plan references The Code of Practice – Operational Responsibility for Public Roads (Road Management Act 2004); detailed responsibilities are contained in the Code. Feedback on wording and relationship will be incorporated into the final draft
					5. The document is a road management plan for pedestrians, bicycles and motorised vehicles yet it excludes other forms of sustainable transport such as e-scooters. I've seen an alarming increase in e-scooters and what look like mopeds using bike paths at excessive speed. Mopeds (eg deliveroo drivers) are not bicycles. What is their classification? Where do they belong in the Road Hierarchy on page 15?	E-scooters are classified similarly to bicycles. If users are using a road, they fall within the Road Hierarchy. If they are using a shared path, it will be in the Pathway Hierarchy.
					6. While riding along a bike path to get from A to B, I'm often caught out unawares with a path closure sign plus a detour. This is so frustrating when I'm on time pressure to get somewhere. Sometimes there is signage and but there is never any information about re-opening. How can I be alerted to closures for bike trail works?	This feedback is not relevant to the RMP, but has been passed to the Maintenance team with a view to enhance signage on reopening.
					7. Cleaning of on-road bike lanes. I rarely see council road cleaning vehicles out cleaning on-road bike lanes. The St. Georges Rd bike lane is a great example of a heavily used bike lane that is always dirty and generally also very dangerous because it's so narrow. I appreciate that this part is in Yarra City Council but I'm using it as an example to ask is the cleaning of on-road bike lanes part of Attachment 3 and 4? Are they cleaned only once every 12 months? Attachment 3 is very vague about the work that is carried out. Attachment 3 and 4 excludes bike trails.	The purpose of the plan is primarily to outline management of structural defects (like potholes and cracks) Cleaning services are managed via a request for service.
					8. The document includes only on-road bike lanes and shimmy routes. There is no mention of bike trails. For example, who maintains and upgrades the Merri Creek trail and Darebin Creek trail? If council does not maintain or build bike trails, who does? I think this should be made explicit in the document.	The bike trails are listed under Shared Pathways in the RMP, found in Attachment 4 (page 26) and Attachment 5 (page 31). The feedback on making more explicit will be included in the final document
Sep 05, 2025, 09:15 PM			I live	I do not want to speak to my submission or have someone else do so	Why doesn't this plan include school crossings? I wrote to someone about the crossing on Niblick St Kingsbury as the school crossing curb sits at an almost right angle without any slope. This means the kids often trip over or fall off their bikes. The response is that the work will be done but no timeline was given. I would like to know how long until something like this will be completed.	School crossings are included, however not articulated clearly. Council will amend plan wording to clearly reflect. The feedback on Niblick St has been logged, and the usual service level for inspection and assessment is 10 days, and if action is required, in the new draft RMP as this is an access road, the timeframe for completion is 2 years.
Sep 05, 2025, 01:35 PM			I live	I do not want to speak to my submission or have someone else do so	Reactive inspections should be attended to immediately and highlighted with paint. Potholes can cause serious injury to cyclists and scooter users with smaller wheels. 10 working days is excessive as currently drafted.	Reactive inspections are attended to as they are reported, our guaranteed service level is 10 days, however in practice this is often quicker. All defects are already highlighted with paint.

Sep 04, 2025, 07:45 PM			I live	I do not want to speak to my submission or have someone else do so	We need another level crossing on Grange Road, in the industrial area. Out the front of BFT. It is unsafe and requires more help for pedestrians	This feedback is not relevant to the RMP, but its useful for the "Your Street, Your say" engagement program. The feedback will be shared with the Sustainable Transport team.
Sep 04, 2025, 03:40 PM			I live & work	I do not want to speak to my submission or have someone else do so	While I recognise the technical improvements proposed in the Draft Road Management Plan 2025, I believe the plan lacks a strategic framework connecting road management to community livability outcomes. This is a missed opportunity to align infrastructure management with Council's mission as "the place to live." As a resident of Edwardes Street, Reservoir, I experience daily how current road management approaches prioritise traffic flow over place-based considerations. Edwardes Street serves multiple community functions - a busy shopping strip at the east end, residential neighbourhoods, Edwardes Lake recreational reserve, and industrial sites at the west end. Yet as a collector road, it carries the same B-double trucks, three bus routes, cars, and cyclists in painted bike lanes regardless of the surrounding land use context. While the buses appropriately serve the shopping precinct, heavy through-traffic creates safety concerns throughout the street's length - highlighted tragically by a recent cycling fatality. This demonstrates how technical road classifications fail to respond to the varied community contexts along a single street, precisely the kind of nuanced, place-sensitive decision-making that requires the broader strategic framework this submission advocates for. Key concerns 1. No strategic purpose definition The draft RMP doesn't explain why Darebin maintains a road network beyond moving vehicles. There's no definition of: •The road network's role in supporting community wellbeing •How road management decisions contribute to livability outcomes •Connection to broader Council objectives around sustainability, equity, and community health	Much of this feedback will be included into the final RMP document, demonstrating stronger strategic links between Councils palns & strategies.
Sep 04, 2025, 12:46 PM			I live	I do not want to speak to my submission or have someone else do so	Nothing specific. My main point is connected to what I submitted regarding the Preston and Thornbury activity centres. We need to be building Darebin in a way that means all people can move around and have access to what they need. This means we need a strong focus on accessible and equitable active transport of all kinds. My only other point is that we need to prioritise northern Darebin suburbs to ensure they get their fair/equitable share of road management resource (I live in Preston South, so not calling for more focus in my area).	Councils approach to prioritising works is detailed in the Road Management Plan, and priority is based on condition of asset and safety - with the higher risk and most used assets prioritised. This ensures equity across the entire municipality based on need.

6. CLOSE OF MEETING