Road Management Plan 2025

Version 6, July 2025

Document control

Purpose	To ensure that a network of roads is provided for the movement of persons and goods as part of an integrated transport system and that road reserves are available for other appropriate uses.
Responsible area	Property and assets
Related documents and legislation	Road Management Act 2024 Register of Public Roads
Version	Version 6, supersedes the Road Management Plan 2021
Adoption date	2 July 2025
Adopted by	Council
Planned review date	July 2028
Completion date	July 2029
Editorial amendments	General Manager Operations and Infrastructure is authorised to make and approve editorial amendments to the document.

Definitions

Terms used in this Road Management Plan (RMP) have the same meaning as the specific definitions included in the *Road Management Act 2004* (Vic) (the Act) unless stated to the contrary. The definition of "road" is as per section 3 of the Act and "public road" is as per section 17 of the Act.

Figure 1: Definition of terms

Term	Definition
Act	*Road Management Act 2004* (Vic)
Business days	Monday to Friday excluding public holidays in Victoria.
Business hours	Means 8.30am to 5pm on business days.
Coordinating Road Authority	The organisation which has the responsibility to co-ordinate works in accordance with the *Road Management Act 2004* (Vic). Generally, if the road is a freeway or arterial road, this will be Head of Transport for Victoria. Generally, if the road is a municipal road, this will be Council.
Council	Refers to the City of Port Phillip Council.
Defect	Localised failure in a public road or road infrastructure, i.e. pothole, joint displacement; damaged street furniture. Defects below the specified intervention level are considered acceptable defects not requiring repair.
Defect intervention level	The extent at which point a defect nominated in the RMP will invoke a response to the standard set out in the Appendix; It is expected that the intervention levels established may change over time in relation to Council assets and resource allocations.
Demarcation Agreement	A formal agreement between Council and another organisation that defines areas of responsibility.
Discontinuance	In the context of this Policy, discontinuance relates to the Act and formal processes associated with the discontinuance of a road as per section 12 of the Act and Schedule 10 of the *Local Government Act 2020* (Vic).
Gazetted	Has been published by Council in an official gazette (a publication that has been authorised to publish public or legal notices).

Term	Definition
Hazard	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.
Inspection frequency	Period between scheduled inspections of the road to identify hazards.
Level of service	The performance measurement of road infrastructure, relating to the quality, reliability, responsiveness, quantity, accessibility and cost achievable based on Council's resourcing and addresses community expectations.
Maintenance	Execution of all works of any description which are required to keep the road or infrastructure in the state of utility determined in accordance with the *Road Management Act 2004* (Vic) or any other act to be appropriate.
Motor Vehicle	Refers to a vehicle that is propelled by an in-built motor and is intended to be used on a roadway. This does not include a motorised wheelchair or mobility scooter which is incapable of travelling at a speed greater than 10 km/h and is solely used for the conveyance of an injured or disabled person.
Municipal Road(s)	Road for which the municipal council is the co-ordinating road authority. The Act imposes specific duties on the municipal council with respect to the inspection, repair and maintenance of these roads and associated road-related infrastructure.
Non-Road Infrastructure	Refers to infrastructure in, on, under or over a road, which is not road infrastructure. This includes (but is not limited to) such items as gas pipes, water and sewerage pipes, cables, electricity poles and cables, tram wires, rail infrastructure, bus shelters, public telephones, mailboxes, roadside furniture and fences erected by utilities, or providers of public transport.
Other roads	Include roads in state forests and reserves, and roads on private property. Municipal councils are not responsible for the inspection, repair or maintenance of these roads.
Pathway	Refers to a footpath, bicycle path, shared path or other area that is constructed or developed by Council for members of the public (not motor vehicles) to use. Pathways may be further categorised as: Footpaths – pathways designated solely for use by foot traffic (and limited mobility devices

Term	Definition
	such as wheelchair users); Bicycle pathways – pathways designated solely for use by cyclists, scooters and the like but excluding foot traffic; and Shared pathways – pathways designated for use by riders of bicycles, the riders of electric scooters and pedestrians.
Plan	Refers to this Road Management Plan (RMP).
Primary Access	In the context of this Policy, primary access for a property refers to the local street(s) or main road(s), in cases where the property has access from both a street/main road and a laneway or passageway. For properties accessed only from a laneway, the laneway is the primary access.
Private road	A road on private property that is not a public road, has not been constructed by Council and Council is not the responsible road authority.
Public Highway	This plan refers to a 'public highway' within the meaning of section 3 of the Act and section 3 of the *Local Government Act 1989* (Vic).
Public Road	This plan refers to a 'public road' within the meaning of section 17 of the Act.
Response times	Means the business hour time the defect is identified as exceeding the acceptable intervention level and work order issued by Council's maintenance team to repair or control hazards in carrying out temporary or permanent repairs.
Right of Passage	This plan refers to 'right of passage' within the context of the rights of road users to access roads within the meaning of section 8 of the Act.
RMP	City of Port Phillip Road Management Plan.
Road Register	City of Port Phillip Register of Public Roads.
Road related infrastructure	Refers to infrastructure installed or constructed by the relevant road authority to either facilitate the operation or use of the roadway or pathway, or support or protect the roadway or pathway.
Road reserve	Refers to the area of land that is within the boundaries of a road.
Roadside	Refers to any land that is within the boundaries of the road (other than shoulders) which is not a roadway or pathway.

Term	Definition
	This includes land on which any vehicle crossing or pathway, which connects from a roadway or pathway on a road to other land, has been constructed. Example: any nature strip, forest, bushland, grassland or landscaped area within the road reserve would be considered roadside.
Roadway	Refers to the area of a public road that is open to, or used by, the public, and has been developed by a road authority for the driving or riding of motor vehicles. This does not include a driveway providing access to a public road, or other road, from adjoining land.
Secondary Access	In the context of this Policy, secondary access for a property refers to the laneway or passageway, where the property also has access from a street or main road.
Shoulder	Refers to the cleared area, whether constructed or not, that adjoins a roadway to provide clearance between the roadway and roadside. This does not refer to any area that is not in the road reserve.

1 Introduction

1.1 Purpose of the Road Management Plan (RMP)

The RMP is an operational plan of Council and has been developed by the City of Port Phillip Council in accordance with the Act. The principal objective of road management, according to the Act, is to ensure that a network of roads is provided for the movement of persons and goods as part of an integrated transport system and that road reserves are available for other appropriate uses.

Section 50 of the Act sets the following objectives for a municipal road management plan:

a) to establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and
b) to set the relevant performance standard in relation to the discharge of duties in the performance of those road management functions.

Although it is termed a 'plan' in the legislation, it is functionally an operational protocol document, describing the systems and rules we use to make decisions and meet obligations within our available resources. The plan forms part of a larger Asset Management Framework related to maintenance and operations.

For the avoidance of doubt, this Plan is a road management plan for the purposes of section 39 of the Act.

To achieve the objectives, the RMP provides details in the following key management areas that are central to Council's role as the road authority for municipal public roads:

a) provide descriptions of the types of road and road-related infrastructure assets included in the RMP (section 3, Road Classification);
b) set up a road and pathway hierarchy classification to facilitate the setting of performance standards (section 3, Road and Footpath Hierarchy);
c) set relevant performance standards for the discharge of Council's duties (section 3, Performance Objectives); and
d) set details of the management for the discharge of Council's duties (section 3, Management System).

To meet economic, social, safety, and environmental expectations of the community, careful consideration must be taken in setting achievable maintenance operation targets and asset management programs.

The Act gives power to a road authority to determine the standards to which the relevant road authority will construct, inspect, maintain and repair roadways, pathways, road infrastructure, and road related infrastructure.

This RMP determines levels of service by taking into consideration the affordability, available resources, and risks related to maintenance and ongoing asset performance. Intervention levels have been set in line with current 'industry practices' and reflect Council's ongoing commitment to providing the community with affordable road infrastructure that meets reasonable community expectations

1.2 Legislation guiding this Plan

In addition to the Act, the plan also considers the following legislation, regulations, and codes of practice:

- *Local Government Act 1989* (Vic)
- *Local Government Act 2020* (Vic) (the LG Act)
- Ministerial Codes of Practice
- *Road Management (General) Regulations 2016* (Vic) (the Regulations)
- *Road Management (Works and Infrastructure) Regulations 2015* (Vic)
- *Road Safety Act 1986* (Vic)
- *Wrongs Act 1958* (Vic)
- Code of Practice – Management of Infrastructure in Road Reserves
- Code of Practice – Operational Responsibility for Public Roads (2017)
- A Guide to Working in the Road Reserve 2015
    - Companion to a Guide to Working in the Road Reserve 2015

1.3 Strategic Alignment

The purpose of the RMP is aligned with and assists in the delivery of the following Council Plan strategic objectives:

Liveable Port Phillip: Port Phillip is a great place to live, where our community has access to high quality public spaces, development and growth are well managed, and it is safer and easy to connect and travel within.

Well Governed Port Phillip: Port Phillip is a leading local government authority, where our community and our organisation are in a better place as a result of our collective efforts.

Move, Connect, Live – Integrated Transport Strategy 2018-28: is aimed at delivering Council's commitment to:

- Supporting a well-connected transportation future for our City.
- Making it easy for people to move around connecting people with places in a way that suits them as our City grows.

Key focus areas are for Move, Connect, Live are related to the 10-minute walking neighbourhoods:

a) Prioritising safety and access
b) Space for walking, socialising and play
c) Boosting bike riding
d) Partnering to deliver reliable, accessible and more frequent public transport
e) Improved parking management
f) Harnessing rapid advancements in new technology

Responsible management of road assets plays a vital role in the implementation of this strategy.

Parking Management Policy: provides a framework for the ongoing management of our existing 53,000 on-street and 4,000 Council-managed off-street spaces used for parking.

The overarching objectives of the Policy are to:

a) address the City's existing and future growth and transport challenges.
b) provide fairer and more reliable access to parking in all locations and at all times.

Asset Management Policy: has been adopted and its associated strategy framework have a direct link to the Council Plan through its budgetary and planning.

1.4 What is included in this Plan

The Plan is divided into seven sections:

1. Introduction
2. Rights and Responsibilities
3. Road Management Systems
4. Register of Public Roads
5. Other Considerations
6. Technical References
7. Attachments
    a. Appendix A: Municipal Boundary Roads
    b. Appendix B: Inspection Frequency and Condition Assessment Response Timeframes
    c. Appendix C: Defect Intervention Levels and Repair Timeframes
    d. Appendix D: List of State Arterial Roads
    e. Appendix E: List of Shopping Centres

This plan must be updated within a set period following a Council election in accordance with the Act, the Regulations, and the LG Act. To align with Council's 'Best Value' approach, the RMP is a dynamic document subject to continuous improvement and review. Therefore, outside of this normal update cycle, changes may be required from time to time.

The following process will be used to manage these changes:

- If material changes are made to standards and specifications, a report will be presented to Council, along with a brief explanation as to why such changes are necessary.
- The review process must follow the steps as set out in the Regulations (part 3, Road Management Plans).
- When changes do not alter these technical aspects of road management, changes will be approved by the General Manager Operations and Infrastructure.

These changes will be made in accordance with the processes prescribed by the Act. To assist with version control, these changes will be numbered as follows:

- Versions presented to Council will be renumbered by whole numbers – for example, from Version 1.00 to 2.00.
- Those approved by the General Manager will be renumbered by decimals – for example, from Version 1.00 to 1.01.

While the plan will be updated periodically in line with legislative review periods and presented to council as required, the Road Register will be maintained on an ongoing basis. In addition, section 14A of the Act allows for changes to road classification within declared project areas. In these individual cases the road register will be updated to reflect this. Where City of Port Phillip have followed a process to discontinue a public road, this process will require Council endorsement prior. The road register will be updated to reflect this, but the overall RMP plan will not require Council review and update.

1.5 Exceptional Circumstances

Council will make every effort to meet its commitments under this Plan.

However, there may be situations or circumstances that affect Council's business activities to the extent that it cannot deliver on the service levels of the RMP. These include but are not limited to natural disasters, such as fires, floods, or storms, or a prolonged labour or resource shortage, due to a need to commit or redeploy Council staff and / or equipment elsewhere or due to the effects of pandemic and or government intervention.

1.5.1 Suspension of the Plan

In the event that the Chief Executive Officer (CEO) of Council has considered the impact of such an event on the limited financial resources of Council and its other conflicting priorities, and determined that the Plan cannot be met, then pursuant to section 83 of the *Wrongs Act 1958* (Vic), the CEO will write to Council's officer in charge of the Plan and inform them that some, or all, of the timeframes and responses in the Plan are to be suspended.

1.5.2 Reinstatement of the Plan

Once the scope of the event/s have been determined, and the resources committed to the event response have been identified, then there will be an ongoing consultation between Council's CEO and officer responsible for the Plan, to determine which parts of the Plan are to be reactivated and when.

1.5.3 Communication and Documentation of Plan Suspension

Council will provide information / statements to residents about the suspension or reduction of the services under its Plan, including:

- How the work that will be done has been prioritised; and
- The period for which it is likely to be affected.

This information will be provided by the Council on its website where its Plan is located and other channels as appropriate such as press releases or social media.

Where Council has suspended, in part or whole, its Plan, associated documents (e.g. communications, meeting minutes, schedules, etc.) will be recorded and stored.

Inspection and Repairs during Suspension

The suspension of the Plan will not necessarily mean that all inspections and repairs halt. However, it may mean that only certain categories of inspections and repairs are undertaken. These will be based on a risk assessment and resources available to the Council, considering the resources needed to address the impact of the trigger event. For example, some reactive inspections may take place and hazard control or repair (temporary or permanent) of roads / footpaths which pose a high risk may be undertaken, depending on the resources available to the council and the accessibility of each asset.

1.6 Responsibility for the Plan

Overall responsibility for administering and implementing the Plan rests with:

The Head of Asset Management, Port Phillip City Council, Private Bag 3, St Kilda VIC 3182

Any queries or comments in relation to this RMP should be directed to them.

1.7 Availability of RMP and Associated Documents

This Plan and the Register of Public Roads are available for inspection, in hard copy format, at the St Kilda Town Hall, 99A Carlisle Street, St Kilda during office hours each working day.

An electronic version of the Plan and Register of Public Roads is available at the Port Phillip web site: www.portphillip.vic.gov.au.

2 Rights and Responsibilities

2.1 Public Roads

The Act establishes the statutory framework for the management of public roads in Victoria. The Act, and any associated legislation as defined in the Act, applies to road authorities including the City of Port Phillip.

Public roads are defined in the Act as including:

- a freeway
- an arterial road
- a road declared under section 204(1) of the LG Act
- a municipal road declared under section 14(1) of the Act
- a road in respect of which Council has made a decision that it is reasonably required for general public use and is included on the Register of Public Roads.

The general functions of a road authority are described within section 34 of the Act.

2.1.1 Co-ordinating and Responsible Road Authority

Section 35 of the Act provides that a road authority has power to do all things necessary or convenient to be done for or in connection with the performance of its functions under the Act. Section 36 of the Act outlines which road authority is the coordinating road authority. According to subsection (c), the coordinating road authority: *If the road is a municipal road, the municipal council of the municipal district in which the road or part of the road is situated.*

However, there are instances where several authorities are responsible for components of the road within the road reserve. Section 37 of the Act identifies who is the responsible road authority in particular circumstances.

Council, as a recognised Roads Authority has a clear responsibility under the Act to effectively manage our municipal local road network. All State Arterial Roads as defined in section 36 of the Act are Managed by Head of Transport Victoria. These Roads are defined in Appendix D.

The Act provides that Council, as a road authority, has the general management functions of:

- Provision and maintenance of a network of roads for use by the community served by it;
- Management of the use of roads having regard to the primary purpose of a road is for the use by members of the public and that other uses are to be managed in a manner which minimises any adverse effect on the safe and efficient operation of the road and the environment;
- Management of traffic on roads in a manner that enhances the safe and efficient operation of roads;
- Design, construction, inspection, repair, maintenance and renewal of road and road infrastructure; and
- Co-ordinating the installation of infrastructure on roads in such a way as to minimise, as far as is reasonably practicable, any adverse impacts on the provision of utility or public transport services.

Council is responsible for the development of a RMP in accordance with division 5, section 49-55 of the Act and has a statutory duty to inspect, maintain and repair its public roads as detailed in section 40 of the Act. This duty applies to any part of a public road which is a roadway, a pathway, a shoulder and road infrastructure.

The statutory duty imposed by subsection (1) of section 40 of the Act does not create a duty to upgrade a road or to maintain a road to a higher standard than the standard to which the road is constructed.

In exercising these functions and powers under the Act, Council will also comply with the following Codes of Practice and Regulations:

- Code of Practice – Operational Responsibility for Public Roads (2017)
- Code of Practice – Clearways on Declared Arterial Roads (2004)
- Code of Practice – Road Management Plans (2004)
- Code of Practice - Management of Infrastructure in Road Reserves (2016)
- Code of Practice – Worksite Safety – Traffic Management (2010)
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015

2.2 Key Stakeholders

Key stakeholders who will be affected by the RMP in the City of Port Phillip, include:

- The community: ratepayers, residents, business, industry, and educational operators;
- Residents and businesses adjoining the road network;
- Pedestrians (including the very young, those with disabilities, and the elderly with somewhat limited mobility);
- Users of a range of miscellaneous smaller, lightweight motorised vehicles such as pedal bike riders, motorised buggies, wheelchairs, prams, etc;
- Vehicle users using motorised vehicles such as trucks, buses, commercial vehicles, cars, and motor bike riders
- Transport service providers: transport operators, bus operators, and service providers supporting the delivery of transport service;
- Tourists and visitors to the area;
- Property Developers, consultants, and contractors;
- Utilities as prescribed in section 3 of the Act. They include entities that provide water, sewerage, drainage, gas, electricity, telephone, telecommunication, or other like services, any person who under the *Pipelines Act 2005* (Vic) is permitted to own, use, construct, or operate a pipeline, or a provider of public transport;
- Emergency services;
- Other road authorities such as Department of Transport and Planning (DTP), neighbouring Councils, Department of Energy, Environment, and Climate Action (DEECA), Parks Victoria, Melbourne Water Corporation;

- State and Federal Government agencies that periodically provide support funding to assist with management of the network; and
- Council as the responsible road authority.

2.3 Budget Provisions

Council's annual adopted budget and capital works program specifies the planning parameters by which the RMP is carried out. The annual budget is developed within an overall financial planning framework that guides Council in identifying community needs and expectations over the short, medium, and long term. In preparing the annual budget, funding requirements for each year are linked with the objectives contained in the Council Plan. In relation to road and road-related infrastructure assets that provide road transport service, Council recognises the importance of balancing appropriate performance standards with what the community is able to afford and sustain. In balancing the funding level for the inspection, maintenance, repairs, upkeep, rehabilitation, and renewal of road and road-related infrastructure assets, Council gives regards to the following key considerations:

a) its role and obligations under the Act;
b) achievement of statutory protection against civil liability claims;
c) preservation of existing assets in an appropriate and safe working condition;
d) ability to acquire additional infrastructure assets to serve new growth;
e) market constraints in labour, plant and equipment, building materials, and contractors; and
f) the competing demands for Council resources.

The performance standards set out in section 3 and the Appendices of this Plan reflect such balance.

2.4 Rights and Obligations of Road Users

The rights of public road users, which are legally enforceable, are set out in sections 8 to 10 of the Act.

The common law requires that a road user must take reasonable care for their own safety (refer *Ghantous v Hawkesbury City Council (2001) 206 CLR 512*). All road users have a duty of care under section 106 of the Act, with obligations prescribed in section 17A of the *Road Safety Act 1986* (Vic) or as amended which states:

(1) A person who drives a motor vehicle on a public highway must drive in a safe manner having regard to all the relevant factors including (without limiting the generality) the:

a) physical characteristics of the road;
b) prevailing weather conditions;
c) level of visibility;
d) condition of the motor vehicle;
e) prevailing traffic conditions;
f) relevant road laws and advisory signs;
g) physical and mental condition of driver.

(2) A road user other than a person driving a motor vehicle must use a public highway in a safe manner having regard to all the relevant factors)

(3) A road user must:

a) have regard to the rights of other road users take reasonable care to avoid any conduct that may endanger their safety or welfare of other road users;

b) have regard to the rights of the community and infrastructure managers in relation to the road infrastructure and non-road infrastructure on the road reserve and take reasonable care to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve;

a) have regard to the rights of the community in relation to the road reserve and take reasonable care to avoid conduct that may harm the environment of the road reserve.

2.4.1 Incident Claims

If a person proposes to make a claim in relation to a public road or infrastructure for which Council is the responsible road authority, that person should contact Council and Council will initiative respective investigation and insurance reporting processes.

In accordance with section 110 of the Act, Council is not legally liable for property damages where the value of the damage is equal to or less than the threshold amount.

In cases where the claim relates to assets Council does not own or is not responsible for on the road reserve, the person who proposes to make a claim must refer the claim to the other authority or person responsible for those assets.

2.4.2 Consent to Undertake Works in the Road Reserve

In general, the Act requires that any person intending to perform works in a road reserve including vehicle crossovers legal point of discharge, stormwater and service authority connections must obtain the consent of the co-ordinating road authority. The exemption from the requirement to obtain consent is applicable under the *Road Management (Works and Infrastructure) Regulations 2015* and to comply with the requirements of LG Act and the Council's local laws made under that Act. More information is also available in A Guide to Working in the Road Reserve 2015.

Council is the coordinating authority for municipal roads and Department of Transport and Planning (DTP) is the coordinating authority for State roads (freeways and declared arterial roads).

Advice and application form for works in municipal road reserve is available from Council's offices and online: www.portphillip.vic.gov.au.

2.5 Obligations of Others

2.5.1 Repair of damaged Council assets

Where a party other than Council has damaged a Council asset or road, that party shall be responsible for repairing the damage to ensure that it is safe and operates at the level it previously operated at or higher. This will include where secondary damage has been caused to Council assets at a location other than the specific site of the asset works or repairs, such as subsidence from water damage, and in this case the damage must be repaired by the responsible party.

2.5.2 Other Assets

Without limiting the legal obligations of Council, infrastructure and other assets located in or adjacent to the road are excluded from the Plan. There are several assets within the road reserve that Council does not have an obligation to inspect and / or maintain. These include, but are not limited to:

(a) Driveway Crossings – the vehicle crossing (including cross-overs), located between the carriageway and the property boundary, must be maintained by the adjoining property owner. However, Council is responsible for the portion of the driveway where the constructed pathway is reasonably required by the public (see diagram below);

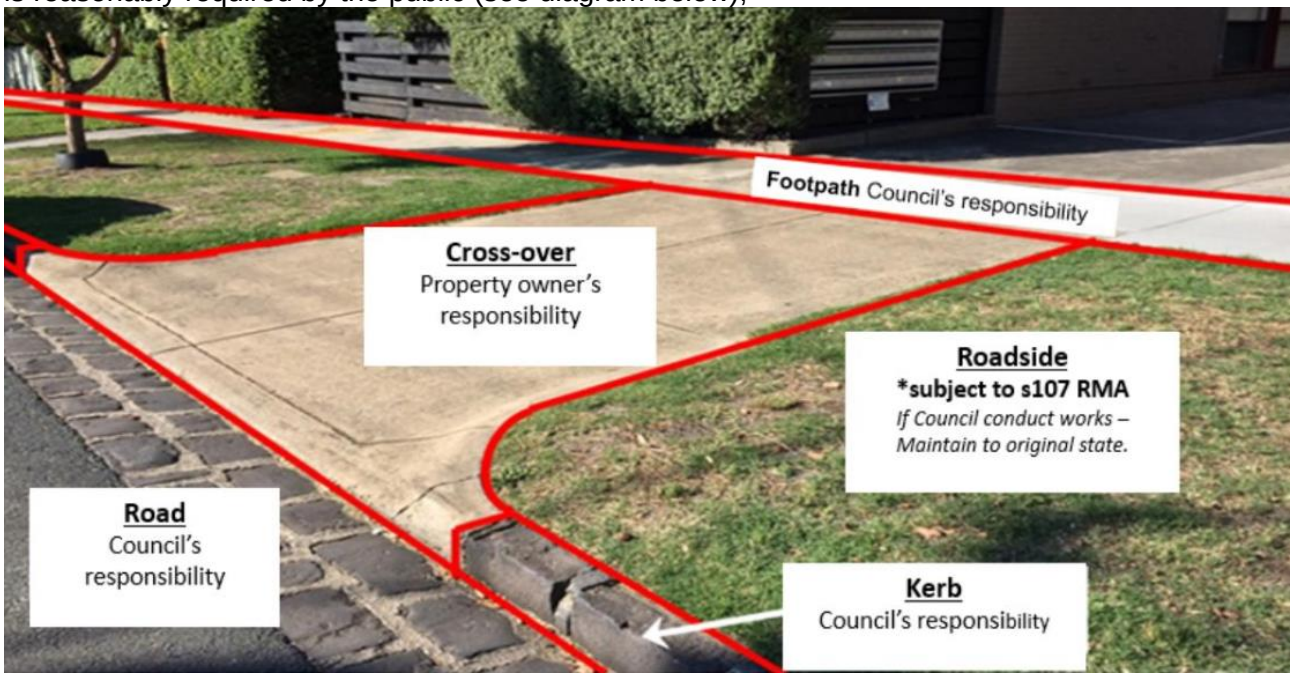

Figure 1: Driveway crossing, road, and road reserve responsibilities

(b) road and road-related infrastructure assets that are the responsibilities of other road authorities, and / or other infrastructure managers (e.g. DTP, DEECA, Yarra Trams, Parks Victoria, private roads, and the like);

(c) non-road infrastructure assets (e.g. telecommunications, gas pipes, water pipes, sewerage pipes, storm-water pipes, pits, electricity poles, cables, tram wires, rail infrastructure, bus shelters, public telephones, mail boxes, roadside furniture, and fences erected by utilities) owned, managed, and / or operated by private organisations, on private land or which interface on public land or within road reserves (e.g. shopping centres, educational institutions, body corporate subdivisions and the like);

(d) single property stormwater drains that are constructed within the reserve from the property that carry water from a single property to an outlet in the kerb, or other drain;

(e) sub-divisional roads under construction and prior to road becoming a public road;

(f) Roadside – as per section 107 of the Act, Council has no "statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road or to maintain, inspect or repair the roadside", described as "any land that is within the boundaries of the road (other than shoulders) which is not a roadway or pathway". This includes landscaped tree plots within the footpath / pathway where the surface of the tree plot is not constructed with the intention of providing a trafficable pedestrian surface.

Where Council becomes aware of a hazard created by the defective condition of assets / infrastructure owned by another party, Council may at its absolute discretion:

- If located within assets / infrastructure 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 (subject to Council's available resources).
- 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.

However, where another party has a duty in relation to the asset / infrastructure, and Council has a discretionary power to take remedial action in relation to that matter, only that other party with the duty is liable in a subsequent proceeding, in accordance with section 104 of the Act.

3 Road Management Systems

3.1 Background and Process

Road asset management involves managing both physical assets and uses and operation that have the potential to impact their condition. It applies to all road assets, including:

- the road – pavement and surface, as well as footpaths, kerb and channel
- structures – bridges, culverts and traffic management devices
- road infrastructure – traffic signals and on-road electrical assets

The aim of our road management system is to deliver a safe and efficient road network and meet community needs to the best of our ability, within available resources.

To create a road asset management system that would best meet our needs when inspecting, maintaining, and repairing public roads, we used the following nationally recognised asset management frameworks:

- International Infrastructure Management Manual (IIMM) 2015, IPWEA
- IPWEA National Asset Management Systems (NAMS+)
- Other references, as listed in Technical References

The system is designed to set the direction for our asset management activities. It is also linked to the annual business planning cycle.

3.2 City of Port Phillip Overview

The City of Port Phillip geographically is the second smallest council in Victoria covering an area of 20.70km^2 with 266km of roads managed by the Council. Being a major inner metropolitan council, with significant population growth from infill developments, the road network function and capacity are consistently challenged from competing user demands. All road related assets responsibilities are centralised and managed through our Transport Asset Portfolio.

The Transport Asset Portfolio within the City of Port Phillip consists of public roads, streets, laneways, footpaths, bridges, kerbs, signs, and traffic treatments such as speed humps and roundabouts. We manage approximately 2.5km^2 of road pavement, more than 450km of road edging, 500 road islands and areas, 1700 laneways, 530km of footpaths, 13 bridges, and 19 traffic signals.

The Plan applies to the public roads listed in the Register of Public Roads (see section 4 of this RMP) and potentially for those parts of the arterial roads that Council looks after. It sets out the foundations for Council's commitment to providing sustainable and safe public road networks for the community having regard to the resources and priorities of the Council.

The RMP does not apply to private roads, or public highways not on the public road register.

Unless inconsistent with the context or subject matter (and including if and where (outside of the cadastral road reserve) a road for which the Council has made a decision that the road is reasonably required for general public use, a road declared by the Council to be a public highway under section 204(1) of the LG Act or a municipal road under section 14(1) of the Act, for the purposes of this Plan, by road reserve, we mean the area from the property boundary on one side of the road reserve to the property boundary on the other side of the road reserve.

The assets within the road reserve which are Council's responsibility under the Act to inspect, maintain, and repair includes:

a) trafficable roads including features such as traffic lane, on-road bicycle lane, parking lane, service road, on road bus bays and shared zones;
b) public carparks directly abutting edge of constructed road pavement;
c) laneways and passageways which Council has made the decision are reasonably required for general public use;
d) road shoulder and verge;
e) roundabouts, speed humps, traffic or splitter islands, central median, outer separator;
f) kerb and channel;
g) pathways – constructed footpath and / or bicycle path within the road reserve;
h) pedestrian crossings and school crossings;
i) regulatory signs, guideposts, raised reflective pavement marker (cat eyes), traffic safety barriers, and guard rails; and
j) roadside Water Sensitive Urban Design (WSUD) features.

3.3 Road Classifications

Road classifications assist in determining relevant performance standards (see section 4) for key maintenance areas such as inspection, maintenance, repairs, and intervention levels. It also assists in other management activities such as allocating resources and specifying design and construction standards.

3.3.1 Defined Responsibility of Road Authority

The Act specifies that all roads in Victoria must be either State roads or municipal roads.

A State road is defined as a road which:

a) Is a freeway or arterial road; or

b) Is declared to be a non-arterial State road under the Act; or

c) Is the responsibility of a State road authority under another Act.

A Municipal road is defined as any road which is not a State road, including any road which;

a) Is a road referred to in section 205 of the LG Act; or

b) Is a road declared by Department of Transport and Planning (DTP) to be a municipal road under section 14(1)(B) the Act; or

c) Is part of a Crown land reserve under the *Crown Land (Reserves) Act 1978* (Vic) and has the relevant municipal council as the committee of management.

3.3.2 Declared Arterial Roads

Department of Transport and Planning (DTP) is the ***Co-ordinating Road Authority*** for freeways and declared arterial roads and is the ***Responsible Road Authority*** for all components of the through carriageway, between back of kerb, central medians and intersections with municipal roads. Refer to Appendix D for a list of these roads.

As set out in section 37 of the Act, Council is the ***Responsible Road Authority*** for parts of the roadway not used by through traffic including parking lanes, service roads, outer median separators, pathway and roadside, subject to any exclusions or variations agreed to with DTP.

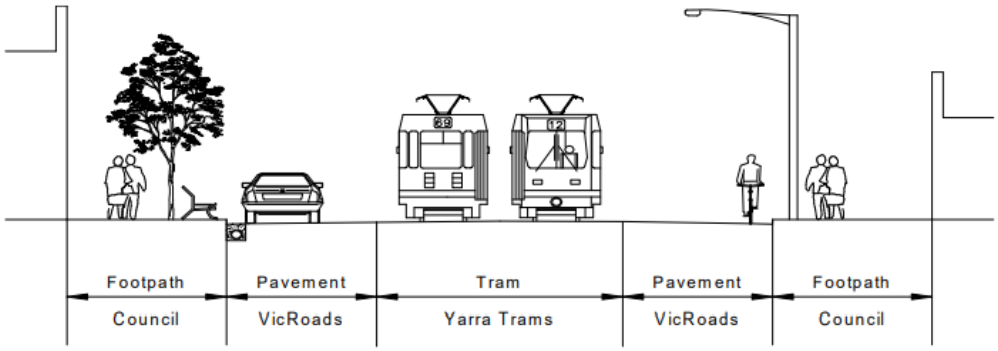

Figure 2: Declared Arterial Road with Shared responsibility

3.3.3 Local Roads with Tram Lines

Where tram tracks exist, the tram operator is responsible for tram-related assets in the road reservation such as tram tracks, yellow line marking, cat-eyes, overhead power lines and shelters. Tram operators are also responsible for the tram track reserve area typically within 500mm each side of the outer track rails in road reserves including crib crossings installed to protect pedestrians crossing tram tracks. Council is responsible for the road reserve outside these limits. The following figure illustrates the demarcation of responsibilities within council controlled local roads with tram lines.

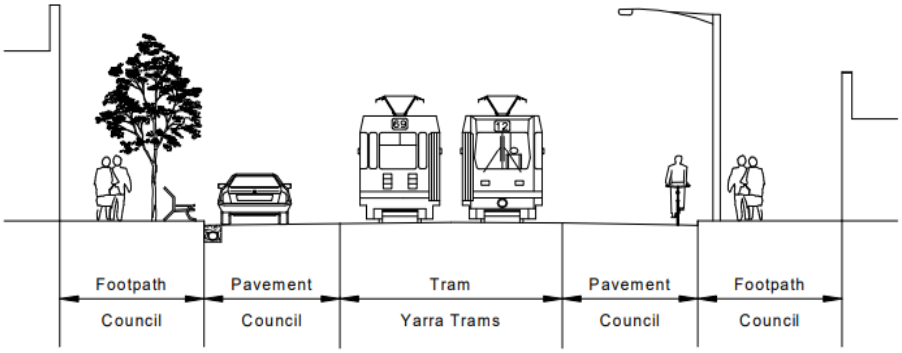

Figure 3: Major Road with Shared responsibility

3.3.4 Local Roads without Tram Lines

The following figure illustrates Council's responsibilities within council controlled local roads without tram lines.

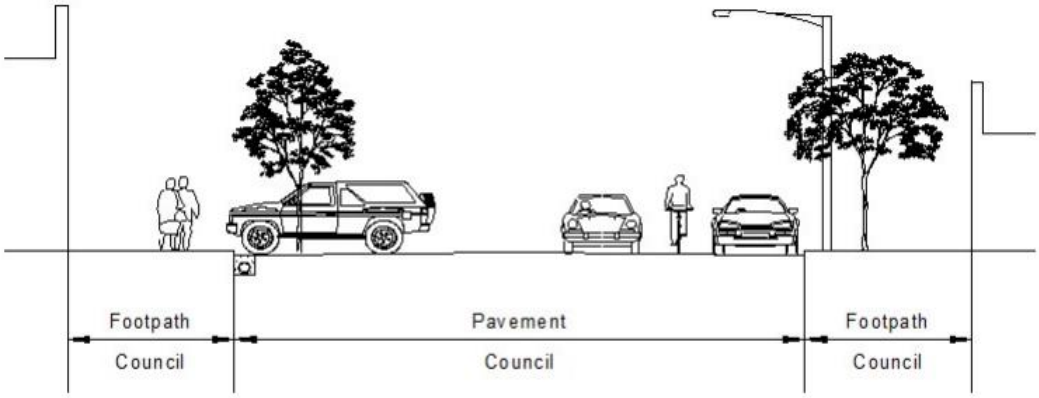

Figure 4: Local Roads with Full Council responsibility

More details of the demarcation of responsibilities are set out in Code of Practice – Operational Responsibility for Public Roads (2017).

3.3.5 Public Transport and Utility Assets

Council is not responsible for the following public transport and utility assets in the road reserve:

- Rail and tramways infrastructure assets
- Water supply assets
- Gas supply assets
- Oil pipeline assets
- Sewer assets
- Telecommunications infrastructure
- Electricity supply and public lighting assets

Details of operational responsibility for these type of assets within the road reserve are set out in the Code of Practice – Management of Infrastructure in Road Reserves.

3.3.6 Shared Paths

Shared paths are generally sealed, signed and line marked. Shared paths are physically separated from motor vehicle traffic by an open space or barrier to provide low–stress environments for bicycling and walking. Shared paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorised users.

These facilities are most commonly designed for two–way travel. Refer to Appendix B for Hazard Inspection Frequencies for footpath and shared paths.

3.3.7 Municipal Boundary Roads

There are a number of roads which form the municipal boundary with adjoining municipalities. Council has in place practical arrangements with those municipalities for the maintenance of boundary roads. These arrangements are set out in the Register of Public Roads. The common road boundaries are set out in Appendix A.

3.4 Road and Footpath Hierarchy

Council has developed a road and footpath hierarchy for its road network based on factors such as functionality, traffic volumes, traffic type, speed, accessibility, design parameters and best practice[1].

3.4.1 Road Hierarchy

The ***road hierarchy*** is based on functional characteristics determined by the State Road Authority

The following table shows the hierarchy of State or private operated roads:

Road Hierarchy	Functional Description	Coordinating Road Authority
Tollway	Roads in this category – • have very high traffic volumes and high speeds • have dual carriageways and full access control • privately owned and operated - vehicles are levied a fee for usage (CityLink, East Link)	Privately owned and operated
Freeway	Roads in this category – • have very high traffic volumes and high speeds • have dual carriageway and full access control • have grade separated intersections	Department of Transport and Planning (DTP)
Highway	Roads in this category – • have very high traffic volumes and high speeds • provide for major regional and inter-regional movement in a safe and operationally efficient manner • have full access control to ensure there are no commuting access issues	Department of Transport and Planning (DTP)
Arterial	Roads in this category – • have very high traffic volumes • provide for traffic movement from major (sub-arterial) roads and/or collector roads to highways or freeways. • provide for commercial or industrial access requirements • provide for public transport services	Department of Transport and Planning (DTP)* Council are responsible for Assets that fall outside the responsibility of the

[1] Refer to *Austroads Table 4.1 Roles of Urban Roads* and *VICMAPS Road Classifications*

Road Hierarchy	Functional Description	Coordinating Road Authority
	• provide a network for the movement of pedestrians & bike riders • may be limited access roads or feature restrictions on direct property access	Co-ordinating Road Authority

The following table shows the hierarchy of City of Port Phillip operated roads:

Road Hierarchy	Functional Description	Coordinating Road Authority
Major (Sub-arterial)	Roads in this category – • have moderate-to-high traffic volumes • provide for traffic movements from collector roads or local roads to arterial roads • provide a link between arterial roads • provide for commercial or industrial access requirements • provide for public transport services • provide a network for the movement of pedestrians and bike riders • provide for direct access to abutting property	Council
Collector	Roads in this category – • have moderate traffic volumes • provide for traffic movements from local roads to major (sub-arterial) roads • provide for public transport services • provide a network for the movement of pedestrians and bike riders • provide for direct access to abutting property	Council
Local	Roads in this category – • have low-to-moderate traffic volumes • provide for traffic movements from properties to collector roads and/or the major (sub-arterial) roads • provide a network for the movement of pedestrians and bike riders	Council

	• provide direct access to abutting property and access to other properties within a local area. • provide access for emergency and service vehicles	
Laneway	Roads in this category – • have very low traffic volumes • provide for rear access to properties from local roads and/or collector roads. • have little or no through traffic	Council
Carparks	• Provided for off-street parking generated by local businesses or located in reserves and foreshore areas. • These are not dealt with in the Plan if not located on road reserves but are included in the Road Asset Management Plan	Council

Refer to Appendix D for a list of Arterial Roads and refer to Register of Public Roads for all Council managed roads.

3.4.2 Footpath Hierarchy

The footpath hierarchy is based on pedestrian access mapping analysis and validation for delineating the Principal Pedestrian Network (PPN). Three levels of priority in PPN as follows:

Footpath Hierarchy	Functional Description
Primary Pedestrian Routes	These routes form the foundation of the Principal Pedestrian Network (PPN) where a high level of pedestrian priority is assigned. These routes will be a major focus for the implementation of future walking infrastructure improvement.
Secondary Pedestrian Routes	These routes will provide a secondary role to the primary routes and will be assigned a high level of pedestrian priority. A secondary focus for future infrastructure works will be assigned to these routes.
Other Routes	This includes the balance of the pedestrian network within the walkable catchment which is not identified as Primary or Secondary. Although these routes are not assigned a significant role in the PPN, they are recognised as providing a level of local pedestrian priority because of their feeder role from residential origins to the Secondary and Primary Routes.
Source: City of Port Phillip Principal Pedestrian Network – July 2013	

3.4.3 Asset Types

3.4.3.1 Road Pavement

Pavement consists of both Pavement Structure and the Pavement Surface. Pavement surface is the visible surface of the road. Pavement Structure lies beneath the Pavement Surface and cannot be seen. Proactive inspections are performed only on the pavement surface. Periodic assessment of the condition of the pavement structure is performed by external parties when required to support long term asset management planning.

3.4.3.2 Pavement Line Marking

The line marking that is painted on the pavement surface that assists safe movement of vehicles within dedicated areas of the road.

3.4.3.3 Kerb and Channel

The road edging that collects surface water run-off and supports effective drainage of the road network. Kerb and channel is usually constructed with either concrete or bluestone depending on its location.

3.4.3.4 Drainage Pits

Drainage pits collect runoff from road kerb and channel and transfer it to underground network of drainage pipes to ensure effective removal of rain or surface water from the road surface.

3.4.3.5 Bridges

Council is responsible for several bridges within its road network

3.4.3.6 Traffic Management and Control Devices

Council is responsible for several different traffic control devices that include road signs, traffic signals, and passive traffic control devices such as road islands and speed humps.

3.4.3.7 Road Furniture

There are different types of road furniture that abut the road or fall within the road reserve. While some of these have direct relationship to the safety of the road others are provided for other purposes but have potential to impact road safety. Examples of road furniture are road barriers or rubbish bins.

3.5 Performance Objectives

The objectives of setting performance standards for inspections, defect intervention levels and maintenance response times are:

(1) Support public safety.

(2) Protect road infrastructure assets.

(3) Ensure an appropriate level of protection against civil liability claims

(4) Ensure our community are satisfied with the level of risk accepted by Council balancing what service levels our community can afford and are willing to pay for

3.5.1 Determining Levels of Service

In setting these inspection and response standards, Council has adopted a risk-based approach around the hierarchy of roads and footpaths. The higher the road or footpath is on the hierarchy, the more the likelihood and the greater the consequence of an incident, resulting in an overall higher risk.

The inspection and response standards aim at mitigating the risk to an acceptable level and have been developed in the context of:

- the objectives of good road management;
- the rights of users of local roads and pathways;
- ensuring the most efficient use of the resources available for local road and pathway management;
- ensuring that the local road and pathway network and infrastructure are as safe for users as is reasonably practicable; and
- the Council's overall policy and budgetary position.

The main reasons for the inspection of road assets is therefore:

- to identify hazards and act to minimise the risk of injury to the road and footpath users to an acceptable level; and
- to identify defects in time and repair to prevent premature failure of the assets and minimise the financial impact to the community.

3.6 Maintenance Strategy

3.6.1 Maintenance and Response

In accordance with section 36 of the Act, Council is the coordinating road authority for the roads as well as pathways and ancillary areas within the road reserves of those public roads, as specified in the "Register of Public Roads".

This section describes the public road and pathway maintenance categories and approaches adopted in this RMP.

Council has responsibilities to all road users and the community to maintain public roads to a reasonably safe and suitable standard, within our available funds and resources. By developing long-term maintenance programs for our assets, we are better able to plan how we do this.

The following maintenance requirements shape our annual program and budget:

Routine maintenance standards

- Standards vary across the network depending on the asset type and relevant risk factors, such as traffic volumes and composition, operating speeds, the susceptibility of assets to deterioration and the cost effectiveness of repairs. Competing priorities for funding are also relevant.
- Defect intervention levels have been established using the VicRoads Standard Specification Section 750 and adapting it to local conditions.

- The standards will be reviewed periodically to make sure they are adequate (see section 1.4).

Repair and maintenance works

- Works must be completed within a specified time, depending on the severity and location of the defect. Response times are determined using local knowledge and experience and past performance as a guide.
- Response times are monitored and will be periodically reviewed (see section 1.4).

Temporary mitigation measures

- These are temporary works designed to reduce the risk of an incident, until such time as repair or maintenance works can be completed.
- Response times and safety measures – for example warning signs, flashing lights, and safety barriers – are determined by reference to the risk to safety, road type and traffic volume.

Emergency works

- Works that result from emergency incidents and must be undertaken immediately, for the safety of road users and the public.
- Emergency works might include traffic incident management, responses to fires, floods, storms and spillages, and any assistance required under the Victorian State Emergency Response Plan and Municipal Emergency Management Plan.

3.6.2 Asset Management Plans

Our asset management plans guide the development of long-term asset renewal programs, helping us to plan and finance asset renewal and replacement.

3.6.3 Inspections

Inspections are performed in three modes:

- Proactive inspections – planned and undertaken by Council and Contractor employees
- Reactive inspections – unplanned in response to Customer Requests
- Condition inspections – scheduled by independent contractors (network condition inspection)

3.6.3.1 Proactive Inspections

Proactive inspections are used to identify hazards generated, within relatively short periods, by usage and or/weather conditions. Dedicated staff identify and record the hazard, and any action required to address it and to report defects which are beyond treatment by routine maintenance for alternative action. The maximum frequencies for proactive inspections set out in Appendix B form part of this Plan and will be reviewed as required:

3.6.3.2 Reactive Inspections

Reactive inspections are performed in response to a report about the condition of a road, or a report of injury and/or property damage to a member of the public. The response time for reactive inspections set out in Appendix B form part of this Plan and will be reviewed as required.

3.6.3.3 Condition Inspections

The condition of each element of the road and footpath network is assessed to determine the overall condition of the network, determine the remaining useful life of the asset and to prioritise future major renewal works. This inspection may also include risk assessment. The frequencies for these inspections set out in Appendix B form part of the Plan and will be reviewed as required.

3.6.4 Response Times

The following information is recorded when we receive a Request for Service (RFS) from the community:

- Date the request was received
- Details of the request, including the location and nature of the reported hazard / defect (including any specific measurements if provided), name of the person making the request, copies of any photographs provided, etc.
- The personnel / department to which the request has been assigned for action
- Date by which the request must be actioned
- Date when the request was actioned and/or completed (this typically involves someone carrying out an RFS inspection, as described in section 3.6.3, followed by any necessary repair works conducted)

By recording this information, we can monitor compliance against target response times – that is, the time it takes from receiving a request to carrying out an inspection and ultimately completing necessary works.

Customer requests will be inspected and assessed in accordance with timeframes specified in Appendix B. Following are some possible outcomes from a reactive inspection:

- If a defect identified exceeds a Description / Intervention level specified in Appendix C, a work order would be created with a date for completion of works in line with respective specified repair timeframes.
- If repairs are significant – for example, rehabilitation works are required – temporary mitigation measures may be undertaken to reduce the risk posed by the hazard / defect until the proper works can be undertaken (and subject to available resources).
- If the defect is assessed as below the Description / Intervention Level specified in Appendix C, it would be noted (including why), but no remedial action will be conducted.

In all cases, the action taken would be noted against the original request.

Target response times and intervention times are based on ‘normal’ conditions. The same level of service would not apply in cases where the Plan has been suspended.

Inspection and response standards as detailed in Appendix B and C have been based on an approach that aims to balance customer expectations with sustainable financial management. Information gained from external and internal sources, including historical knowledge of demand, risk and expectation, has guided the development of these standards

3.7 Management Systems

Council’s process of managing its roads assets includes recording and documenting:

- Proactive inspections of road assets;
- Reactive inspections of assets based on customer requests; and
- Condition inspections of long-life network assets.

This information is recorded in Council's Asset Management Information System and then used to develop the following works programs for road related assets:

- the annual maintenance works plan;
- the annual capital works program;
- the 4-year capital works program; and
- the Long-Term Financial Plan (asset renewal);

and provide input into the contract standards and specifications for the Civil Infrastructure Maintenance Services Contract.

A key feature of Council's management system is to Council officers through the use of technology and computer systems to deliver service to the community in accordance with the performance standards of the RMP within the statutory framework of the Act. The management system by which the components referred to in the RMP Plan will be undertaken are detailed in the following sections.

3.8 Records of Inspections and Maintenance Works

Records of all inspections and maintenance works undertaken on the Council Road network shall be kept to meet the requirements of the Act and this Plan. Defects shall be identified and prioritised before rectification/repair works are undertaken.

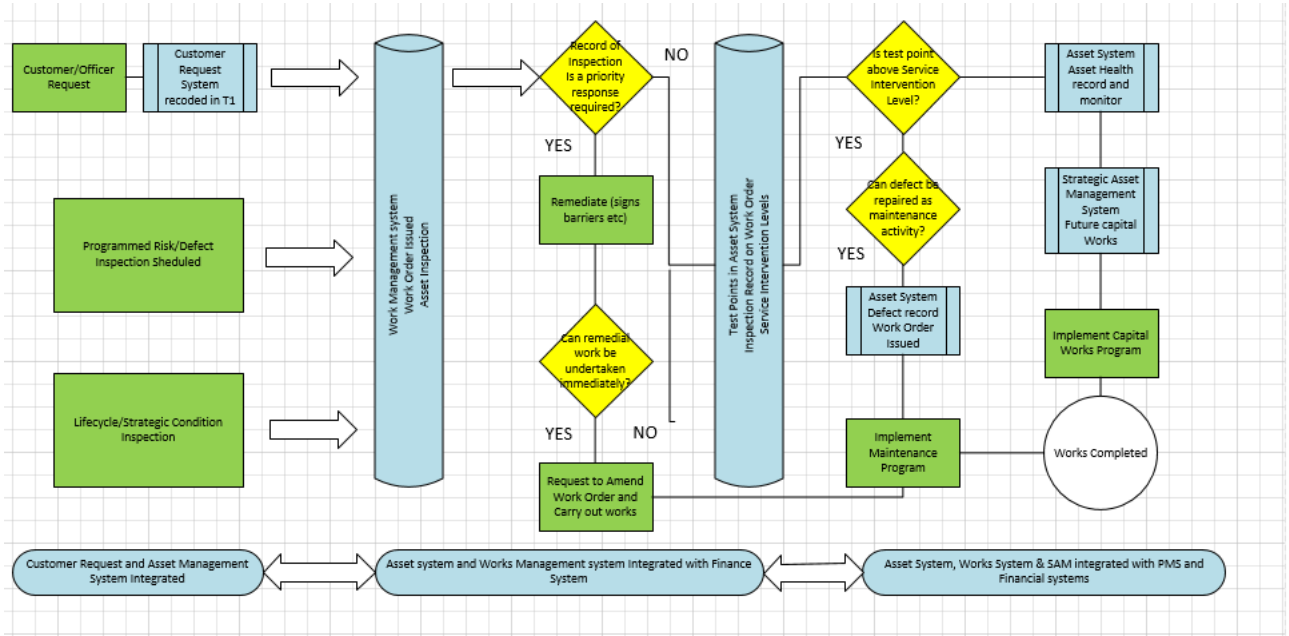

Figure 5: Management system to inspect, repair and maintain roads

3.9 Road Reserve Proactive Inspections

The Road Reserve Proactive inspections under the RMP are scheduled and completed within Council's Asset Management Information System (AMIS), which includes a work scheduling and management system. Details of the asset are provided through an electronic mobile device linked to the AMIS. Intervention defects and hazards are identified against the road reserve segment ID. Each defect/hazard is photographed and stored in the AMIS.

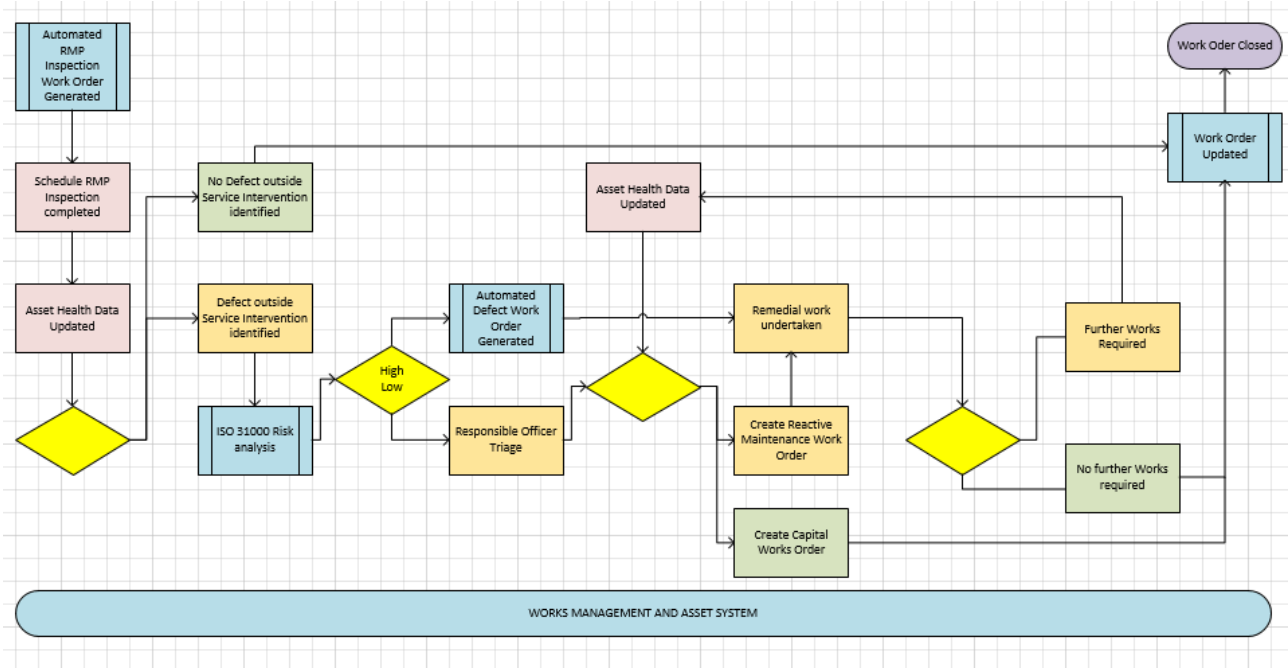

Figure 6: Proactive Works Management system

3.10 Road Reserve Reactive Inspections

Road Reserve defects and hazards that are identified by the community may be reported to Council via the Council's Customer Request system which is integrated with Councils Asset and works management systems. This will include issues reported by telephone, email, in person or via Council's website. All Road Reserve notifications that are made in the CRM system are automated to the AMIS Works Management System and placed in the work triage queue of the responsible department. Road reserve defects and hazards are then treated as reactive inspections within the Works Management System.

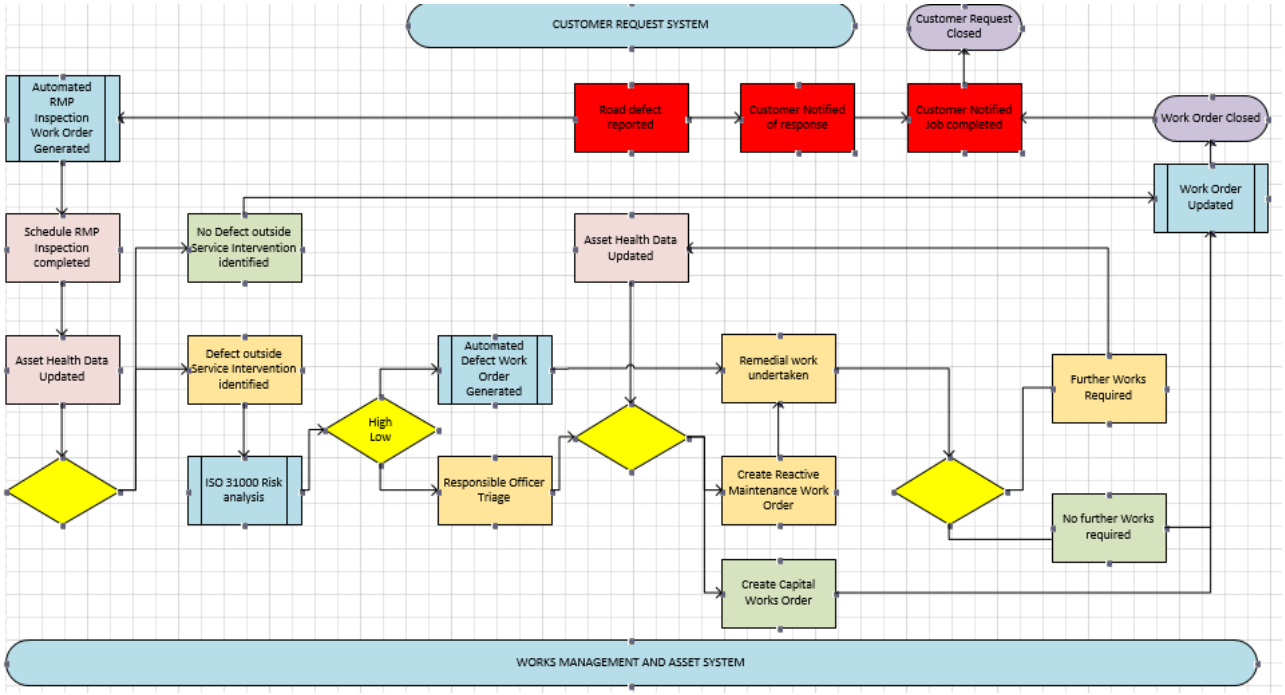

Figure 7: Reactive Works Management system

3.11 Maintenance Works Program

Works programs are developed from both the reactive CRM requests and the proactive inspection program works based on the required timelines to complete the works. The works program provides a proactive approach to maintenance or other works required by assessing the existing condition to determine if it is below, meeting or above the required standard as specified. Works that are non-urgent and beyond the maintenance scope of works will be referred to Council's capital works program.

3.12 Asset Information

All Asset information on key attributes is entered and stored on Council's Asset Management Information System and GIS databases. The One Council database is live, integrated and updated with Inspection, defects and work order information. New assets are created or disposed of or are renewed through the Project Management System and Capital Works Programs. All maintenance schedules are created at the time assets are made "in use" and commissioned.

4 Register of Public Roads

4.1 Register of Public Roads

Council is required by the Act to maintain a Register of Public Roads for which it is the Co-ordinating Road Authority. The Register is a stand-alone document titled “Register of Public Roads”.

The Act provides that Council may decide which roads it will register to be “public roads” as defined in the Act.

A public road is a road for which the Council has made a decision that the road is reasonably required for general public use or a road the subject of a declaration made under section 204(1) of the LG Act or a road declared a municipal road under section 14(1) of the Act, and any other existing legislations.

The Register of Public Roads and information on road infrastructure are generated from Council asset records. The information will be updated as assets are created, amended, discontinued or disposed of.

The Council will consider public roads if the following characteristics are achieved:

- Public highway under common law and currently used by the public
- Form link between two roads
- Contribute to public safety for the use by emergency fire access
- Part of council asset network (surface or underground) such as stormwater drainage
- Constructed to Council standards
- Built with heritage material (bluestone)
- Identified as road on title or in the plan of subdivision
- Provide access to many properties

Council’s current Register was first gazetted in 2004 and has been updated as required.

4.1.1 Roads not listed on the Register

The following roads are not listed on our Register of Public Roads:

- Roads which are the full responsibility of the state government, or a private enterprise;
- Unused roads for which we have not accepted responsibility;
- Roads drawn out on a plan of subdivision, until such time that we accept responsibility for these roads;
- Roads which we have not determined are reasonably required for general public use.

4.1.2 Maintenance Demarcation

Details of demarcation of responsibilities are set out in Code of Practice – Operational Responsibility for Public Roads (2017). Where there are boundary agreements between Council and other road authorities or private organisations, the schedule of roads affected, and agreements will be listed in the Municipal Road Register.

Divisions 4A and 4B of the Act establish additional obligations on road authorities when undertaking works near or on rail infrastructure. The RMP should identify how Council will meet these requirements, and which internal roles or teams are responsible for compliance.

4.1.3 Asset Protection

Other authorities (e.g. Gas, electricity, water, telecommunications) and developers often undertake works on our public roads to install, maintain or repair their assets. City of Port Phillip engage an Asset Protection team to ensure that any reinstatement works are undertaken to a satisfactory level and to miminise impact on the condition and quality of the assets.

5 Other Considerations

5.1 Footpath Maintenance and Renewal

If the footway section of a concrete vehicle crossing is found to be defective during asphalt footpath maintenance or renewal work, then the footway section will be repaired in accordance with City of Port Phillip's Standard Drawings CPP1504 or CPP1505 or to provide a uniform asphalt footpath each side and through the crossing. The property owner is to be advised of the works in advance. In all other cases, the footway section of a concrete vehicle crossing will not be replaced.

If a street with asphalt footpaths is to be fully reconstructed i.e. replace road pavement, kerb and channel, driveways and footpaths or for a new vehicle crossing constructed by the property under a Vehicle Crossing permit, then Standard Drawing CP1501 - Concrete Vehicle Crossing will continue to apply to provide a uniform asphalt footpath each side and through the crossing.

5.2 Vehicle Crossovers (Driveway)

A vehicle crossover or driveway provides access from the road carriageway to the property boundary. A person must not access land in a vehicle other than via a temporary or permanent vehicle crossing.

Vehicle crossings are the responsibility of the property owners to construct, maintain and repair. However, the footpath traversing the crossover is Council's responsibility to inspect, maintain and repair in accordance with this Plan.

In the following diagram, Council is responsible for Council Pathway and the property owner is responsible for private vehicle crossover of the vehicle crossing. If there is no constructed footpath then the property owner is responsible for the entire crossover from the road edge to the property boundary.

The property owner is responsible for the section of private drainage from their property to either a pit in the roadside, direct connection into Council's drain, pit or an outlet on the kerb, any culvert required to cross on-road drainage or the tray section that replaces the kerb" will be property owners' responsibility.

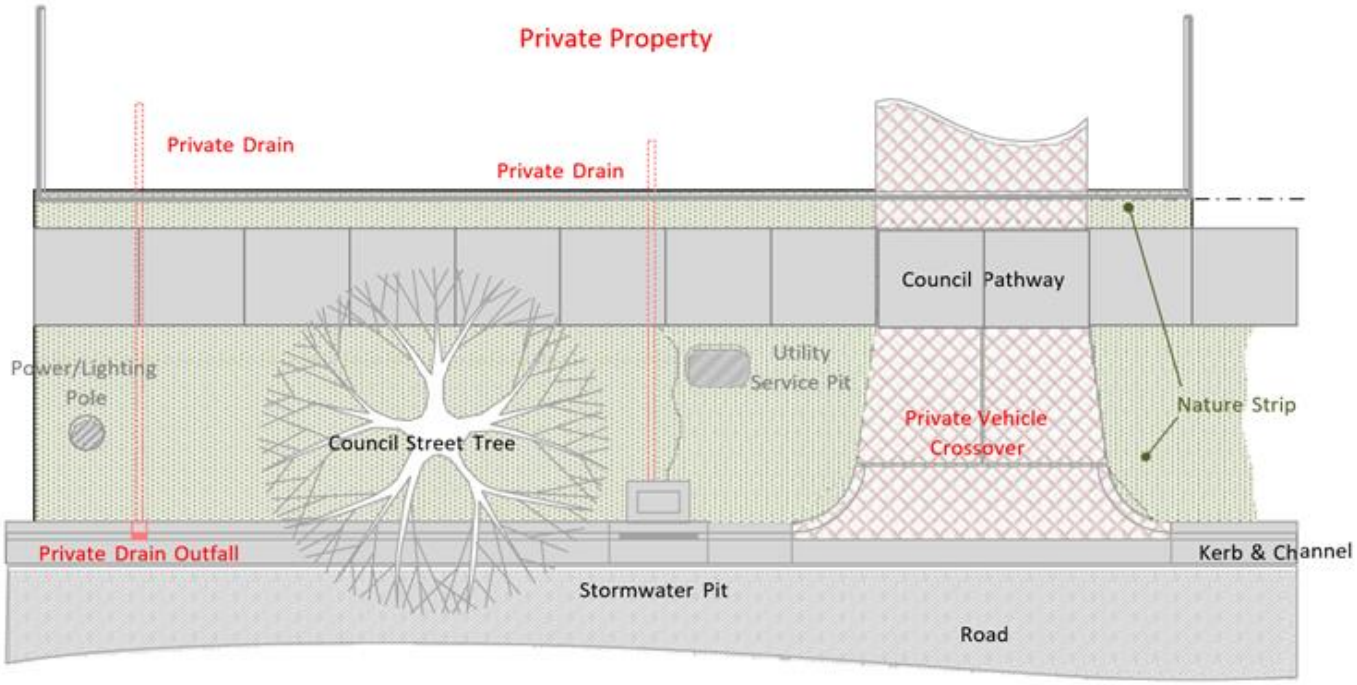

Figure 8: Driveway Crossovers

5.2.1 Removal of Redundant Vehicle Crossings

Vehicle crossings can become redundant due to changing land use and property re-development. A number of legacy redundant vehicle crossovers within the City of Port Phillip have been identified by residents and Council officers. They can cause issues for pedestrian safety (trip hazards) and poor use of road space (parking).

The removal of these redundant vehicle crossovers will improve pedestrian safety by providing a uniform surface which will eliminate potential tripping hazards. In addition, the removal of redundant crossovers will provide space for on-road parking – this can be a particular benefit in streets suffering from parking pressure. Vehicle crossings made redundant by any new re-development works will be required to be removed and footpath reinstated as part of any application. Removal of identified legacy redundant vehicle crossings will be considered by internal teams. Where there is mutual benefit for removal of redundant crossing the funding of these may be done by negotiation between property owner and Council.

5.2.2 Vehicle Crossing – Local Government Act & Local Law

In accordance with schedule 10 of the Act and Council's Local Law No. 3, Clause 34(1), property owners may be required by Notice from an Authorised Officer:

- to construct a temporary or permanent vehicle crossing or repair or reconstruct an existing vehicle crossing; or
- to remove a vehicle crossing and reinstate the kerb and channel, footpath, nature strip and any other part of the road or repair a vehicle crossing.

If, in the opinion of the Authorised Officer, the vehicle crossing has not been properly maintained or is in a state of disrepair or is redundant or has been constructed in breach of a permit.

Property owners must obtain consent from Council to construct a new vehicle crossing or alter or remove an existing crossing located on Major (Sub-arterial) Roads, Collector Roads, Local Roads

and Laneways. Vehicle crossovers must comply with Council's specifications and standard drawings. A Planning Permit is required to construct a new vehicle crossing or alter or remove an existing crossing located on a Highway or Arterial Road where Department of Transport and Planning (DTP) is the Co-ordinating Road Authority.

While every site is entitled to vehicle access that does not necessarily mean that every site is entitled to a vehicle crossover. Safety of pedestrians and all road users together with the preservation of the continuity of the footpath, kerb, channel, nature strip, trees and on street parking spaces must be considered.

The following matters will be taken into consideration in the assessment of crossover applications:

a) New crossovers are not encouraged, but where there is a demonstrated need for a new crossover, the needs, desires and safety of pedestrians are to be given priority over vehicles in the decision making for approval, design and location of crossovers.

b) If there is alternative access, e.g. abutting laneway 3m or wider, that access is to be given a serious consideration prior to considering access from the street.

c) Subdividing a property does not necessarily mean that each new lot will be entitled to a separate crossover.

d) No crossovers are to be supported in street blocks where there are no existing crossovers.

e) Any crossover made redundant by the new request is to be reinstated as footpath at the cost of the applicant.

For details go to: vehicle crossing permit.

5.3 Trees

Street trees have a significant impact on the streetscapes within the municipality. The importance of the trees is reflected in the Council's street tree management policies. The root systems of these trees impact adversely on the road assets in particular footpath surfaces and kerb and channel alignments. It is important therefore that everyone is aware of the high value of street trees to Port Phillip and to ensure their protection in carrying out any maintenance works on adjacent assets.

With respect to street and other trees impacting on the road asset the Council's maintenance contractor must:

- carry out works as required on adjacent footpaths and kerbs in accordance with agreed criteria;
- develop appropriate work practices in working around trees; and
- liaise closely with the Council's Arborists (within the Parks Services Team) in dealing with tree roots.

Where tree roots greater than 50mm diameter, which may affect the health and stability of the tree, are encountered or likely to be encountered during works, the contractors and developers must liaise and work closely with Council's Arborists (within the Parks Services Team).

Street and private trees should be maintained to a minimum clearance height of 4.5m for DTP's highways and arterial roads and 4.3m for council roads. Clear line of sight of 1.0m should be maintained behind the road edge.

5.4 Heritage Road Assets and Infrastructure

Bluestone kerbs, channels and laneways have historical, aesthetic, and technical significance. This is recognised in the Planning Scheme heritage overlays. They provide physical evidence of the area's history, settlement patterns and the changing engineering practices in road construction.

Repairs and re-construction of this heritage infrastructure is undertaken with a conservation approach to ensure that their significance is maintained for present and future generations even though it may not meet modern design standards. Consideration must be given to footpath continuity and maintaining the accessibility of footpaths is required in maintaining Heritage laneway crossings.

5.5 Nature Strip

Nature Strip (roadside Verge) is a strip of public vegetated or grassed area owned by the Council located between the boundary of a private property and the constructed road pavement kerb, excluding footpath or vehicle crossing.

Nature Strips are owned by the Council. In most cases nature strip is grassed, the Council is responsible for the planting of street trees in the nature strip. It is the responsibility of adjoining property owners to maintain the nature strip, excluding street trees. Well maintained grass and low vegetation in the nature strips add to the landscape character and biodiversity of the street and allow good visibility and sight lines for pedestrians and vehicles especially at road corners and intersections.

The nature strip has a number of important functions: it contributes significantly to the streetscape, visual amenity and a healthy environment for the neighbourhood; it is valued by the community as a place for street gardening and community connectedness; it is the location for essential utility assets such as gas, telephone, water main, fire hydrant, electricity and public lighting; it also accommodates Council infrastructure assets such as drainage (pit covers at the surface and underground pipes), signs and street furniture such as seats and poles. Nature strip also provide a location for collection of the waste bins and hard rubbish.

5.6 Accessibility

The City of Port Phillip is committed to equitable, dignified access and inclusion to all its services, programs, premises, employment, and communication systems for all residents and stakeholders. Council has adopted the Disability Policy and the Social Justice Charter in support of its belief that "all citizens have the right to participate in community life without barriers" and to support the creation of "a sense of community in order to make our city a better place for all".

Through focussed planning over many years, Council has implemented a wide range of access and inclusion initiatives across all areas of responsibility. This has assisted in ensuring ongoing update and improvement of access and inclusion requirements for all residents of Port Phillip. In addition, this has provided an effective framework to meet the legislative requirements of Council under the Federal *Disability Discrimination Act 1992*.

The **Accessibility Action Plan 2023-2025** has incorporated extensive consultation with all City of Port Phillip (CoPP) departments to identify access achievements across Council, as well as barriers to access and inclusion for people with disabilities and other access challenges. It

incorporates updated strategies to address access and inclusion issues and gaps and provides a framework for community feedback.

With the increasing ageing population across Australia and the high proportion of residents and visitors to the municipality with a wide range of access challenges, the update and renaming the DAP to Access Plan is an important process in Council's commitment to continuous improvement and is an integral part of the organisation's ongoing commitment to best practice and community accountability

In some cases, appropriate footpath widths (e.g. 1.2m) cannot practically be met within the land constraints and these are not intended for regular pedestrian traffic. However, Council will endeavour to identify these locations and solutions to achieve improved accessibility and consider these for inclusion in the capital works program.

As described in the Heritage section, maintaining accessibility requirements over laneway crossings and ensuring continuity of footpath is considered in the design.

5.7 Standards for Construction, Expansion, Upgrading, Renewal and Refurbishment of Road Assets

The proposed standards for construction of new local roads and pathways and for the expansion, upgrading, renewal and refurbishment of existing local roads and pathways will be in accordance with the standards and specifications adopted by Council. However, the City being a fully developed urban environment, in some instances, due to site constraints and other factors, the standards or guidelines may not be able to be complied with entirely. In such situations, professional judgements will be adopted in finalising design.

Where possible Council will use approved sustainable methods for asset construction. This may include recycled concrete and asphalt and using environmentally friendly alternatives in asset construction. The technical standards and specifications for maintenance works are generally complying with industry standards for the various categories of works.

To deliver appropriate outcomes and as part of effective stakeholder communication, council will notify local residents of any upcoming planned maintenance or capital works. Cars parked in sections of road being repaired can delay contractors or result in sub-standard repairs being undertaken. Communication protocols are followed to request that vehicles are moved prior to the works commencing. If cars remain following this request, Council reserve the right to tow the vehicle away at the owner's cost.

5.8 Sustainability and Climate Change Considerations

Council has committed to acting on climate change as documented in the A*ct and Adapt Sustainable Environment Strategy* and the *Climate Emergency Action Plan* and has an agreed set of climate change risks that the organisation must manage.

Where possible, Council will adopt the following sustainability requirements for asset construction:

1. Maximise the use of low carbon materials including concrete in line with relevant standards
2. Avoid use of high embodied emission material such as aluminium
3. Maximise the use of recycled materials

4. Ensure demolition waste is appropriately disposed of at its highest value
5. Identify opportunities for reuse or refurbishment of demolition materials from projects into other Council projects
6. Optimise design to minimize materials and water use
7. Prioritise steel sourced from accredited suppliers for the Environment Sustainability Charter of Australia Steel Institute

Council assets will be impacted by climate hazards, if they haven't been already. Climate Hazards that are likely to have a significant impact on Council roads include: extreme rainfall and flooding, extreme temperature and drought, and sea level rise. Council's climate change risk register includes the high priority risk "Temporary inundation of council roads, drainage and open spaces from Sea Level Rise and Storm Surge".

Adaptation actions to mitigate the impacts of these climate hazards, as well as Asset Vulnerability data must be considered during asset planning and construction.

5.9 Road Construction by Special Charge Scheme

As stated earlier, the statutory duty imposed by subsection (1) of section 40 of the Act does not create a duty to upgrade a road or to maintain a road to a higher standard than the standard to which the road is constructed. Should Council receive a request from a property owner or a group of property owners to have their street fully or partially constructed then section 163 of the LG Act shall apply. Under these provisions, a Special Charge Scheme may be initiated whereby property owners deemed to receive a special benefit from the works will be required to contribute to the cost of construction.

Under section 163B of the LG Act, should the amount to be contributed by the property owners exceed two third of the total cost, then only if it is supported by a majority of at least 75% of the property owners can a Scheme be initiated.

6 Technical References

i. AS ISO 31000:2018 – Risk Management – Guidelines
ii. Integrated Asset Management Guidelines for Road Networks (AP-R202) 2002, Austroads Inc.
iii. International Infrastructure Management Manual (IIMM) 2015, IPWEA
iv. VicRoads Risk Management Guidelines
v. VicRoads Standard Specification Section 750 – Routine Maintenance

7 Attachments

Appendix A: Municipal Boundary Roads

Appendix B: Inspection Frequency and Condition Assessment Response Timeframes

Appendix C: Defect Intervention Levels, Response and Repair Timeframes

Appendix D: List of State Arterial Roads

Appendix E: List of Shopping Centres

Appendix A: Municipal Boundary Roads

The roads set out below form the common boundaries between City of Port Phillip and the adjoining Municipalities:

Boundary Road	From	To	Boundary Location	Classification	Adjoining Municipality
Todd Road	Port Phillip Bay	Williamstown Road	Full width of road from Port Phillip Bay to the entrance of Perc White Reserve then centre of road	Collector Road	City of Melbourne
Todd Road	Williamstown Road	West Gate Freeway	Centre of road	Arterial Road	City of Melbourne
West Gate Freeway	Kings Way	Todd Road	South boundary of freeway reserve	State Freeway	City of Melbourne
Kings Way	West Gate Freeway	Dorcas Street	Centre of road	State Highway	City of Melbourne
Dorcas Street	Kings Way	St Kilda Road	Centre of road	Municipal Road	City of Melbourne
St Kilda Road	Dorcas Street	High Street	Centre of road	Arterial Road	City of Melbourne
High Street	St Kilda Road	Punt Road	Centre of road	Arterial Road	City of Melbourne
Punt Road	High Street	Queens Way	Centre of road	State Highway	City of Stonnington
Queens Way	Punt Road	Chapel Street	Centre of road	State Highway	City of Stonnington
Dandenong Road	Chapel Street	Orrong Road	Centre of road	State Highway	City of Stonnington

Boundary Road	From	To	Boundary Location	Classification	Adjoining Municipality
Orrong Road	Dandenong Road	Inkerman Street	Centre of road	Municipal Road	City of Glen Eira
Inkerman Street	Orrong Road	Hotham Street	Centre of road	Municipal Road	City of Glen Eira
Hotham Street	Inkerman Street	Brighton Road	Centre of road	Arterial Road	City of Glen Eira
Brighton Road	Hotham Street	Glen Huntley Road	Centre of road	State Highway	City of Glen Eira
Glen Huntley Road	Brighton Road	St Kilda Street	Centre of road	Arterial Road	City of Bayside
St Kilda Street	Glen Huntly Road	Head Street	Centre of road	Arterial Road	City of Bayside
Head Street	Ormond Esplanade	Port Phillip Bay	Centre of road	Municipal Road	City of Bayside

Appendix B: Inspection Frequency and Condition Assessment Response Timeframes

Road Type: (NOTE: road inspections include inspections for Pavement Surface, Pavement Line Marking, Kerb and Channel, Traffic Management and Control Devices, Drainage Pits and Road Furniture)	Reactive Inspection Timeframes (Working Days)	Proactive Inspection Timeframes (Months)	Road Asset Condition Assessment Timeframes
Arterial - *Inspection ONLY of those assets under Council responsibility	2	3	36
Major (Sub-Arterial)	2	3	36
Collector Road	3	6	36
Local Road	5	12	36
Laneway	10	24	36
Major Carpark	5	3	36
Minor Carpark	10	12	36
Bridges - Level 1	2	12	N/A
Bridges - Level 2	2	36	N/A
Bridges - Level 3	2	As Required	As Required
Footpath, Shared Paths – Primary	3	12	36
Footpath, Shared Paths – Secondary	5	12	36
Footpath, Shared Paths – Other	10	12	36

Road Type: (NOTE: road inspections include inspections for Pavement Surface, Pavement Line Marking, Kerb and Channel, Traffic Management and Control Devices, Drainage Pits and Road Furniture)	Reactive Inspection Timeframes (Working Days)	Proactive Inspection Timeframes (Months)	Road Asset Condition Assessment Timeframes
Footpath, Shared Paths – Shopping Major	3	3	36
Footpath, Shared Paths – Shopping Minor	5	6	36
Emergency Situation - Reported Incidents / Hazards that 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.	2	N/A	N/A

[1] Note: The same proactive footpath inspection frequencies apply on arterial roads where Council is the Responsible Road Authority as per the RMA Code of Practice – Operational Responsibility for Public Roads

Appendix C: Defect Intervention Levels, Response and Repair Timeframes

An appropriate hazard response will include inspection to undertake an initial inspection, installation of temporary control measures or repairs (provision of warning signs, barriers, and traffic control) and/or permanent remedial repairs within a designated timeframe based on risk. The response times in business working days and exclude weekends and public holidays is measured from the confirmation and reporting of the hazard (from the initial inspection) and issuing work order by the maintenance team to repair, secure the site or otherwise resolve. Data collected for defects below the standard intervention level is recorded for asset management purposes. There is no guarantee that any action will be taken on defects below the intervention level as it is considered safe.

In some situations where the hazard cannot be repaired within the timeframes specified due to lack of resources or budget a temporary repair will be carried out until the permanent works will be planned as part of maintenance or capital works programs.

Safety is the primary factor for response times.

An assessment of risk is required taking into consideration both the intervention levels, the asset type and it's use. The risk assessment indicates there are three types of hazard response with response times detailed below.

RESPONSE	DESCRIPTION	HAZARD CONTROL / RESPONSE TIME	ACTION / RESPONSE TIME	SYSTEM PRIORITY DESCRIPTION
Immediate	potential to cause injury to person or property	Provide temporary repair within 2 hours.	Rectify by end of next working day.	P1-HSE (Priority 1- Critical/HSE Issue)
Urgent	will have the potential to cause injury to persons or property	Provide temporary repair within 1 day.	Rectify by end of next working day.	P2-HIGH (Priority 2- High)

RESPONSE	DESCRIPTION	HAZARD CONTROL / RESPONSE TIME	ACTION / RESPONSE TIME	SYSTEM PRIORITY DESCRIPTION
Non-Urgent	Routine Maintenance works where the condition is not immediate or urgent.	Provide temporary repair within 2 days.	P3 rectify within 1 month. P4 rectify within 3 months.	P3- MED (Priority 3- Medium) P4- LOW (Priority 4- Low)
Add to works program	Showing signs of deterioration but no maintenance required. Refer to works program for longer term renewal.	N/A	Add to works program	P5 – VERY LOW

Asset Type	Material and extent of defects	Defect Intervention Level	Risk Response Major R, Collect, Local
Road Pavement including carparks	**Asphalt Pavement** (area is less than or equal 2m2)	* Patching pothole with diameter greater than or equal 300mm diameter and depth greater than or equal 50mm * Regulate and level wheel rut, mounding or depression when rut/depression is greater than 50mm * crack width is greater than 20mm (excluding crocodile cracking greater in area than one square metre)	**Urgent – by end of next working day**
	Concrete paving (area is less than or equal 2m2)	cracked, moved, loose areas etc. when the level difference between concrete slabs, cracks, missing and broken pieces.	**Urgent – by end of next working day**
	Bluestone and Segmental pavement (area is less than or equal 2m2)	potholes, steps greater than 75mm, depression and loose pitchers or pavers	**Urgent – by end of next working day**

Asset Type	Material and extent of defects	Defect Intervention Level	Risk Response Major R, Collect, Local
Footpath and Shared Paths	**Asphalt Pavement** (area is less than or equal 2m2)	vertical displacement is greater than 50mm isolated potholes in footpath area when diameter is exceeding 300mm and 25mm in depth (except repairs as part of work carried out on tree roots)	**Urgent – by end of next working day**
	Concrete paving (area is less than or equal 2m2)	grind (Joint step less than 25mm) or replace paved area where sunk, cracked, moved or loose etc.: * vertical displacement (mounding/ depression) greater than 50mm * heaving over 1.2m straight edge greater than 75mm * Ponding over 1.2m straight edge greater than 40mm	**Urgent – by end of next working day**
	Segmental pavement (area is less than or equal 2m2)	differential movement of adjoining pavers (intervention level in the table above)	**Urgent – by end of next working day**

Asset Type	Material and extent of defects	Defect Intervention Level	Risk Response Major R, Collect, Local
K&CH	**Concrete and bluestone Kerb & Channel** (length less than or equal 6m)	damaged, sunk, cracked, moved kerb and channel >75mm	**Urgent – by end of next working day**
Drainage Pits	Pits covers, grates, surrounds and any pit cover related works	pit covers/lids/grates/lintels or frames - missing, broken, damaged, loose etc.	**Urgent – by end of next working day**
Bridges		The repair, cleaning & maintenance of decks, joints, footings, abutments, wingwalls, superstructures	**Urgent – by end of next working day**
Traffic Management and Control Devices	Extent of traffic control device affecting function or visibility	Missing, Damaged, Vandalised or severe deterioration.	**Urgent – by end of next working day**

For non-urgent defects: installation of temporary control measures/ temporary repair and repair with Non-Urgent timeframes:

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time Major Roads	Response Time Collector Roads	Response Time Local Roads
Road Pavement	**Pavement Patching** (area is greater than 2m2)	all potholes, regulate wheel ruts and depression, edge repairs etc.	P3 – 1 month	P4 – 3 months	P4 – 3 months
	Concrete paving (area is greater than 2m2)	Repair/Replacement of all or part of existing concrete		P4 – 3 months	P4 – 3 months
	Bluestone Pitcher / Segmental Paving (area is greater than 2m2)	Repair/Replacement of all or part of existing bluestone laneways or segmental paved area		P4 – 3 months	P4 – 3 months
	Reconstruction (area is greater than 2m2)	treatment of major failed pavement areas by replacement		P4 – 3 months	P4 – 3 months
	Resurfacing (area is greater than 2m2)	Surface treatment (Resealing or resheeting) of asphalt pavement to maintain the integrity of the pavement surface		P4 – 3 months	P4 – 3 months
	Crack Sealing (area is greater than 2m2)	seal cracks when pavement cracks generally greater than2mm in width		P4 – 3 months	P4 – 3 months

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time Major Roads	Response Time Collector Roads	Response Time Local Roads
Footpath and Shared Paths	**Asphalt and Concrete footpaths** (area is greater than 2m2)	sunk, cracked, moved etc. when: * Level difference between concrete slabs/pavers greater than10mm * Cracked, missing and broken pieces * Heaving and settling (caused by tree roots etc.) greater than specified degraded pavement and a potential hazard to pedestrian, affected access, creates a backfall on the footpath or pooling of water	P3 – 1 month	P4 – 3 months	P4 – 3 months
K&CH	**Concrete and bluestone Kerb & Channel** (length is greater than 6m)	sunk, cracked, moved etc. when: * heaving and settling (caused by tree roots etc.) * missing and displaced pieces * holding significant water (ponding greater than 40mm in depth) * likely to create a trip hazard,	P3 – 1 month	P4 – 3 months	P4 – 3 months

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time Major Roads	Response Time Collector Roads	Response Time Local Roads
		become health hazard or likely to deteriorate rapidly			
Drainage Pipes & Pits	Programmed Repairs	short sections of unserviceable pipe	P3 – 1 month	P4 – 3 months	P4 – 3 months
Pavement Marking	Raised Reflective Pavement Marking (RRPM)	RRPMs should be replaced when more than 15% are missing or not reflecting	P3 – 1 month	P4 – 3 months	P4 – 3 months
	replacement of worn-out road markings including car parking, Statcon, school crossing, rail crossings	Repaint worn road marking when more than 30% of the marking is worn through.	P3 – 1 month	P4 – 3 months	P4 – 3 months
Bridges	Programmed Repairs	Repairs to restore the structure to a safe and functional condition.	P3 – 1 month	P4 – 3 months	P4 – 3 months

Asset Type	Material and extent of defects	Defect Intervention Level	Response Time Major Roads	Response Time Collector Roads	Response Time Local Roads
Traffic Management and Control Devices	Extent of traffic control device affecting function or visibility	Signs of deterioration	P3 – 1 month	P4 – 3 months	P4 – 3 months

Appendix D: List of State Arterial Roads

Road Name	Start	End	Location
Albert Road	Kingsway	Canterbury Road	South Melbourne
Bay Street	Beach Street	Pickles Street	Port Melbourne
Beach Road (Beaconsfield Parade/Jacka Boulevard / Marine Parade/Ormond-Esplanade)	Bay Street	Head Street	Albert Park – Middle Park – St Kilda West – St Kilda – Elwood
Barkly Street (Hoddle Main Road)	Ormond Esplanade	St Kilda Road	Elwood – St Kilda
Canterbury Road	Albert Road	Fitzroy Street	Middle Park – St Kilda West
Carlisle Street	Barkly Street	Hotham Street	St Kilda – Balaclava
City Road	Pickles Street	West Gate Freeway	South Melbourne – Southbank
Clarendon Street	West Gate Freeway	Albert Road	Southbank – South Melbourne
Ferrars Street	City Road	Kerferd Road	South Melbourne – Albert Park
Fitzroy Street	St Kilda Road	Canterbury Road	St Kilda
Glen Eira Road	Brighton Road	Hotham Street	Ripponlea
Glenhuntly Road	Marine Parade	St Kilda Street	Elwood
Glenhuntly Road (east bound lane)	St Kilda Street	Nepean Hwy	Elwood

Road Name	Start	End	Location
Graham Street	Williamstown Road	Bay Street	Beacon Cove – Port Melbourne
High Street (west bound lane)	St Kilda Road	Punt Road	Melbourne
Hotham Street (north bound lane)	Brighton Road	Inkerman Street	Balaclava
Hotham Street	Inkerman Street	Dandenong Road	St Kilda East
Kings Way	Queens Road	St Kilda Road	Melbourne
Montague Street	West Gate Freeway (ramp)	City Road	South Melbourne - Port Melbourne
Normanby Road	Ingles Street	West Gate Freeway	South Melbourne
Plummer Street	Graham Street	Prohasky Street	Port Melbourne
St Kilda Road (north bound c/way)	Dorcas Street	High Street	South Melbourne – Melbourne
St Kilda Road	High Street	Dandenong Road	Melbourne
St Kilda Street (north bound lane)	Ormond Esplanade	Glenhuntly Road	Elwood
Todd Road (south bound lane)	West Gate Freeway (ramp)	Williamstown Road	Port Melbourne
Union Street	Queens Road	St Kilda Road	Melbourne
Williamstown Road	Ingles Street	Todd Road	Port Melbourne

Appendix E: List of Shopping Centres

SHOPPING CENTRES	CLASS
Acland Street - from Barkly St. to Robe St. (With Esplanade intersections, Carlisle Street to Barkly Street, and Shakespeare Grove)	Major
Bay Street - from Graham St. to Ingles St., (with Crockford St. between Bay St. and Ingles St. including Graham St. intersection)	Major
Bridport Street – from Ferrars Street to Merton Street (with Dundas Pl and Montague Street to O'Grady Street)	Major
Carlisle Street – from St Kilda Road to Carlisle Avenue (with Camden Street and Nelson Street between Carlisle St and Alfred St)	Major
Clarendon Street – from Westgate Street to Napier Street	Major
Fitzroy Street – from St Kilda Road to The Esplanade (With Grey Street to Dalgety Street)	Major
South Melbourne Market - (York Street and Coventry Street between Ferrars Street and Clarendon Street, Cecil Street between York Street and Coventry Street)	Major
Armstrong Street – from Canterbury Road to Neville Street	Local
Barkly Street - from Blessington Street to Inkerman Street with Grey Street to Gurner Street	Local
Centre Av – from Howe Parade to Dunstan Parade	Local
Glen Eira Road – from Hotham Street to Rail line	Local
Ormond Road – from Glen Huntly Road to Pine Avenue	Local
Park Street – from Moray Street to Cecil Street	Local
Victoria Avenue – from Beaconsfield Parade to Richardson Street (right hand side)	Local
Victoria Avenue – from Moubray Street to Merton Street	Local

SHOPPING CENTRES	CLASS
City Road and Montague Street (B/w Boundary Street and Thistlethwaite Street and with Montague Street intersection	Local
Corner Addison Street and Meredith Street	Local
Corner Montague Street and Park Street	Local
Corner Williamstown Road and Graham Street	Local
Cowderoy Street and York Street Roundabout	Local
St Kilda Road - Argyle Street to Inkerman Street (outbound)	Local
St Kilda Road - Octavia Street to Alma Road (outbound)	Local
Tennyson Street - Scott Street to Coleridge Street	Local
Station Pier Street	Local
Corner Wellington Street and St Kilda Road	Local
Corner Chapel Street and Dandenong Road	Local
Blessington Street both sides with Barkly Street Intersection	Local
Brighton Road - Milton Street and Hennessy Avenue	Local
Brighton Road - Chapel Street to Brunning Street	Local
Corner Inkerman Street to Hotham Street	Local