

**ROAD MANAGEMENT ACT**

**Committee**    City Services, Community and Cultural Development

**Presenter**    Cr Kitching

**Purpose**

1.    The purpose of this report is to:
  - 1.1.    seek approval of a number of actions required in accordance with the provisions of the *Road Management Act 2004* (“the Act”), including adoption of a Road Management Plan, and the declaration of a number of roads in the municipality as being reasonably required for general public use; and
  - 1.2.    consider a proposal from VicRoads for Council to enter into an agreement to continue to maintain after 31 December 2004, those arterial roads which were previously declared main roads, over which VicRoads is now the road authority.

**Consideration at Committee**

2.    As a result of consideration at Committee the recommendation contained in paragraph 24 of the Management Report was amended as follows:
  - 2.1.    paragraph 24.3 in the Management Report be amended to read:

*“resolve in principle that Council is prepared to continue to perform maintenance and permanent works after 31 December 2004, on arterial roads which were previously declared main roads, subject to negotiations of an agreement with VicRoads, satisfactory to the Council;”*
  - 2.2.    that paragraph 24.4 in the Management Report be deleted; and
  - 2.3.    that a new paragraph be added to the Management Report as paragraph 24.4 to read:

*“be informed of the legal liability when performing works on arterial roads, permit approval requirements and funding arrangements;”*
  - 2.4.    that paragraph 24.6 in the Management Report be amended to read:

*“note that a further report on the outcomes in respect to the VicRoads issues discussed in this report will be provided to the first appropriate Committee meeting and subsequent Council meeting in 2005;”*

**Subsequent to Committee**

3.    Subsequent to Committee, a discrepancy between the Road Management Plan (Attachment 1 to the attached Management Report) and the Road Register (Attachment 2 to the attached Management report) was identified. Todd Road has been added to the Road Register and the last column headed “Category” has been deleted.

## Recommendation

4. That Council:
  - 4.1. resolve that in accordance with section 17(3) of *the Road Management Act 2004*, the roads detailed in Attachment 2 to the attached Management Report are reasonably required for general public use;
  - 4.2. adopt the Road Management Plan (Attachment 1 to the attached Management Report) in accordance with the provisions of the Road Management Act 2004 and authorise the causing of notice of the making of the plan in accordance with section 55 of that Act;
  - 4.3. resolve in principle that Council is prepared to continue to perform maintenance and permanent works after 31 December 2004, on arterial roads which were previously declared main roads, subject to negotiations of an agreement with VicRoads, satisfactory to the Council;
  - 4.4. be informed of the legal liability when performing works on arterial roads, permit approval requirements and funding arrangements;
  - 4.5. by instrument of delegation sealed by the Council pursuant to Section 98(1) of the Local Government Act 1989 and Section 118(1) of the Road Management Act 2004, delegate to the Chief Executive Officer, or the person from time to time acting in that position, its powers, duties and functions as a road authority to resolve that a road is reasonably required for general public use, or that a road is no longer reasonably required for general public use; and
  - 4.6. note that a further report on the outcomes in respect to the VicRoads issues discussed in this report will be provided to the first appropriate Committee meeting and subsequent Council meeting in 2005.

### Council Report Attachment:

1. City Services, Community and Cultural Development Committee, Agenda Item 5.2, 3 August 2004

3 August 2004

## ROAD MANAGEMENT ACT

**Division** Assets & Services

**Presenter** Gordon Duncan, Principal Engineer Infrastructure

### Purpose

To:

- seek approval of a number of actions required in accordance with the provisions of the *Road Management Act 2004* (“the Act”), including adoption of a Road Management Plan, and the declaration of a number of roads in the municipality as being reasonably required for general public use; and
- consider a proposal from VicRoads for Council to enter into an agreement to continue to maintain after 31 December 2004, those arterial roads which were previously declared main roads, over which VicRoads is now the road authority.

### Time Frame

The majority of the provisions of the Act came into force on 1 July 2004, however under the provisions of the *Transport (Highway Rule) Act* Council retains non-feasance protection until 31 December 2004. The early adoption of a Road Management Plan will ensure that the implications of the plan and the actions required will be fully established prior to 31 December 2004.

### Finance

Under the provisions of the Act, ownership of arterial roads transfers to VicRoads. These roads had previously been included in Council’s asset register on the basis that, under the provisions of the Transport Act, Council was the manager of these roads. The value of the roads in question is in excess of \$170M.

### Legal

Legal advice has and will continue to be provided in respect to the terms of any long term agreement with VicRoads.

Pursuant to an interim agreement with VicRoads, Council continues to maintain and carry out works on arterial roads until 31 December 2004. VicRoads has requested Council enter into a long term agreement as to the undertaking by Council of maintenance and permanent works on arterial roads after 31 December 2004.

## **Sustainability**

### **Connected and Accessible City**

Improved management of the road network will reduce travel costs through reduced fuel consumption, improved travel times and reduced vehicle operating costs.

### **Inclusive and Engaging City**

There is no significant sustainability impact.

### **Innovative and Vital Business City**

There is no significant sustainability impact.

### **Environmentally Responsible City**

Improvements to asset management will provide for a safer road and footpath environment for the benefit of all users of the road reserve particularly pedestrians and cyclists.

## **Recommendation**

That the City Services, Community and Cultural Development Committee recommend that Council:

- resolve that in accordance with section 17(3) of the *Road Management Act 2004*, the roads detailed in Attachment 2 to the Management Report are reasonably required for general public use;
- adopt the Road Management Plan (Attachment 1 to the Management Report) in accordance with the provisions of the *Road Management Act 2004* and authorise the causing of notice of the making of the plan in accordance with section 55 of that Act;
- resolve in principle that Council is prepared to continue to perform maintenance and permanent works after 31 December 2004, on arterial roads which were previously declared main roads, subject to the negotiation of a satisfactory agreement with VicRoads;
- by instrument of delegation sealed by the Council pursuant to Section 98(1) of the *Local Government Act 1989* and section 118(1) of the *Road Management Act 2004*, delegate to the Chief Executive Officer, or the person from time to time acting in that position, its powers, duties and functions to negotiate and agree arrangements with VicRoads as to the undertaking by Council of maintenance and permanent works on arterial roads after 31 December 2004, to enter into an agreement with VicRoads regarding the undertaking of such works and to do all things necessary and ancillary to the same; and
- by instrument of delegation sealed by the Council pursuant to Section 98(1) of the *Local Government Act 1989* and Section 118(1) of the *Road Management Act 2004*, delegate to the Chief Executive Officer, or the person from time to time acting in that position, its powers, duties and functions as a road authority to resolve that a road is reasonably required for general public use, or that a road is no longer reasonably required for general public use; and
- note that a further report on the outcomes in respect to the VicRoads issues discussed in this report will be provided to the City Services, Community and Cultural Development Committee in December 2004.

### **Attachments:**

1. Road Management Plan
2. Register of Public Roads

3 August 2004

## ROAD MANAGEMENT ACT

**Division** Assets & Services

**Presenter** Gordon Duncan, Principal Engineer Infrastructure

### Purpose

1. To:
  - 1.1. seek approval of a number of actions required in accordance with the provisions of the *Road Management Act 2004* (“the Act”), including adoption of a Road Management Plan, and the declaration of a number of roads in the municipality as being reasonably required for general public use; and
  - 1.2. consider a proposal from VicRoads for Council to enter into an agreement to continue to maintain after 31 December 2004, those arterial roads which were previously declared main roads, over which VicRoads is now the road authority.

### Background

2. Council, at its meeting on 29 April 2004, resolved as follows:

*“That Council:*

  - *note the draft Road Management Plan and approve its release for public distribution and submission on the passing of Road Management Act 2004 (“the proposed Act”);*
  - *by instrument of delegation sealed by the Council pursuant to Section 98(1) of the Local Government Act 1989, delegate to the Chief Executive Officer, or the person from time to time acting in that position, its powers, duties and functions to give notice of Council’s intention to make a Road Management Plan by public notice in The Age newspaper, and by publication in the Government Gazette, in accordance with the notice requirements in the proposed Act;*
  - *note it is intended that a further report will be submitted to Council in August 2004 for formal adoption of the Road Management Plan following the passing of the proposed Act and the undertaking of the required consultation process; and*
  - *endorse Council entering negotiations with VicRoads regarding the on-going management and maintenance of arterial roads.”*
3. Notification was given in the Government Gazette on 3 June 2004 and in The Age on 3 June 2004, that a draft Road Management Plan (RMP) was available for inspection and that Council would consider any submissions received within the statutory 28 day period prior to adopting a final RMP. Consultation also took place with key stakeholders by direct contact.

## Issues

4. By the close of the statutory 28 day period, no submissions had been received however comments were received from VicRoads and the Department of Infrastructure in response to Council forwarding the draft RMP to those organisations.
5. As a result of receiving these comments some minor amendments were made to the RMP.
6. The revised RMP is now recommended for adoption. Following the making of the RMP, the Act requires the Council to cause notice of the making of the RMP, and the place where copies of the RMP may be inspected or obtained, to be published in the Government Gazette and in a newspaper generally circulating in the municipality.
7. Under the *Road Management (Interim) Regulations 2004*, Council must conduct a review of its road management plan at four year intervals. The Regulations require Council when proposing to undertake a review of the RMP to give notice in the Government Gazette and in a newspaper generally circulating in the municipality.
8. The RMP outlines the proposed management arrangements for Council roads included in its register of public roads. Council is required under the Act to have a register of public roads. A public road is defined as a road in respect of which Council has made a decision that the road is reasonably required for public use, and also roads which have been declared as public highways under section 204(1) of the *Local Government Act 1989*. Other categories of public road are not applicable to Council.
9. The attached list details all the roads in the municipality which are proposed to be public roads as it is considered that they are reasonably required for general public use. This list reflects the roads for which Council has had care and management responsibilities for many years, excluding the former Main Roads.
10. From 1 July 2004, roads in the municipality which were formerly declared Main Roads became arterial roads under the ownership of VicRoads. Footpaths adjacent to arterial roads remain Council assets, with the demarcation line being the back of kerb. Prior to that date, Council was responsible under the Transport Act for maintenance and permanent works on these roads, and was effectively the manager of the roads.
11. Under the provisions of the Act, ownership of arterial roads transfers to VicRoads. These roads had previously been included in Council's asset register on the basis that, under the provisions of the Transport Act, Council had statutory management functions over these roads. The value of the roads in question is in excess of \$170M.
12. Council has entered an interim agreement with VicRoads whereby until 31 December 2004 Council will continue to maintain and carry out works on the arterial roads. VicRoads will reimburse Council for costs incurred, up to the standard specified by VicRoads. VicRoads remains the road authority for these arterial roads. A further agreement with VicRoads is being negotiated as to the undertaking by Council of maintenance and permanent works on arterial roads post 31 December 2004.
13. To date, Council has received annual funding from VicRoads (approx \$1.3m) to undertake maintenance and works activities on arterial roads, including routine maintenance and planned works such as re-sheeting work. Provision for this amount was made in the 2004/05 budget. This allowance covers works to the "VicRoads Standard". It is expected that some but not all of the \$1.3M allowance will be spent by 31 December 2004.

14. To date Council has maintained these arterial roads to a higher standard than that specified by VicRoads, particularly for tree maintenance, grass cutting, irrigation maintenance and street cleaning. Council has always borne the extra costs for the higher standard, and has included these additional costs (estimated at \$250,000) in its 2004/05 budget, as it has done in previous budgets. VicRoads has advised that it has no objection to Council continuing to provide a higher standard of maintenance, but it will not reimburse the extra costs incurred by Council.
15. VicRoads has proposed that from 1 January 2005 Council continue to maintain and undertake works on arterial roads, however there are a number of issues to be resolved before agreement can be reached on this matter. These issues include Council's legal liability when performing works on arterial roads, permit approval requirements and funding arrangements. It is proposed that the Chief Executive be delegated the power to negotiate with VicRoads to achieve an outcome to Council's satisfaction, and to sign an agreement at the conclusion of the negotiations prior to 1 January 2005. The outcomes of these negotiations will be reported back to Committee in December 2004.
16. If Council decides not to continue to maintain arterial roads, VicRoads has indicated that it will not be able to maintain the roads at the previous standard. This would mean that tree management, the quality and height of grass, litter control and street cleaning standards will all suffer as a result.
17. It is unclear whether VicRoads is prepared to delegate any other management role for arterial roads to Council. Accordingly Council is now referring all applications for road openings, street occupancy, crane permits, road closures for works and events etc on arterial roads to VicRoads.
18. VicRoads has stated that responsibilities for clearways lie with that organisation.
19. In the Act, the definition of "Arterial Road" includes roads that are "a major route for public transport services". Such roads could therefore be declared by VicRoads, in accordance with the provisions of the Act, and be placed under its care and management. Potentially every street with a tram route could be declared as an arterial road, including Swanston Street between Flinders Street and La Trobe Street. Council would have the opportunity to make a submission to VicRoads if such declaration was proposed.
20. Another issue yet to be finalised relates to works on roads by utilities. The Act recognises that any works undertaken by utilities on their installations within road reserves have an impact on the Road Authority's management of that road. For this reason a Code of Practice, "Utility Installations in Road Reserves", is in the course of preparation by VicRoads. The Act stipulates that the consent of a Road Authority is required to the conduct of works within road reserves but provides for certain exemptions with general agreement by the Road Authority or by regulation. The extent and nature of these exemptions are still being discussed and the final outcome could have staff resource implications for Council.

### **Relation to Council Policy**

21. As well as meeting the legislative requirements of the Act, the RMP has been developed to underpin strategic directions adopted by the City of Melbourne, particularly *City Plan 2010* and *Transport Program 2003-2006*.

### **Consultation**

22. Formal notification of having developed a draft RMP was published in the Government Gazette and in *The Age*, with a period of 28 days in which submissions could be submitted to Council. In addition key external stakeholders including VicRoads, DOI, DES, RACV, Bicycle Victoria, Victorian Taxi Association, Yarra Trams, Motorcycle Riders Association and the water utilities were forwarded a copy of the draft RMP.

23. Formal notification of the making of an RMP by Council is required to be published in the Government Gazette and in a newspaper generally circulating in the area.

### **Recommendation**

24. That the City Services, Community and Cultural Development Committee recommend that Council:

- 24.1. resolve that in accordance with section 17(3) of the *Road Management Act 2004*, the roads detailed in Attachment 2 to the Management Report are reasonably required for general public use;
- 24.2. adopt the Road Management Plan (Attachment 1 to the Management Report) in accordance with the provisions of the *Road Management Act 2004* and authorise the causing of notice of the making of the plan in accordance with section 55 of that Act;
- 24.3. resolve in principle that Council is prepared to continue to perform maintenance and permanent works after 31 December 2004, on arterial roads which were previously declared main roads, subject to the negotiation of a satisfactory agreement with VicRoads;
- 24.4. by instrument of delegation sealed by the Council pursuant to Section 98(1) of the *Local Government Act 1989* and section 118(1) of the *Road Management Act 2004*, delegate to the Chief Executive Officer, or the person from time to time acting in that position, its powers, duties and functions to negotiate and agree arrangements with VicRoads as to the undertaking by Council of maintenance and permanent works on arterial roads after 31 December 2004, to enter into an agreement with VicRoads regarding the undertaking of such works and to do all things necessary and ancillary to the same; and
- 24.5. by instrument of delegation sealed by the Council pursuant to Section 98(1) of the *Local Government Act 1989* and Section 118(1) of the *Road Management Act 2004*, delegate to the Chief Executive Officer, or the person from time to time acting in that position, its powers, duties and functions as a road authority to resolve that a road is reasonably required for general public use, or that a road is no longer reasonably required for general public use; and
- 24.6. note that a further report on the outcomes in respect to the VicRoads issues discussed in this report will be provided to the City Services, Community and Cultural Development Committee in December 2004.





**City of Melbourne**

**ROAD MANAGEMENT PLAN**

**August 2004**

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## EXECUTIVE SUMMARY

The City of Melbourne's Road Management Plan (RMP) has been developed to meet the legislative requirements of the **Road Management Act 2004** (the Act) and the strategic directions adopted by the City of Melbourne.

The RMP identifies responsibilities, maintenance standards and inspection regimes required to manage civil liability and must demonstrate that Council, as the road authority, is responsibly managing all the road assets under its control.

The RMP consists of four (4) main elements;

- **A register of public roads**
  - A list of roads for which the Council is responsible
- **A road asset register**
  - A list of all assets in the road reserve
  - Valuation of these assets
- **A road asset management system**
  - An outline of how road assets will be managed to deliver a safe and efficient road network
- **A schedule of maintenance standards.**
  - The development of responsible maintenance standards to meet community expectations.

The RMP is part of a total asset management strategy that will cover all Council assets. The RMP is not considered to be a new strategy but rather a summary of what is already occurring in the management of road infrastructure assets.

All elements of the RMP are already covered at the City of Melbourne by;

- A register of roads under Council control by listing and in map form;
- Council's SMEC Pavement Management and Road Inventory System;
- The Civil Infrastructure Services Contract (No. 59/2/3208)

Reference is also made to other key Council policies and strategies and consideration is given to these to ensure that the RMP is consistent with the adopted strategic directions.

The key risk areas for the City of Melbourne have been identified as footpaths, roadways and kerb & channel and the management of these are included in the RMP as a priority. Other assets such as drainage, street furniture, signs, lighting and public artworks will be included at a later date but as soon as data collection, report systems and resources allow. The RMP does not at this stage include off-road bike paths or paths in parks.

Whilst it is believed that the RMP demonstrates that the City of Melbourne is responsibly managing its road assets, in line with its policy on continuous improvement, some actions have been identified that will further enhance Council's management in this area.

## 1. INTRODUCTION

### 1.1 Background

In order to facilitate the provision of its services to the community, the City of Melbourne manages an extensive range of community assets. One of the most significant group of these assets, with regard to the difficulty and expense of managing, are the road assets.

The Council is totally responsible for approximately 206 kms of local roads, along with associated footpath, kerb & channel and drainage and 13 bridges. These road assets represent an approximate replacement value of \$700m (City of Melbourne Financial Report 2003) so that Council needs to set aside considerable funding in its annual budget just to meet the depreciation of these assets.

Currently the City of Melbourne receives, from the Federal Government, the following financial assistance for its local road network (approximate annual figures);

- \$240,000 – from the Victorian Grants Commission
- \$250,000 – from the Roads to Recovery Programme.

Both these grants are based on formulae that take a number of criteria into account to determine the appropriate figure for each council. As both these grants have been reducing in real terms, the 'gap' being funded by the community (i.e. via rates) is increasing making it even more important to get value for money with regard to managing these assets.

It is important to note that a safe and efficient road network depends heavily upon successfully managing two main components;

- Routine maintenance – repairing day to day wear and tear issues like potholes, cracking, uplifts around trees, failing service trenches/installations, etc.
- Renewal/Rehabilitation – rehabilitating assets to meet serviceability standards.

Generally, routine maintenance is funded through Council's operational budget while renewal/rehabilitation is funded through the works (capital) budget. In recent years, there has been a change in budget focus on asset replacement as opposed to the acquisition of new assets.

### 1.2 Road Management Act 2004

Following the High Court decision that changed the common law governing civil liability for road management (nonfeasance defence), the State Government initiated a review of the State's road management legislation. The Transport (Highway Rule) Act was introduced to reinstate protection for road authorities until 1 January 2005. In the meantime, the Road Management Act 2004 (the Act) has been introduced to establish a legislative framework to allow each road authority to determine its own appropriate Road Management Plan (RMP).

Section 50 of the Act states;

*“The purposes of a road management plan are having regard to the principal object of road management and the works and infrastructure management principles -*

- (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 standard in relation to the discharge of duties in the performance of those road management functions.”*

In other words, the RMP identifies responsibilities, maintenance standards and inspection regimes required to manage civil liability and must demonstrate that the authority is responsibly managing all of the road assets within its control. The key risk areas for the City of Melbourne have been identified as footpaths, roadways and kerb & channel and the management of these will be included in the RMP as a priority. Other assets such as drainage, street furniture, signs, lighting and public artworks will be included at a later date but as soon as data collection, report systems and resources allow. The RMP does not at this stage include off-road bike paths or paths in parks.

The Act specifies that the following must be included in the RMP;

- **A register of public roads**
  - A list of roads for which the Council is responsible
- **A road asset register**
  - A list of all Council assets in the road reserve
  - Valuation of these assets
- **A road asset management system**
  - An outline of how road assets will be managed to deliver a safe and efficient road network
- **A schedule of maintenance standards.**
  - The development of responsible maintenance standards to meet community expectations.

For the City of Melbourne, the RMP is part of a total asset management strategy that will cover all Council assets. The RMP is not considered to be a new strategy but rather a summary of what is already occurring in the management of road infrastructure assets. The development of the RMP has been seen as an opportunity to assess and review the adequacy of asset management at the City of Melbourne and to recommend actions for future improvement.

The development of the RMP was facilitated and coordinated by the Engineering Services Group, having asset management responsibility for road reservations, with assistance from the Asset Services Branch as well as other areas within the City of Melbourne. The project, however, should have benefits for others in that it has initiated more discussion and processes for data collection, the type of formats and how to use the data as a tool to assist with decision making. It is felt that the final

document will greatly assist all asset managers within the City of Melbourne to achieve a consistent approach to responsible asset management.

### 1.3 Codes of Practice

An important element of the legislative requirements for RMPs is the adopting of Codes of Practice.

The Explanatory Memorandum in the Proposals for a Road Management Bill describes the main purpose of Codes of Practice, namely;

*“to set out benchmarks of good practice, to clarify demarcations of responsibility between road authorities and to provide practical guidance for road authorities on the allocation of resources, the development of policies, the setting out of priorities and the making of road management plans”.*

The RMP has been developed to meet the requirements of the following Codes of Practice (even though at the time of developing the RMP not all the codes had been finalised);

- Road Management Plans
- Clearways on Declared Arterial Roads
- Operational Responsibility for Declared Freeways and Arterial Roads
- Managing Utility Infrastructure in Road Reserves
- Worksite Safety Traffic Management.

The Act states that compliance with a relevant Code of Practice will be admissible as evidence of performance of that function or compliance with the relevant duty.

### 1.4 City of Melbourne Strategic Direction

The purposes of the RMP are consistent with the direction outlined in two of the City of Melbourne’s key strategies, namely City Plan 2010 and Transport Program 2003-2006.

City Plan 2010 sets out what must happen for the decade prior to the year 2010 in order to achieve the City of Melbourne’s vision to be a thriving and sustainable city. This vision is based on strategic directions organised around four themes.

One of the themes is “Connection and accessibility” and under Strategic Direction 1.1 the following is stated;

***Ensure that the city’s transport infrastructure is world-competitive and supports the Victorian economy.***

*Promoting the City of Melbourne as the “gateway to Victoria” and insuring transport infrastructure is well managed, efficient and competitive will help us to draw on the City’s existing strengths and to position the City in the global marketplace.*

**Objectives**

- *Position Melbourne nationally and internationally as Australia's transport hub and gateway*
- *Ensure continual development, improvement and integration of major transport infrastructure so that the City of Melbourne is recognised as having world-class competitive transport that supports business and tourism needs in rural, national and international markets*
- *Enhance links between Melbourne's key transport infrastructure, including the port, airport and rail network*

Along similar lines, the aim of the Transport Program 2003-2006 is “*to ensure the municipality has a sustainable and highly integrated transport system that services the City's needs*”.

The program cites the following major objectives;

- *To improve pedestrians amenity within the municipality with a particular concentration within the CBD,*
- *To improve the quality of amenity and safety in the vicinity of public transport-related facilities,*
- *To reduce road congestion by improving the efficiency of vehicular access to the CBD.*

The RMP has been developed to meet the legislative requirements of the Road Management Act and the strategic directions adopted by the City of Melbourne.



## 1.5 Definitions

Generally, the definitions contained in the Road Management Act 2004 have been adopted in this document. Other definitions, specific to the City of Melbourne or not listed in the Act, are set out below.

**“CBD”** Central Business District.

**“Civil Infrastructure Services Contract”** Part of the City of Melbourne’s road management system that covers the design, construction and maintenance elements for Council’s road infrastructure and assets. Standards, levels of service and performance targets are specified in the contract documents.

**“DOI”** Department of Infrastructure (State Government).

**“DSE”** Department of Sustainability and Environment (State Government).

**“ESG”** Engineering Services Group, a branch of the City Assets & Services Division, City of Melbourne.

**“Pavement”** refers to the structural part of the roadway (not footpath), generally made up of crushed rock, stabilised soil or asphalt.

**“SMEC”** Snowy Mountains Engineering Corporation Road Management System, which is utilised by the City of Melbourne as its road inventory and pavement management system.

**“Subgrade”** means the natural ground on which the road pavement sits.

**“Vantive”** means the City of Melbourne’s customer requests and tracking system.

**“Wearing Course (Seal)”** refers to the top 15 to 35 mm of the road surface, usually bituminous or asphalt material.

## 2. PART A – REGISTER OF PUBLIC ROADS

### 2.1 Register Content

Under section 19 of the Act, Council “..must keep a register of public roads specifying the roads in respect of which it is the coordinating authority”. The register comprises a listing of road names and a map which describes those roads or part of roads which are Council’s responsibility. The aim is to include the Register of Public Roads on the City of Melbourne’s electronic data base system so that access will be by highlighting a map reference or street name and being able to bring up the relative technical detail required. This last piece of work will take some time to finalise, however, it will result in improved access by all stakeholders to the register data.

**Appendix 1** shows a copy of the City of Melbourne municipal map which indicates the boundary of the municipality, but does not include all the roads on the register of public roads.

#### **ACTION 2.1**

**To allow for easier access to the information contained in the Register of Public Roads, the relevant data should be made available electronically at the City of Melbourne’s public counters.**

**Completion Date: December 2004.**

### 2.2 Data Source

The information used to compile the register has been obtained from City of Melbourne records such as the Government Gazette, Parish Maps, subdivision plans, written agreements with government departments or private individuals, etc. For some of the older roads and laneways, no written records were available and decisions about responsibility had to be made based on history or management practice.

### 2.3 Road Hierarchy

A large proportion of the roads within the municipality have a unique nature due to the enormous daily influx of road users in the form of pedestrians, public transport users and private motorists. This has resulted in the decision not to adopt a formal road hierarchy meaning that the maintenance standards and intervention levels are the same for all Council roads.

The only activity for which a road category is nominated is for surveillance frequencies which have been adopted as part of the Civil Infrastructure Services Contract (No. 59/2/3208) (refer clause 4.2). Five categories are specified as listed in **Table 2.3**.

Whilst the decision to adopt these service levels for the various road categories is considered effective, the situation should be monitored and reviewed in line with the renewal of the Civil Infrastructure Services Contract or sooner if there is a change of resources allocated by Council to road maintenance.

**Table 2.3**

**Road Hierarchy as Specified in the Civil  
Infrastructure Services Contract**

Activity Category	Road Hierarchy Definition
A	High profile and high usage streets and areas; e.g.: Bourke Street and Swanston Street
B	Active Central Business District (CBD) lanes and suburban shopping centre strips; e.g.: Lygon Street, Errol Street, and Hardware Street
C	CBD streets, and arterial and main roads; e.g.: Exhibition Street, Queen Street, and Rathdowne Street
D	CBD service lanes; e.g.: Bullens Lane and Lygon Lane
E	Suburban residential and industrial streets and lanes; e.g.: Park Street, George Street, Westbourne Road, Lloyd Street, Mugg Lane and Leopold Lane

**ACTION 2.3**

**A Road Hierarchy along with appropriate service levels should be considered in line with the renewal of the Civil Infrastructure Services Contract or sooner if there is a change of resources allocated by Council to road maintenance.**

**Completion Date: September 2005.**

## **2.4 Partnerships**

### **2.4.1 Agreements with Other Road Authorities**

Although the Road Register is meant to define primary responsibility, the Map supporting the City of Melbourne's Register of Public Roads will show all roads and the responsibility authority for management of these roads. Any "other State Road Authority" roads (eg VicRoads, DOI, DSE, roads) located on non-Council land will be noted as such. If Council is involved in maintaining these roads, the relevant department or agency can sign an Agreement with Council to deliver services to contract. These particular roads would need to be listed on the department's Road Register and the department would have management responsible.

The adoption of the Operational Responsibility for Declared Freeways and Arterial Roads Code of Practice and the finalising of the agreement with VicRoads regarding the delegation of some responsibilities on arterial roads, should clarify the important demarcation issues between the City of Melbourne and VicRoads.

At the time of developing the RMP, discussions were still taking place regarding the formation of these Agreements.

**ACTION: 2.4.1**

**In order to clarify primary responsibility and maintenance arrangements on non-Council roads, Agreements between the City of Melbourne and other State Road Authorities should be finalised as soon as possible.**

**Completion Date: End December 2004.**

**2.4.2 Arrangements with Utilities**

The Act recognises that any works undertaken by utilities on their installations within road reserves have an impact on the Road Authority's management of that road. For this reason a Code of Practice, "Utility Installations in Road Reserves", has been introduced which requires Road Authority consent to the conduct of works within road reserves but provides for certain exemptions with general agreement by the Road Authority or by regulation.

The development of regulations for appropriate exemptions from requirements to obtain consent or provide notifications (qualified or conditional as required) is in all stakeholders' interest to satisfy the needs and concerns of the parties.

At the same time, ESG needs to look at the way it manages processes and resources in this area to ensure that utility works within the road reserve are adequately managed.

At the time of developing the RMP, discussions were still taking place regarding the finalisation of the Code of Practice.

**ACTION: 2.4.2**

**As the issue of utility works in road reserves is recognised as a key risk element in road management, it is imperative that the Code of Practice, "Utility Installations in Road Reserves" be finalised as soon as possible.**

**Completion Date: End December 2004.**

### 3. PART B - ROAD ASSET REGISTER

#### 3.1 Asset Management Direction

The City of Melbourne has shown its commitment to ensuring the extensive community assets for which it is responsible are properly managed by setting up a new area within the organisational structure called the Asset Services Branch.

The Asset Services Branch is responsible for integrating and co-ordinating all asset management systems and data bases within Council. The aim is to develop a consistent approach for utilising quality processes for data collection and process analysis so that total integration of asset data is assured.

The RMP is seen as being only one component of a total asset management strategy that covers all of Council's assets.

#### 3.2 Road Asset Register Content

The Act requires a Road Authority to establish a road asset register for the purpose of ensuring that the Road Authority performs its statutory duty to maintain public roads.

Council's Road Asset Register records the location, type, capacity, condition, configuration and quantity of roads assets for which it is responsible. A history of these assets including any alterations, deletions and changes are also included where this information is available. The register also records details of the valuation of infrastructure assets (eg replacement value, depreciation) in accordance with relevant accounting standards.

The Road Asset Register is a key element of Council's overall records management system that will enable it to comply with the evidentiary provisions of the Act and maintain records of defects or other matters requiring repair or maintenance that are found on inspection or reported to Council, together with the details of proposed and completed repair and maintenance works.

The "Operational Responsibilities for Declared Freeways and Arterial Roads" Code of Practice clarifies some of the generic demarcation of responsibility of assets issues, however, other issues, specific to the City of Melbourne, will be covered by an agreement between the Council and VicRoads.

Within the road reservation of Municipal Roads and Arterial Roads, Council is responsible for the assets identified in **Table 3.2**, unless covered in the above code of practice or otherwise agreed with VicRoads.

**Table 3.2**  
**Council Responsibility for Road Assets by Road Type**

<b>Asset \ Road Type</b>	<b>Municipal Roads</b>	<b>Arterial Roads</b>
<b>Roadway</b> (structural pavement & wearing surface, excluding the area of roadway required for tram purposes and safety zones, and for rail crossings)	YES	NO
<b>Footpath and shared paths</b>	YES	YES (Except on Bridges)
<b>Kerb &amp; channel</b>	YES	NO
<b>Drainage</b> (pipes, culverts & pits)	YES	YES
<b>Bridges</b>	YES	NO
<b>Signs</b> (traffic, parking and informative, excluding signs owned by VicRoads and other agencies )	YES	YES
<b>Council-owned Public lighting</b>	YES	YES
<b>Street furniture</b>	YES	YES
<b>Parking Control Devices</b>	YES	YES
<b>Public art</b>	YES	YES
<b>Trees</b>	YES	YES (Subject to agreement with VicRoads)
<b>Irrigation Systems</b>	YES	YES (Subject to agreement with VicRoads)
<b>Median Strips</b>	YES	YES (Subject to agreement with VicRoads)

Information about these assets is recorded in various data systems within the City of Melbourne and the development of the RMP has facilitated the opportunity to bring all data together under one system. The priority has been to finalise the Road Asset Register in regard to roadways, footpath and kerb & channel initially with the various other assets being brought into the register as soon as data collection, report systems and resources allow.

It should be noted that not all of Council's road assets are located on Council roads. In some cases assets, such as signs, might be owned by Council but located on a VicRoads road for instance. Similarly, a VicRoads asset might be located on a Council road, e.g. traffic signals.

**ACTION 3.2**

**The City of Melbourne has commenced work on integrating its various asset data bases to optimise the information available. To ensure a consistent approach, it is important that work continues on finalising all road asset elements under the one system.**

**Completion Date: June 2006.**

### **3.3 Pavement Management (SMEC)**

The City of Melbourne has managed its key road assets by adopting the SMEC Pavement Management and Road Inventory System which has been in place for a number of years. The system was originally designed as an inventory, condition summary and budget planning tool for road pavements only but it has the capability to act as an asset register for footpath and kerb and channel as well.

The SMEC System acts as a repository for data on the City of Melbourne's Register of Public Roads and the roadway, footpath and kerb & channel elements on the Road Assets Register for which Council is responsible.

### **3.4 SMEC Reports**

The following are typical reports that can be produced by the system to assist with decision making regarding prioritising works or justifying budget allocations.

The type of reports that can be produced for footpath and kerb & channel data does not currently have the same sophistication as that for the roadway data, however, average condition information is still very useful for setting priorities.

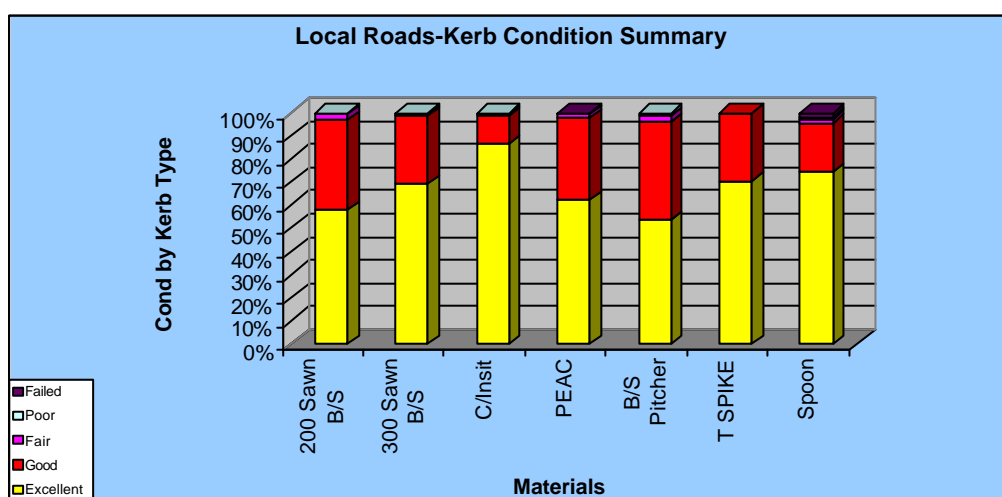
SMEC will be producing an upgrade to its current software package that will enable more detailed reporting for the footpath and kerb & channel elements of road assets.

The upgrade to the SMEC System along with further development of Council's other financial and data recording systems, will greatly assist decision making regarding asset management.

**Figure 3.4.1 – Typical Footpath Report Showing a Summary of Average Condition by Type.**

Type Code	Type Description	Average Condition	Total Area Sq. M	Life Years
F1	ASPHALT	7.039133	144,172.9	25
F2	CONCRETE	8.104589	6,180.7	50
F3	CONCRETE PAVER	6.225538	4,845.9	20
F4	TERRAZZO PAVER	7.698532	13742	25
F5	BLUESTONE PAVER	8.166397	41,067.6	50
F6	BLUESTONE PITCHER	7.492697	59.0	50
F8	OTHER	6.298276	1,205.0	15

**Figure 3.4.2 – Typical Kerb & Channel Report Showing Average Condition By Type**



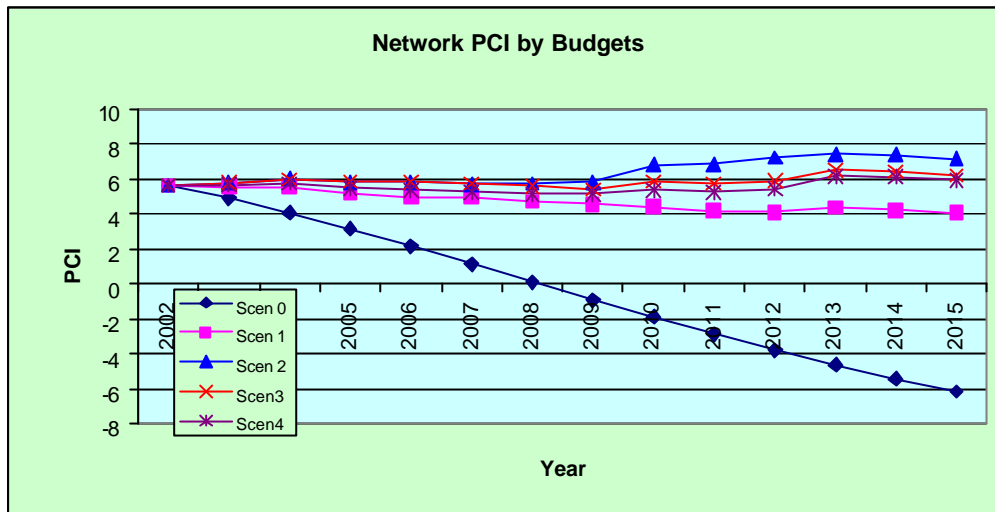
With the footpath and kerb & channel data, the reports produced can only identify an average condition for the whole network. The data does not contain enough detail to identify particular sections of footpath and kerb & channel. In other words, the system cannot accurately produce a list of the worst streets for footpath, for instance.

With the examples above, the information produced shows that the various types of footpath and kerb & channel in the municipality are, on average, in very good condition. A condition score of 7 and above would be the aim.

The information that can be produced from the roadway data, however, is much more detailed so that more sophisticated reports can be produced. With this element, therefore, it is possible to compile a list of the worst roads and use this information to determine priority works



**Figure 3.4.3 – Typical Budget Report Showing How Different Funding Scenarios Can Effect Road Condition in the Future.**



The information can also be very useful in providing funding scenarios as part of Council's budget process. The chart above shows the effect various funding scenarios have on the overall condition of the road network (the higher the pavement condition index (PCI) the better). In this case, scenario 0 represents what would happen in future years to the condition of the roads if there was no spending on rehabilitation and resheets. The other scenarios reflect the effect of differing amounts of expenditure on roads. The aim is to maintain a PCI of 5 or better.

**ACTION: 3.4**

**Continue to develop the SMEC System, along with Council's other financial and data recording systems, with a view to refining the type of information available from the footpath and kerb & channel data in order to be able to produce reports which can better assist with decision making.**

**Completion Date: June 2005**

## **4. PART C – ROAD ASSET MANAGEMENT SYSTEM**

### **4.1 Policy and Budgetary Framework**

The City of Melbourne has used the following asset management frameworks in developing a road asset management system that best meets Council's needs in discharging its duty to inspect, maintain and repair public roads:

- Integrated Asset Management Guidelines for Road Networks (AP-R202) 2002, Austroads Inc.
- International Infrastructure Management Manual (IIMM) 2002, IPWEA.
- MAV Asset Management Improvement STEP Program – Road Asset Management Plan Framework 2003.
- Council and VicRoads Design and Construction Guidelines

Other inputs have included national, State and local government policies and objectives.

Road asset management involves the management of both physical assets and the aspects of the use and operation of those assets that affects the condition of the asset. It applies to all road assets, including the road, structures, roadside and road infrastructure.

The road asset management system provides the direction for all asset management activities linked to the Council's annual business planning cycle within the context of delivering a safe and efficient road network to meet affordable community needs taking into account the resources available.

Most elements of Council's Road Asset Management System are covered by the Civil Infrastructure Services contract.

### **4.2 Civil Infrastructure Services Contract**

The City of Melbourne's Civil Infrastructure Services (CIS) contract has been in place for a number of years and was developed to help meet the objectives of the Council's strategic directions which were adopted following an extensive community consultation process. These strategic directions are reviewed annually as part of the Council's corporate planning and budget processes.

The service specification for this contract describes the scope of the service as;

*Generally, CIS involves the following;*

- *The routine maintenance of:*
  - (i) *roadways, laneways, footways and other paved surfaces using asphalt, bluestone and other materials;*

- (ii) *stormwater drainage systems, including kerb and channel constructed from various materials, and associated pits and grates;*
  - (iii) *parking and traffic signs, and other signs, including street and information signs, using wherever possible;*
  - (iv) *pavement markings and associated traffic control devices, and*
  - (v) *street furniture items.*
- *The design and construction of new and refurbished civil infrastructure asset installations in accordance with an approved Works Program and associated Council budget, where these works have a project value of less than \$200,000;*
  - *The provision of a reinstatement service to support Council's "Road Opening Permit" (ROP) process;*
  - *The provision of support services for Special Events;*
  - *The provision of support services for Emergency Management events;*
  - *The maintenance of Council's stormwater and flood control pumping stations, including associated mechanical and electrical services;*
  - *The provision of customer management services, including the use of shared software systems and databases with Council, and*
  - *The provision of information management services, including the management of technical and drawing databases, and the use of shared software systems and databases with Council.*

The specifications for the provision of this service cover;

- The setting of engineering standards for the design and construction of new and refurbished civil infrastructure;
- The standards and intervention levels for the carrying out of routine maintenance;
- The surveillance frequencies;
- The consultation process;
- Recording maintenance works and program actions;
- Auditing completed maintenance works;
- Documentation and maintenance of a Quality Plan, an Occupational Health & Safety Plan, an Environmental Management Plan and Risk Management Plan;
- Setting Key Performance Indicators to measure meeting targets and standards;
- Council and contractor to participate in an "Innovation Committee"; and
- Formal annual reviews to be conducted of the service.

**Appendix 2** shows a summary of maintenance standards, intervention levels and surveillance frequencies used in the CIS contract.

As part of ESG's Quality Procedures, the CIS contract is managed by developing a **Contract Management Plan** which provides a framework by which the contract can be managed and Council and authorised parties can ascertain compliance with proper contract management principles.

The various standards covered in the CIS contract have been reviewed and are still considered to be appropriate levels of service for the City of Melbourne.

The CIS specifications will be reviewed before the current contract period ends in June 2006. With that review the scope, standards, levels of service and performance targets should be considered along with any other relevant issues identified in the RMP.

**ACTION 4.2**

**The CIS contract specifications should be reviewed to consider scope, standards, levels of service and performance targets along with other relevant issues identified in the RMP.**

**Completion Date: September 2005.**

### **4.3 Other Elements of the Road Asset Management System**

#### **4.3.1 Analysis of Accident Data and Traffic Counts**

The City of Melbourne continually analyses accident data and traffic counts to ensure a safe and efficient road network for all road users.

Council's **Road Safety Plan, 2004** aims to provide the means to create a significantly safer street environment for vulnerable road users over the next 3 years. In order to achieve this, the Plan:

- Explores the crash statistics across the City of Melbourne and discusses the conditions experienced by vulnerable road users
- Identifies key road safety concerns across the municipality
- Identifies key behavioural issues that exacerbate all crash casualty figures
- Has devised a programme of social and practical actions that will aid the promotion of a safer street environment across the municipality.

The Plan includes the process for analysing incident patterns and for the prioritising of appropriate actions.

Traffic counts are recorded annually or as required on key routes throughout the municipality to keep abreast of any change in travel patterns, for both vehicles and pedestrians. For example, in recent years, the introduction of new infrastructure like City Link and Docklands has had a significant impact on the traffic flows within the CBD which has meant some adjustments were required to meet new road user needs.

**ACTION 4.3.1**

**In order to analyse any changing travel patterns, Council should continue to monitor accident data and traffic counts.**

**Completion Date: Annual Programme.**

**4.3.2 Analysis of Insurance Claims**

The City of Melbourne has developed a comprehensive process for dealing with insurance claims regarding incidents occurring within the road reserves for which the Council is responsible. These claims are monitored and analysed to pick up any trend with regard to unsafe elements within the road reserves. This work was difficult, however, as earlier records of insurance claims were not very precise with regard to a detailed description of the incident and the exact location where it had occurred. Recently, the format of recording has been changed to include more useful data which can more easily be formatted and analysed.

This new format will allow for easier and more precise analysis of the insurance claims and make it possible to produce summary reports showing such information as incident type and exact location which can then be tied into the maintenance programme for that particular asset to facilitate the assessment process.

In recent years, the City of Melbourne's insurance claims history, regarding incidents involving roads assets, has been low. Considering there is a daily influx of over 500,000 visitors to the CBD, this fact gives some reassurance that road assets are in good condition and well maintained.

**ACTION 4.3.2**

**In order to identify any trends with regard to unsafe elements on Council roads, it is important that insurance claims for all incidents occurring within the road reservations, continue to be effectively monitored.**

**Completion Date: Ongoing Programme.**

**4.3.3 Priorities**

As part of the Council's annual business planning cycle, a number of factors are considered in helping to develop priorities that best meet community needs.

Expenditure on roads must compete with other Council services so there is a real need for the community to understand what is required to manage, at a sustainable level, all assets for which Council is responsible. This information is constantly communicated to the community so that the feedback can be used to decide on priorities.

Council uses the following to assist in prioritising its expenditure on the road network, with the emphasis being placed on asset replacement ;

- Council's corporate plan;
- Council's financial strategy;
- Surveillance;
- Funding from other government sources eg VicRoads:

- Community complaints and requests;
- Feedback from various community groups;
- Analysis of accident data;
- Monitoring of annual traffic counts;
- Analysis of insurance claims;

#### **4.3.4 Surveillance**

A critical element of managing road assets is obtaining up to date information on the condition of the assets. At the City of Melbourne, this information is collected in a number of ways;

- Regular inspections as part of the day to day maintenance of the road network (this is covered by the CIS contract).
- Periodic road condition surveys (refer clause 5.1).
- Programmed inspections that collect information on all aspects of road assets.
- Community footpath audits.

Programmed inspections are the subject of the **ESG Surveillance Plan** which is currently being developed. This plan covers a programme of random checks across the road network using self-assessment, specific checklists and post-process reviews to ascertain information on;

- Legibility (parking and traffic signs)
- Content (including accuracy and fact)
- Technical merit and competence
- Compliance with specifications or policy (audits)
- Acquisition of appropriate approvals

Information obtained is then recorded on a data base.

This plan is seen as an important way of demonstrating that ESG is effectively managing its road assets.

As effective road asset management revolves around managing the risk, risk based surveillance should be considered for the ESG Surveillance Plan rather than just having a programme of random checks. This would involve identifying those high risk road assets and designing a surveillance programme that ensured these elements were being appropriately maintained to minimise the risk. The lower risk assets could then be audited under a random system.

The community footpath audits are an initiative of Council's Injury Prevention Advisory Committee which is made up of a group of stakeholders internal and external to the City of Melbourne. The audits entail members of the community (specifically older people and people with disabilities) monitoring the condition of the footpaths in their local areas and reporting the findings to Council.

This programme adds value to Council's overall surveillance process and helps to ensure any risks on footpaths are kept to a low level.

**ACTION 4.3.4**

**In order to augment Council's quality management of its road assets, it is important that the ESG Surveillance Plan be finalised with consideration being given to incorporating a risk based surveillance programme.**

**Completion Date: March 2005**

**4.3.5 Periodic Reviews**

With changing circumstances like Citylink, Docklands and the introduction of such innovations as tram superstops effecting the CBD area and the diminishing road funds available from government sources, it is necessary to conduct periodic reviews of asset management strategies and objectives to ensure that the maintenance programme has delivered the expected benefits to road users, stakeholders and the community.

Information obtained from Council's Road Asset Register (refer clauses 3.3 and 3.4) regarding the overall condition of the road assets and the depreciation levels, also must be considered when reviewing the maintenance programme. If a trend is starting to show that the overall condition of the assets is declining, then strategies and objectives may need to be altered to arrest that trend. This could involve adjusting the maintenance programme to focus on those areas that require more attention at the expense of other areas. In other words, changing priorities.

**ACTION 4.3.5**

**That periodic reviews of asset management strategies and objectives take place as part of Council's business planning and budget processes to ensure that an appropriate maintenance programme is in place.**

**Completion Date: Annual Council Cycle.**

**4.3.6 Reporting of Achievements**

A key element of responsible asset management is informing the community about targets for the coming year and reporting achievements at the end of the year so that the community gains an understanding of the efforts required to manage, at a sustainable level, Council's road network. This process is undertaken at the City of Melbourne by involving the community in the annual business planning and budget processes and by reporting asset management achievements, against planned targets, in Council's annual report.

## 5. PART D - MAINTENANCE STANDARDS

### 5.1 Road Condition Surveys

Responsible asset management relies on having up to date information about the asset and what affects that asset. It is therefore necessary to conduct periodic surveys to monitor road pavement, road surfacing, structure, and roadside condition at specified intervals depending on the asset, its condition at the previous survey, the volume and nature of road usage, and any risk to safety. As part of this process, service level definitions for each road asset component will need to be reviewed prior to commencing any new contracts, or renewing existing contracts, in order to ensure that sustainable service levels are maintained.

At the time of developing this RMP, the City of Melbourne was having such a survey conducted to obtain more current information on its road network.

#### **ACTION 5.1**

**In order to obtain up-to-date information on Council's road assets, road condition surveys are to be conducted on the whole road network every 4 years. Completion Date: July 2004 and then every 4 years.**

### 5.2 Routine Maintenance Standards and Inspections

As covered in clause 4.2, Council's CIS contract specifies maintenance standards, intervention levels and inspection frequencies for maintaining the road network. One of the contract requirements calls for the service provider to provide an annual review of the services provided covering such issues as;

- Workload
- Operating costs
- Areas of risk
- Assessment of meeting the requirements of the Quality, Environmental Management and Occupational Health and Safety Plans
- Ways on increasing the flexibility and efficiency of the service.

This annual review should be viewed in conjunction with the periodic reviews referred to in clause 4.3.5 to assess the current level of service and make appropriate adjustments that better meet the needs of road users.

The key elements of the maintenance programme, i.e. the standards, intervention levels and the inspection frequencies, should be viewed as being dynamic due to the changing nature of the requirements needed to provide a quality service.



**ACTION 5.2**

**That any relevant issues raised in the CIS contract annual review be referred to the appropriate officers involved with the periodic reviews mentioned in clause 4.3.5 so that a comprehensive assessment can be made of the maintenance programme.**

**Completion Date: Annual CIS contract review.**

## 6. CONCLUSION

### 6.1 Summary

Developing this Road Management Plan has proved to be a valuable exercise in reviewing the way the City of Melbourne currently manages its road assets, assessing whether processes and procedures meet the requirements of the Act and the Council's strategic directions and in looking at ways to improve asset management standards.

As was stated at the outset, the RMP is not about developing a new strategy but rather presenting a summary of what is already occurring in the management of road infrastructure assets. Whilst it is believed that the RMP demonstrates that the City of Melbourne is responsibly managing its road assets, in line with its policy on continuous improvement, some actions have been identified that will further enhance Council's management in this area.

### 6.2 Related Implications

As there are still some unresolved issues identified in the RMP, e.g. the agreements with other state road authorities (particularly VicRoads), agreements with utilities, the development of the ESG Surveillance Plan, etc, there may be some additional resources necessary to deliver the requirements stated in the RMP.

There is a real need, therefore, that Council and all road users understand and recognise the level of funding required, both in works and management, to effectively and efficiently manage the road network.

#### **ACTION.6.2**

**That once the implications of all actions specified in the RMP are known, Council needs to review the allocation of resources for the management of road assets and make any necessary adjustments to resource levels.**

**Completion Date: December 2004.**

### 6.3 List of Actions

The following is a summary of the actions identified in the development of the RMP. It should be noted that, while most of these actions are Council's responsibility, some of the actions will need to be completed by others.

#### **ACTION 2.1**

**To allow for easier access to the information contained in the Register of Public Roads, the relevant data should be available electronically at the City of Melbourne's public counters.**

**Completion Date: December 2004.**

**ACTION 2.3**

A Road Hierarchy along with appropriate service levels should be considered in line with the renewal of the Civil Infrastructure Services Contract or sooner if there is a change of resources allocated by Council to road maintenance.

Completion Date: September 2005.

**ACTION: 2.4.1**

In order to clarify primary responsibility and maintenance arrangements on non-Council roads, Agreements between the City of Melbourne and other State Road Authorities should be finalised as soon as possible.

Completion Date: End December 2004.

**ACTION: 2.4.2**

As the issue of utility works in road reserves is recognised as a key risk element in road management, it is imperative that the Code of Practice, "Utility Installations in Road Reserves" be finalised as soon as possible.

Completion Date: End December 2004.

**ACTION 3.2**

The City of Melbourne has commenced work on integrating its various asset data bases to optimise the information available. To ensure a consistent approach, it is important that work continues on finalising all road asset elements under the one system.

Completion Date: June 2006.

**ACTION: 3.4**

Continue to develop the SMEC System, along with Council's other financial and data recording systems, with a view to refining the type of information available from the footpath and kerb & channel data in order to be able to produce reports which can better assist with decision making.

Completion Date: June 2005

**ACTION 4.2**

The CIS contract specifications should be reviewed to consider scope, standards, levels of service and performance targets along with other relevant issues identified in the RMP.

Completion Date: September 2005.

**ACTION 4.3.1**

In order to analyse any changing travel patterns, Council should continue to monitor accident data and traffic counts.

Completion Date: Annual Programme.

**ACTION 4.3.2**

In order to identify any trends with regard to unsafe elements on Council roads, it is important that insurance claims for all incidents occurring within the road reservations, continue to be effectively monitored.

Completion Date: Ongoing Programme.

**ACTION 4.3.4**

In order to augment Council's quality management of its road assets, it is important that the ESG Surveillance Plan be finalised with consideration being given to incorporating a risk based surveillance program.

Completion Date: March 2005.

**ACTION 4.3.5**

That periodic reviews of asset management strategies and objectives take place as part of Council's business planning and budget processes to ensure that an appropriate maintenance programme is in place.

Completion Date: Annual Council Cycle.

**ACTION 5.1**

In order to obtain up-to-date information on Council's road assets, road condition surveys are to be conducted on the whole road network every 4 years.

Completion Date: July 2004 and then every 4 years.

**ACTION 5.2**

That any relevant issues raised in the CIS contract annual review be referred to the appropriate officers involved with the periodic reviews mentioned in clause 4.3.5 so that a comprehensive assessment can be made of the maintenance programme.

Completion Date: Annual CIS contract review.

**ACTION.6.2**

That once the implications of all actions specified in the RMP are known, Council needs to review the allocation of resources for the management of road assets and make any necessary adjustments to resource levels.

Completion Date: December 2004.

## **7. REFERENCES**

### **7.1 Technical References**

- Integrated Asset Management Guidelines for Road Networks (AP-R202) 2002, Austroads Inc.
- International Infrastructure Management Manual (IIMM) 2002, IPWEA.
- MAV Asset Management Improvement STEP Program – Road Asset Management Plan Framework 2003.
- Road Safety Act 1986
- Transport Act 1983
- Local Government Act 1989
- VicRoads Standard Specification Section 750 – Routine Maintenance.
- Draft Ministerial Codes of Practice – Road Management Bill.

### **7.2 City of Melbourne Documents**

- City Plan 2010
- Transport Program 2003-2006
- Council Plan 2003- 2006
- Road Safety Plan 2004
- Civil Infrastructure Services (CIS) Contract (No. 59/2/3208)
- Contract Management Plan – CIS Contract No. 59/2/3208
- ESG Surveillance Plan (draft).
- Bridge Maintenance Manual
- Risk Register

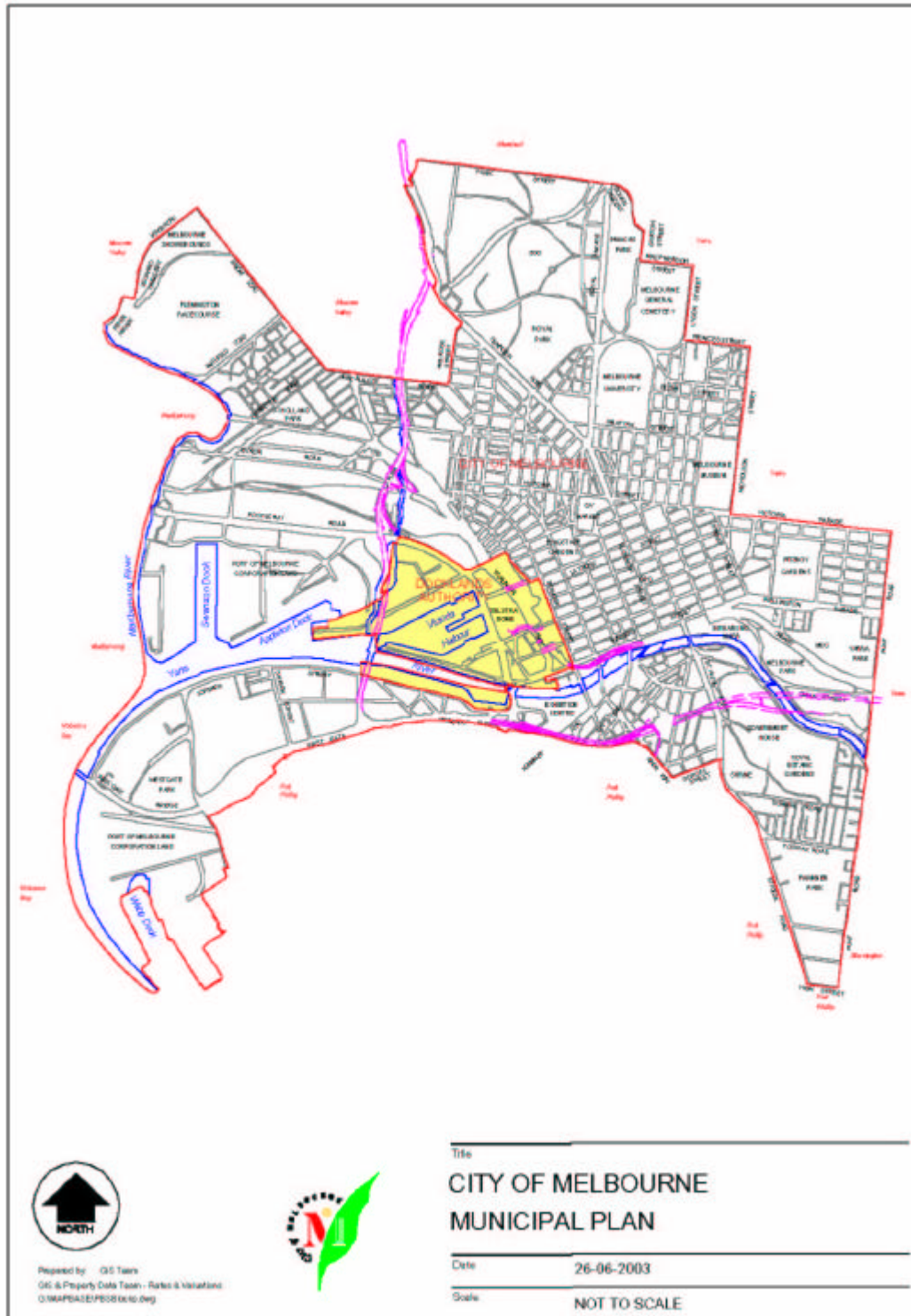
## **8. APPENDICES**

### **8.1 Appendix 1: City of Melbourne Municipal Map**

### **8.2 Appendix 2: Civil Infrastructure Services Contract – Summary of Standards**

# Appendix 1

## City of Melbourne Municipal Map



## Appendix 2

### Civil Infrastructure Services Contract Summary of Standards

#### 1 Inspection Frequency

	Category	Frequency of Safety Inspections (shown as interval between inspections in months)
<b>Roads</b>	major road	6
	minor road	12
	local access	12
	special – CBD retail core / Lygon St / Errol St / QV Market	4
<b>Footpaths</b>	main shopping areas – CBD retail core / Lygon St / Errol St / QV Market	4
	busy urbanised areas	6
	less busy urbanised areas (local streets)	12

#### 2 Intervention Levels - Roads

Defect	Intervention Standard	Response Time for Repair
<b>Potholes</b>	> 25 mm deep and hazardous	immediately
	> 25 mm deep and not hazardous	7 days
<b>Wheel ruts and depressions</b>	> 25mm gap under 1.2m straightedge or causes puddle	10 days
<b>Heaving</b>	> 40mm gap under 1.2m straightedge	10 days
<b>Cracks</b>	> 3mm wide	10 days
<b>Minor surface defects</b>	stripping - > 50% loss of aggregate in area > 5sqm bleeding - > 5sqm crazing (crocodile cracking) - any	10 days

<b>Segmental paving</b> <b>(pitcher, brick, pavers)</b>	Displaced – lips > 30mm > 30mm gap under 1.2m straightedge  Loose or missing	10 days
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### 3 Intervention Levels - Footpaths

Defect	Intervention Standard		Response Time to Make Safe
<b>Lipping</b> <b>(edge slope more than 1:1)</b>	segmental paving (pitchers, cobblestones, pavers, bricks)	> 10 mm and hazardous	immediate
		> 10 mm and not hazardous	10 days
<b>Mounding / heaving and depressions</b>	heaving - asphalt and concrete	> 50 mm gap under 1.2m straightedge <u>and hazardous</u>	immediate
		> 50 mm gap under 1.2m straightedge <u>and not hazardous</u>	10 days
	depression - asphalt and concrete	> 25 mm gap under 1.2m straightedge <u>and hazardous</u>	immediate
		> 25 mm gap under 1.2m straightedge <u>and not hazardous</u>	10 days
	heaving and depression segmental paving - (pitchers, cobblestones, pavers, bricks)	> 30 mm gap under 1.2m straightedge <u>and hazardous</u>	immediate
		> 30 mm gap under 1.2m straightedge <u>and not hazardous</u>	10 days
<b>Loose or missing pitcher, brick, pavers</b>	loose or missing <u>and hazardous</u>		immediate
	loose or missing <u>and not hazardous</u>		10 days



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FKSTREETID	STREETNAME	ROADSTATUS
368	A'BECKETT STREET	PUBLIC
367	ABBOTSFORD STREET	PUBLIC
369	ACLAND STREET	PUBLIC
370	ADAMS STREET	PUBLIC
371	ADDERLEY STREET	PUBLIC
372	AGNES STREET	PUBLIC
373	AIRLIE STREET	PUBLIC
374	ALBERMARLE STREET	PUBLIC
356	ALBERT LANE	PUBLIC
375	ALBERT STREET	PUBLIC
1196	ALBION ALLEY	PUBLIC
1197	ALEXANDERS LANE	PUBLIC
376	ALEXANDRA AVENUE	PUBLIC
1198	ALFRED LANE	PUBLIC
377	ALFRED PLACE	PUBLIC
3159	ALLISON LANE	PUBLIC
1199	ALSOP LANE	PUBLIC
381	ALTONA STREET	PUBLIC
380	ALTSON LANE	PUBLIC
386	ANDERSON LANE	PUBLIC
383	ANDERSON STREET (MELBOURNE)	PUBLIC
385	ANDERSON STREET (WEST MELBOURNE)	PUBLIC
3237	ANDERSON WALK	PUBLIC
1201	ANDERSONS LANE	PUBLIC
117847	ANTHONY LANE	PUBLIC
388	ANTHONY STREET	PUBLIC
391	ANZAC AVENUE	PUBLIC
1202	APLIN PLACE	PUBLIC
393	ARCADE ALLEY	PUBLIC
394	ARDEN LANE	PART PUBLIC/PRIVATE
395	ARDEN STREET	PUBLIC
396	ARGYLE PLACE EAST	PUBLIC
397	ARGYLE PLACE NORTH	PUBLIC
398	ARGYLE PLACE SOUTH	PUBLIC
384	ARMADALE STREET	PUBLIC
399	ARNOLD STREET	PUBLIC
1203	ASTOR PLACE	PUBLIC
403	ATKIN STREET	PUBLIC
117762	AUSTIN PLACE (CARLTON)	PUBLIC
404	AUSTRAL LANE	PART PUBLIC/PRIVATE
1204	AUSTRAL PLACE	PUBLIC
406	AVIS LANE	PART PUBLIC/PRIVATE
1205	AYRSHIRE HOTEL LANE	PUBLIC
408	BAILLIE STREET	PUBLIC
117760	BAKE HOUSE LANE	PUBLIC
409	BALCOMBE PLACE	PUBLIC
1449	BALLANTYNE STREET	PUBLIC
3238	BALMER STREET	PUBLIC
1347	BALSTON STREET	PUBLIC
1207	BANBRIDGE PLACE	PUBLIC
411	BANGALORE STREET	PUBLIC
412	BANK PLACE	PART PUBLIC/PRIVATE
413	BAPTIST PLACE	PUBLIC
414	BARKLY PLACE	PUBLIC
415	BARKLY STREET	PUBLIC
418	BARRETT STREET	PUBLIC
419	BARRUP STREET	PUBLIC
420	BARRY LANE	PUBLIC
421	BARRY STREET	PUBLIC
2991	BARWISE STREET	PUBLIC
1444	BATEMAN ROAD	PUBLIC
423	BATMAN STREET	PUBLIC
2045	BAULDERSTONE WALK	PUBLIC
424	BAYLES STREET	PUBLIC
425	BAYSWATER ROAD	PUBLIC
426	BEANEY LANE	PUBLIC
117748	BEARD PLACE	PUBLIC
1208	BEATONS LANE	PART PUBLIC/PRIVATE
427	BEDFORD PLACE	PUBLIC

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428	BEDFORD STREET	PUBLIC
429	BELL PLACE	PUBLIC
430	BELLAIR STREET	PUBLIC
117733	BELLE VUE PLACE	PUBLIC
431	BELMAN PLACE	PUBLIC
432	BELMONT ROAD	PUBLIC
434	BENDIGO STREET	PUBLIC
435	BENJAMIN LANE	PUBLIC
436	BENJAMIN STREET	PUBLIC
437	BENNETTS LANE	PUBLIC
438	BENSON LANE	PUBLIC
440	BENT STREET	PUBLIC
441	BERKELEY STREET	PUBLIC
442	BERRY STREET	PUBLIC
117931	BIONIC EAR LANE	PUBLIC
357	BIRCH LANE	PUBLIC
445	BIRDWOOD AVENUE	PUBLIC
446	BLACKWOOD STREET	PUBLIC
447	BLAIR PLACE	PART PUBLIC/PRIVATE
1367	BLAKENEY PLACE	PUBLIC
1210	BLIGH PLACE	PUBLIC
448	BLOCK PLACE	PUBLIC
117829	BOATHOUSE DRIVE	PUBLIC
451	BOND STREET	PUBLIC
3153	BONESHAKER PLACE	PUBLIC
1446	BOUGHTON PLACE	PUBLIC
453	BOUNDARY ROAD	PUBLIC
1379	BOUNDARY STREET	PUBLIC
454	BOURKE PLACE	PART PUBLIC/PRIVATE
455	BOURKE STREET	PUBLIC
456	BOUVERIE STREET	PUBLIC
457	BOWEN CRESCENT	PUBLIC
3059	BRAHE PLACE	PUBLIC
459	BRENS DRIVE	PUBLIC
461	BRIEN LANE	PUBLIC
358	BRIGHT STREET	PUBLIC
463	BRIGHTS PLACE	PUBLIC
1212	BRIGHTSIDE PLACE	PUBLIC
464	BRISCOE LANE	PUBLIC
466	BROMBY STREET	PUBLIC
1213	BROMPTON PLACE	PUBLIC
467	BROUGHAM STREET	PUBLIC
1265	BROWN ALLEY (MELBOURNE)	PUBLIC
1295	BROWN ALLEY (MELBOURNE)	PUBLIC
1214	BROWNS LANE	PUBLIC
469	BRUCE STREET	PUBLIC
472	BULLENS LANE	PART PUBLIC/PRIVATE
1216	BUNCLES PLACE	PUBLIC
1402	BURCHETT LANE	PART PUBLIC/PRIVATE
117752	BUTLER LANE	PUBLIC
474	BYRON STREET	PUBLIC
1403	CAKEBREAD MEWS	PUBLIC
475	CALEDONIAN LANE	PUBLIC
1217	CALLAHANS LANE	PUBLIC
477	CANADA LANE	PUBLIC
1741	CANNING LANE	PUBLIC
479	CANNING STREET (CARLTON)	PUBLIC
478	CANNING STREET (NORTH MELBOURNE)	PUBLIC
481	CAPEL PLACE	PUBLIC
482	CAPEL STREET	PUBLIC
483	CARDIGAN STREET	PUBLIC
484	CARDIGAN TERRACE	PART PUBLIC/PRIVATE
485	CARLOW PLACE	PUBLIC
1218	CARLTON PLACE	PUBLIC
486	CARLTON STREET	PUBLIC
487	CARROLL STREET	PUBLIC
488	CARROLLS LANE	PUBLIC
489	CARRS LANE	PUBLIC
490	CARSON PLACE	PUBLIC
117731	CASAMENTO PLACE	PUBLIC

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493	CATHAY LANE	PUBLIC
494	CATHEDRAL PLACE	PUBLIC
1362	CATHERINE STREET	PUBLIC
1448	CECIL STREET	PUBLIC
496	CELESTIAL AVENUE	PART PUBLIC/PRIVATE
499	CENTRE PLACE	PUBLIC
1219	CHAPMAN LANE	PUBLIC
500	CHAPMAN STREET	PUBLIC
502	CHARLES STREET (CARLTON)	PUBLIC
501	CHARLES STREET (JOLIMONT)	PUBLIC
504	CHELMSFORD STREET	PUBLIC
505	CHESTER LANE	PUBLIC
506	CHETWYND STREET	PUBLIC
507	CHILDERS STREET	PUBLIC
1296	CHINNOCK LANE	PUBLIC
508	CHISHOLM PLACE	PUBLIC
117735	CHUMMIE PLACE	PUBLIC
513	CHURCH LANE	PUBLIC
512	CHURCH STREET (CARLTON)	PUBLIC
509	CHURCH STREET (MELBOURNE)	PUBLIC
510	CHURCH STREET (PARKVILLE)	PUBLIC
117814	CITADEL PLACE	PUBLIC
1345	CITY ROAD	PUBLIC
2421	CL0001	PUBLIC
2414	CL0003	PUBLIC
2250	CL0034	PUBLIC
353	CL0053	PUBLIC
2245	CL0054	PUBLIC
2079	CL0111	PUBLIC
2081	CL0112	PUBLIC
1916	CL0144	PUBLIC
1919	CL0146	PUBLIC
1913	CL0154	PUBLIC
1910	CL0158	PUBLIC
1918	CL0160	PUBLIC
1907	CL0177	PUBLIC
1459	CL0178	PUBLIC
1914	CL0179	PUBLIC
1912	CL0180	PUBLIC
1461	CL0182	PUBLIC
1462	CL0201	PUBLIC
1864	CL0214	PUBLIC
1860	CL0219	PUBLIC
1873	CL0235	PUBLIC
1704	CL0242	PUBLIC
1783	CL0255	PUBLIC
1859	CL0273	PUBLIC
1897	CL0302	PUBLIC
1882	CL0306	PUBLIC
1707	CL0313	PUBLIC
1885	CL0316	PUBLIC
1894	CL0318	PUBLIC
2900	CL0376	PUBLIC
2933	CL0386	PUBLIC
1892	CL0405	PUBLIC
2413	CL0460	PUBLIC
1573	CL0463	PUBLIC
2279	CL0481	PUBLIC
2288	CL0493	PUBLIC
2317	CL0496	PUBLIC
2305	CL0501	PUBLIC
2300	CL0507	PUBLIC
1968	CL0515	PUBLIC
1947	CL0520	PUBLIC
2012	CL0526	PUBLIC
147	CL0533	PUBLIC
1463	CL0534	PUBLIC
2023	CL0551	PUBLIC
316	CL0553	PUBLIC
1582	CL1002	PUBLIC

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1561	CL1009	PUBLIC
349	CL1014	PUBLIC
1568	CL1015	PUBLIC
1509	CL1017	PUBLIC
2111	CL1018	PUBLIC
1505	CL1019	PUBLIC
1	CL1021	PUBLIC
205	CL1026	PUBLIC
277	CL1028	PUBLIC
50	CL1031	PUBLIC
1537	CL1032	PUBLIC
355	CL1037	PUBLIC
79	CL1039	PUBLIC
203	CL1043	PUBLIC
1556	CL1045	PUBLIC
166	CL1050	PUBLIC
1540	CL1053	PUBLIC
1527	CL1054A	PUBLIC
214	CL1055	PUBLIC
297	CL1057	PUBLIC
204	CL1059	PART PUBLIC/PRIVATE
280	CL1060	PUBLIC
1523	CL1062	PUBLIC
14	CL1065	PUBLIC
305	CL1066	PUBLIC
206	CL1068	PUBLIC
1569	CL1075	PUBLIC
259	CL1077	PUBLIC
1486	CL1078	PUBLIC
243	CL1079	PUBLIC
244	CL1080	PUBLIC
35	CL1084	PUBLIC
223	CL1086	PUBLIC
254	CL1090	PUBLIC
304	CL1091	PUBLIC
1567	CL1094	PUBLIC
251	CL1095	PUBLIC
250	CL1096	PUBLIC
242	CL1098	PUBLIC
8	CL1100	PUBLIC
185	CL1101	PUBLIC
247	CL1102	PUBLIC
1526	CL1103	PUBLIC
248	CL1110	PUBLIC
253	CL1115	PUBLIC
233	CL1116	PUBLIC
86	CL1117	PUBLIC
1533	CL1118	PUBLIC
263	CL1122	PUBLIC
1536	CL1124	PUBLIC
164	CL1126	PUBLIC
213	CL1127	PUBLIC
215	CL1128	PUBLIC
1563	CL1136	PUBLIC
199	CL1140	PUBLIC
208	CL1144	PUBLIC
221	CL1145	PUBLIC
212	CL1147	PUBLIC
1488	CL1148	PUBLIC
189	CL1150	PUBLIC
241	CL1156	PUBLIC
88	CL1160	PUBLIC
58	CL1161	PUBLIC
163	CL1163	PUBLIC
1479	CL1170	PUBLIC
201	CL1171	PUBLIC
224	CL1172	PUBLIC
295	CL1179	PUBLIC
255	CL1181	PUBLIC
197	CL1182	PUBLIC

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161	CL1183	PUBLIC
160	CL1184	PUBLIC
236	CL1192	PUBLIC
237	CL1193	PUBLIC
238	CL1194	PUBLIC
194	CL1199	PUBLIC
193	CL1200	PUBLIC
239	CL1201	PUBLIC
240	CL1203	PUBLIC
282	CL1204	PUBLIC
159	CL1206	PUBLIC
85	CL1207	PUBLIC
192	CL1215	PUBLIC
2027	CL1224	PUBLIC
191	CL1225	PUBLIC
83	CL1226	PUBLIC
274	CL1229	PUBLIC
12	CL1235	PUBLIC
271	CL1236	PUBLIC
150	CL1245	PUBLIC
309	CL1246	PUBLIC
308	CL1247	PUBLIC
292	CL1248	PUBLIC
276	CL1249	PUBLIC
151	CL1253	PUBLIC
190	CL1254	PUBLIC
288	CL1259	PUBLIC
278	CL1260	PUBLIC
281	CL1261	PUBLIC
210	CL1263	PUBLIC
313	CL1265	PUBLIC
98	CL1266	PUBLIC
286	CL1270	PUBLIC
336	CL1271	PUBLIC
61	CL1272	PUBLIC
270	CL1279	PUBLIC
65	CL1280	PUBLIC
181	CL1284	PUBLIC
145	CL1286	PUBLIC
290	CL1290	PUBLIC
284	CL1291	PUBLIC
298	CL1292	PUBLIC
182	CL1302	PUBLIC
183	CL1305	PUBLIC
53	CL1310	PUBLIC
32	CL1311	PUBLIC
21	CL1314	PUBLIC
54	CL1315	PUBLIC
184	CL1316	PUBLIC
111	CL1320	PUBLIC
69	CL1325	PUBLIC
47	CL1327	PUBLIC
283	CL1335	PUBLIC
60	CL1336	PUBLIC
51	CL1338	PUBLIC
19	CL1342	PUBLIC
17	CL1343	PUBLIC
11	CL1351	PUBLIC
26	CL1360	PUBLIC
20	CL1362	PUBLIC
27	CL1379	PUBLIC
329	CL1381	PUBLIC
267	CL1390	PUBLIC
23	CL1393	PUBLIC
9	CL1394	PUBLIC
1504	CL1401	PUBLIC
319	CL1403	PUBLIC
246	CL1412	PUBLIC
6	CL1413	PUBLIC
94	CL1415	PUBLIC

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232	CL1416	PUBLIC
231	CL1417	PUBLIC
13	CL1418	PUBLIC
49	CL1420	PUBLIC
264	CL1421	PUBLIC
310	CL1435	PUBLIC
3	CL1436	PUBLIC
1581	CL1448	PUBLIC
1519	CL1454	PUBLIC
25	CL1460	PUBLIC
1518	CL1468	PUBLIC
230	CL1469	PUBLIC
22	CL1478	PUBLIC
70	CL1481	PUBLIC
1535	CL1485	PUBLIC
1474	CL1486	PUBLIC
15	CL1487	PUBLIC
71	CL1490	PUBLIC
307	CL1491	PUBLIC
72	CL1494	PUBLIC
1584	CL1496	PUBLIC
228	CL1507	PUBLIC
1579	CL1509	PUBLIC
1580	CL1510	PUBLIC
1476	CL1511	PUBLIC
321	CL1512	PUBLIC
314	CL1513	PUBLIC
323	CL1514	PUBLIC
146	CL1520	PUBLIC
91	CL1524	PUBLIC
1484	CL1529	PUBLIC
348	CL1532	PUBLIC
77	CL1536	PUBLIC
306	CL1538	PUBLIC
327	CL1540	PUBLIC
31	CL1549	PUBLIC
303	CL1553	PUBLIC
300	CL1554	PUBLIC
328	CL1557	PUBLIC
332	CL1561	PUBLIC
322	CL1568	PUBLIC
1585	CL1571	PUBLIC
235	CL1573	PUBLIC
317	CL1578	PUBLIC
2289	CL1583	PUBLIC
46	CL1585	PUBLIC
187	CL1586	PUBLIC
155	CL1589	PUBLIC
333	CL1591	PUBLIC
335	CL1593	PUBLIC
337	CL1594	PUBLIC
338	CL1598	PUBLIC
75	CL1601	PUBLIC
109	CL1603	PUBLIC
1544	CL1609	PUBLIC
108	CL1611	PUBLIC
24	CL1616	PUBLIC
347	CL1619	PUBLIC
311	CL1620	PUBLIC
1464	CL1624	PUBLIC
120	CL1637	PUBLIC
107	CL1639	PUBLIC
36	CL1643	PUBLIC
291	CL1645	PUBLIC
119	CL1646	PUBLIC
130	CL1649	PUBLIC
268	CL1651	PUBLIC
38	CL1653	PUBLIC
39	CL1656	PUBLIC
40	CL1657	PUBLIC

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296	CL1659	PUBLIC
137	CL1662	PUBLIC
132	CL1669	PUBLIC
165	CL1672	PUBLIC
139	CL1674	PUBLIC
42	CL1676	PUBLIC
269	CL1677	PUBLIC
105	CL1678	PUBLIC
134	CL1681	PUBLIC
104	CL1683	PUBLIC
117	CL1685	PUBLIC
279	CL1688	PUBLIC
73	CL1691	PUBLIC
294	CL1697	PUBLIC
140	CL1700	PUBLIC
293	CL1710	PUBLIC
141	CL1714	PUBLIC
342	CL1717	PUBLIC
66	CL1723	PUBLIC
343	CL1724	PUBLIC
115	CL1730	PUBLIC
144	CL1734	PUBLIC
114	CL1736	PUBLIC
52	CL1740	PUBLIC
152	CL1742	PUBLIC
273	CL1754	PUBLIC
103	CL1757	PUBLIC
143	CL1758	PUBLIC
515	CLARENDON STREET (EAST MELBOURNE)	PUBLIC
1363	CLARKE STREET	PUBLIC
1221	CLARKES LANE	PUBLIC
516	CLEVE LANE	PUBLIC
117932	CLIFFORD TERRACE	PUBLIC
517	CLOWES STREET	PUBLIC
518	CLUB LANE	PUBLIC
1222	COATES LANE EAST	PART PUBLIC/PRIVATE
520	COBDEN STREET	PUBLIC
522	COCHRANE PLACE	PUBLIC
521	COCKER ALLEY	PUBLIC
117794	COGHLAN WAY	PUBLIC
523	COHEN PLACE	PUBLIC
3155	COLEMAN PLACE	PART PUBLIC/PRIVATE
524	COLLEGE CRESCENT	PUBLIC
526	COLLINS STREET	PUBLIC
527	COLLINS WAY	PUBLIC
1406	COLONIAL PLACE	PUBLIC
1223	CONNORS LANE	PUBLIC
1447	COOK STREET (FISHERMANS BEND)	PUBLIC
1386	COOK STREET (SOUTHBANK)	PUBLIC
1224	COOKS LANE	PUBLIC
1408	COOPERS LANE	PUBLIC
534	CORNELL PLACE	PUBLIC
2944	CORNISH LANE	PUBLIC
535	COROMANDEL PLACE	PUBLIC
537	CORPORATION LANE	PUBLIC
538	CORRS LANE	PUBLIC
539	COSGRAVE LANE	PUBLIC
1225	COSTELLO LANE	PUBLIC
3003	COURT HOUSE PLACE	PUBLIC
540	COURTNEY PLACE	PUBLIC
541	COURTNEY STREET	PUBLIC
1360	COVENTRY STREET	PUBLIC
542	COVERLID PLACE	PUBLIC
1297	CRICHTON LANE	PUBLIC
543	CROFT ALLEY	PUBLIC
544	CROMBIE LANE	PUBLIC
545	CROSSLEY STREET	PUBLIC
546	CROWN PLACE	PUBLIC
1409	CUFFE WALK	PUBLIC
1226	CULLENS LANE	PUBLIC

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1227	CUMBERLAND PLACE	PUBLIC
2590	CURRAN LANE	PUBLIC
550	CURRAN STREET	PUBLIC
1228	CURZON PLACE	PUBLIC
552	CURZON STREET	PUBLIC
553	CUSTOM HOUSE LANE	PUBLIC
3154	DALGETY PLACE	PUBLIC
1230	DALLAS BROOKS DRIVE	PUBLIC
1231	DANAHER LANE	PUBLIC
1410	DARCY LANE	PUBLIC
556	DARLING STREET	PUBLIC
558	DAVID STREET	PART PUBLIC/PRIVATE
559	DAVISON'S PLACE	PUBLIC
562	DAY STREET	PUBLIC
564	DE FEU STREET	PUBLIC
1232	DE GRUCHYS LANE	PUBLIC
563	DEAN ALLEY	PUBLIC
565	DEGRAVES PLACE	PUBLIC
566	DEGRAVES STREET (MELBOURNE)	PUBLIC
567	DEGRAVES STREET (PARKVILLE)	PUBLIC
117884	DEL MONACO LANE	PUBLIC
1234	DEMBY LANE	PUBLIC
1235	DENBY LANE	PUBLIC
2035	DENNYS LANE	PUBLIC
569	DERBY STREET	PUBLIC
3172	DEVON STREET	PUBLIC
571	DICKS PLACE	PUBLIC
1355	DODDS STREET	PUBLIC
572	DOMAIN ROAD	PUBLIC
574	DOMAIN STREET	PUBLIC
573	DONALDSON LANE	PART PUBLIC/PRIVATE
1236	DONOVANS LANE	PART PUBLIC/PRIVATE
360	DORCAS STREET	PUBLIC
3043	DORCHESTER PLACE	PART PUBLIC/PRIVATE
575	DORRIT STREET	PUBLIC
1392	DOUGLAS STREET	PUBLIC
1237	DOWLING PLACE	PART PUBLIC/PRIVATE
577	DOWNIE STREET	PUBLIC
1238	DRAKES LANE	PUBLIC
578	DREWERY ALLEY	PUBLIC
580	DREWERY LANE	PUBLIC
579	DREWERY PLACE	PUBLIC
581	DRIVER LANE	PUBLIC
1239	DRUCE LANE	PUBLIC
582	DRUMMOND PLACE	PUBLIC
583	DRUMMOND STREET	PART PUBLIC/PRIVATE
585	DRYBURGH STREET	PUBLIC
1240	DUCKBOARD PLACE	PUBLIC
587	DURHAM STREET	PUBLIC
589	EADES PLACE	PUBLIC
590	EADES STREET	PUBLIC
591	EAGLE ALLEY	PUBLIC
592	EARL STREET	PUBLIC
594	EASTWOOD STREET	PUBLIC
2014	ELGIN PLACE	PUBLIC
597	ELGIN PLACE SOUTH	PUBLIC
598	ELGIN STREET	PUBLIC
600	ELIZABETH STREET (KENSINGTON)	PUBLIC
599	ELIZABETH STREET (MELBOURNE)	PUBLIC
117927	ELLIOT PLACE	PUBLIC
601	ELLIOTT AVENUE	PUBLIC
1244	ELLIOTT LANE	PUBLIC
1245	ELM PLACE	PUBLIC
602	ELM STREET	PUBLIC
603	ELM TREE PLACE	PUBLIC
1246	EMMERTON PLACE	PUBLIC
117896	EMU LANE	PUBLIC
605	EPSOM ROAD	PUBLIC
606	EQUITABLE PLACE	PART PUBLIC/PRIVATE
607	ERROL STREET	PUBLIC



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609	ERSKINE LANE	PUBLIC
611	ERSKINE STREET	PUBLIC
612	ESSEX PLACE	PUBLIC
613	EVANS LANE	PUBLIC
614	EVELYN PLACE	PUBLIC
615	EXHIBITION STREET	PUBLIC
616	EXPLORATION LANE	PUBLIC
2038	FAIRBAIRN DRIVE	PUBLIC
619	FAIRLIE COURT	PUBLIC
618	FALSHAWS LANE	PUBLIC
1341	FANNING STREET	PUBLIC
620	FARADAY LANE	PUBLIC
621	FARADAY STREET	PUBLIC
1340	FAWKNER STREET	PUBLIC
1400	FERRARS STREET	PUBLIC
626	FINK STREET	PUBLIC
1247	FINLAY ALLEY	PUBLIC
628	FINLAY PLACE	PUBLIC
117792	FISKEN PLACE	PUBLIC
629	FITZGIBBON STREET	PUBLIC
3058	FLAGSTAFF LANE	PUBLIC
630	FLANIGAN LANE	PUBLIC
631	FLEMING PLACE	PART PUBLIC/PRIVATE
634	FLINDERS COURT	PUBLIC
635	FLINDERS LANE	PUBLIC
636	FLINDERS STREET	PUBLIC
1250	FLOCKHART STREET	PUBLIC
639	FOGARTY STREET	PUBLIC
1251	FOUNTAIN INN LANE	PUBLIC
641	FOXTON LANE	PUBLIC
1443	FRANCIS LANE	PUBLIC
642	FRANCIS STREET	PUBLIC
643	FRANKLIN PLACE	PUBLIC
644	FRANKLIN STREET	PUBLIC
117796	FREARSON WALK	PUBLIC
645	FULHAM PLACE	PUBLIC
1252	GALLAGHERS PLACE	PUBLIC
646	GARDEN AVENUE	PUBLIC
647	GARDINER STREET	PUBLIC
1411	GARDNER LANE	PUBLIC
648	GARTON STREET	PUBLIC
1412	GATEHOUSE DRIVE	PUBLIC
649	GATEHOUSE STREET	PUBLIC
650	GEDDES LANE	PUBLIC
651	GEORGE PARADE	PUBLIC
652	GEORGE STREET	PUBLIC
3042	GIBBONS PLACE	PUBLIC
1413	GILBERTSON WALK	PUBLIC
655	GILLS ALLEY	PUBLIC
656	GIPPS STREET	PUBLIC
657	GISBORNE STREET	PUBLIC
659	GLASS STREET	PUBLIC
3045	GLENNON LANE	PUBLIC
660	GLOBE ALLEY	PUBLIC
661	GODFREY STREET	PUBLIC
662	GOLDEN FLEECE ALLEY	PUBLIC
117824	GOLDHAR PLACE	PUBLIC
663	GOLDIE PLACE	PART PUBLIC/PRIVATE
3233	GOLDSBROUGH WALK	PUBLIC
3056	GOTCH LANE	PUBLIC
666	GOUGH ALLEY	PUBLIC
667	GOVERNMENT HOUSE DRIVE	PUBLIC
117929	GOVERNMENT ROAD	PUBLIC
668	GOWER STREET	PUBLIC
669	GRACIE STREET	PUBLIC
1255	GRACIES LANE	PUBLIC
1298	GRAHAM STREET (KENSINGTON)	PUBLIC
1382	GRAHAM STREET (PORT MELBOURNE)	PUBLIC
670	GRANGE PLACE	PUBLIC
671	GRANT LANE	PUBLIC

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1351	GRANT STREET	PUBLIC
672	GRATTAN LANE	PUBLIC
673	GRATTAN PLACE	PUBLIC
674	GRATTAN STREET	PUBLIC
3250	GREEN PLACE	PUBLIC
675	GREEN STREET	PUBLIC
1414	GREENHAM PLACE	PUBLIC
1415	GREGORY LANE	PUBLIC
676	GRESHAM STREET	PUBLIC
677	GREY STREET	PUBLIC
678	GRICE ALLEY	PUBLIC
680	GROSVENOR PLACE	PUBLIC
681	GUESTS LANE	PART PUBLIC/PRIVATE
682	GUILDFORD LANE	PUBLIC
117837	GUINNESS LANE	PUBLIC
683	GURNERS LANE	PUBLIC
1299	HADDOWS LANE	PUBLIC
1364	HAIG LANE	PUBLIC
1365	HAIG STREET	PUBLIC
684	HAINES PLACE	PUBLIC
685	HAINES STREET	PUBLIC
1416	HALFORD LANE	PUBLIC
1388	HALL STREET	PUBLIC
686	HAMPDEN ROAD	PUBLIC
1361	HANCOCK STREET	PUBLIC
687	HARCOURT STREET	PUBLIC
688	HARDIMAN STREET	PUBLIC
3226	HARDWARE LANE	PUBLIC
689	HARDWARE STREET	PUBLIC
1417	HARDWICK LANE	PUBLIC
690	HARDWICKE STREET	PUBLIC
692	HARPER LANE	PUBLIC
693	HARRIS STREET	PUBLIC
1372	HARTLEY STREET	PUBLIC
694	HARWOOD PLACE	PART PUBLIC/PRIVATE
695	HAVELOCK PLACE	PUBLIC
696	HAWKE STREET	PUBLIC
697	HAY PLACE	PUBLIC
1418	HAYES LANE	PUBLIC
698	HAYWARD LANE	PART PUBLIC/PRIVATE
699	HEALEYS LANE	PUBLIC
700	HEAPE COURT	PUBLIC
701	HEFFERNAN LANE	PART PUBLIC/PRIVATE
702	HENDERSON STREET	PUBLIC
703	HENRY STREET	PUBLIC
705	HENTY LANE	PUBLIC
707	HIGH STREET (NORTH MELBOURNE)	PUBLIC
710	HIGHLANDER LANE	PUBLIC
711	HIGSON LANE	PUBLIC
713	HOBSONS ROAD	PUBLIC
3235	HODGSON LANE	PUBLIC
3171	HOLGATE LANE	PUBLIC
716	HOLMWOOD PLACE	PUBLIC
1419	HOLSTEN LANE NORTH	PUBLIC
1420	HOLSTEN LANE SOUTH	PUBLIC
719	HOME BUSH LANE	PUBLIC
720	HOPE STREET	PUBLIC
1421	HORNSBY LANE	PUBLIC
722	HOSIER LANE	PUBLIC
723	HOTHAM PLACE (EAST MELBOURNE)	PUBLIC
724	HOTHAM PLACE (NORTH MELBOURNE)	PUBLIC
725	HOTHAM STREET	PUBLIC
1301	HOWARD LANE	PUBLIC
726	HOWARD STREET	PUBLIC
1390	HOWE PARADE EXTENSION	PUBLIC
727	HOWEY PLACE	PART PUBLIC/PRIVATE
728	HOWITT LANE	PUBLIC
1422	HOWLETT STREET	PUBLIC
729	HUDSON PLACE	PUBLIC
1259	HUGHES ALLEY	PUBLIC

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1423	HUTTON PLACE	PUBLIC
731	HYAM PLACE	PUBLIC
732	IEVERS PLACE	PUBLIC
733	IEVERS STREET	PUBLIC
734	IEVERS TERRACE	PUBLIC
1387	INGLES STREET	PUBLIC
736	INK LANE	PUBLIC
737	IRELAND STREET	PUBLIC
1260	ISAACS LANE	PUBLIC
738	JACOBYS LANE	PUBLIC
739	JEFFCOTT PLACE	PART PUBLIC/PRIVATE
740	JEFFCOTT STREET	PUBLIC
117808	JIMMY WATSON LANE	PUBLIC
743	JOLIMONT LANE	PUBLIC
745	JOLIMONT STREET	PUBLIC
746	JOLIMONT TERRACE	PUBLIC
748	JONES LANE (MELBOURNE)	PUBLIC
747	JONES LANE (NORTH MELBOURNE)	PUBLIC
1261	JONES PLACE	PUBLIC
749	KATHERINE PLACE	PUBLIC
1348	KAVANAGH STREET	PUBLIC
750	KAY STREET	PUBLIC
751	KELVIN PLACE	PUBLIC
752	KENDALL AVENUE	PUBLIC
1262	KENNEDYS LANE	PUBLIC
753	KENSINGTON ROAD	PUBLIC
755	KEPPEL STREET	PUBLIC
1263	KERMODES LANE	PUBLIC
759	KERRS LANE	PUBLIC
761	KING STREET	PUBLIC
1264	KINGS ARMS LANE	PUBLIC
117729	KINGSLAND PLACE	PUBLIC
762	KIPLING STREET	PUBLIC
3234	KIRK STREET	PUBLIC
763	KIRKS LANE	PUBLIC
764	KITZ LANE	PUBLIC
765	KNOX LANE	PUBLIC
766	KNOX PLACE	PUBLIC
767	KURNEH PLACE	PART PUBLIC/PRIVATE
117744	LA MAMA PLACE	PUBLIC
1558	LA NAUZE LANE	PUBLIC
779	LA TROBE PLACE	PUBLIC
780	LA TROBE STREET	PUBLIC
768	LACEY PLACE	PUBLIC
1266	LADDS LANE	PUBLIC
3247	LADY HASTINGS LANE	PART PUBLIC/PRIVATE
1267	LAIDLAWS LANE	PUBLIC
117812	LALOR PLACE	PUBLIC
772	LANCASHIRE LANE	PUBLIC
774	LANGFORD STREET	PUBLIC
775	LANGFORDS LANE	PUBLIC
776	LANGS LANE	PUBLIC
777	LANSDOWNE PLACE	PUBLIC
3175	LASCELLES SQUARE	PUBLIC
781	LAURENS STREET	PUBLIC
784	LEES PLACE	PART PUBLIC/PRIVATE
3169	LEICESTER MEWS	PUBLIC
785	LEICESTER PLACE	PUBLIC
786	LEICESTER STREET	PUBLIC
788	LENNON STREET (PARKVILLE)	PUBLIC
1313	LEONARD CRESCENT	PUBLIC
789	LEONARD STREET	PUBLIC
790	LEOPOLD STREET	PUBLIC
791	LEVESON STREET	PUBLIC
3168	LINCOLN MEWS	PUBLIC
793	LINCOLN PLACE	PUBLIC
794	LINCOLN SQUARE NORTH	PUBLIC
795	LINCOLN SQUARE SOUTH	PUBLIC
797	LINGHAM LANE	PUBLIC
798	LINLITHGOW AVENUE	PUBLIC

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806	LITTLE BAILLIE STREET	PUBLIC
807	LITTLE BARKLY STREET	PUBLIC
808	LITTLE BOURKE PLACE	PUBLIC
809	LITTLE BOURKE STREET	PUBLIC
810	LITTLE CARDIGAN STREET	PUBLIC
3005	LITTLE CHELMSFORD STREET	PUBLIC
811	LITTLE COBDEN STREET	PUBLIC
812	LITTLE COLLINS STREET	PUBLIC
813	LITTLE CURRAN STREET	PUBLIC
814	LITTLE CURZON STREET	PUBLIC
815	LITTLE DRYBURGH STREET NORTH	PUBLIC
816	LITTLE DRYBURGH STREET SOUTH	PUBLIC
817	LITTLE ELGIN STREET	PART PUBLIC/PRIVATE
818	LITTLE ERROL STREET	PART PUBLIC/PRIVATE
819	LITTLE GEORGE STREET	PUBLIC
820	LITTLE GRATTAN STREET	PUBLIC
3004	LITTLE HARDIMAN STREET	PUBLIC
821	LITTLE HOWARD STREET	PART PUBLIC/PRIVATE
822	LITTLE LA TROBE STREET	PUBLIC
824	LITTLE LEVESON STREET	PUBLIC
825	LITTLE LONSDALE STREET	PUBLIC
826	LITTLE LOTHIAN STREET NORTH	PUBLIC
827	LITTLE LOTHIAN STREET SOUTH	PUBLIC
828	LITTLE PALMERSTON STREET	PUBLIC
829	LITTLE PARK STREET	PUBLIC
832	LITTLE PROVOST STREET	PUBLIC
833	LITTLE QUEEN STREET	PUBLIC
834	LITTLE QUEENSBERRY STREET	PUBLIC
837	LITTLE WILLIAM STREET	PUBLIC
799	LIVERPOOL STREET	PUBLIC
800	LLOYD STREET	PUBLIC
802	LONSDALE LANE	PUBLIC
803	LONSDALE STREET	PUBLIC
1370	LORIMER STREET	PART PUBLIC/PRIVATE
804	LOTHIAN STREET	PUBLIC
805	LOUDEN PLACE	PUBLIC
117909	LOUGHMORE LANE	PUBLIC
839	LUSH LANE	PART PUBLIC/PRIVATE
771	LYGON LANE	PUBLIC
840	LYGON STREET	PUBLIC
842	LYNCH PLACE	PUBLIC
841	LYTTON STREET	PUBLIC
843	MACARTHUR PLACE NORTH	PUBLIC
844	MACARTHUR PLACE SOUTH	PUBLIC
846	MACARTHUR STREET	PUBLIC
847	MACAULAY ROAD	PUBLIC
858	MACKENZIE STREET	PUBLIC
3011	MADDEN LANE	PART PUBLIC/PRIVATE
117934	MADDEN TERRACE	PUBLIC
865	MAGENTA PLACE	PUBLIC
3246	MAGNOLIA PLACE	PUBLIC
3156	MALONEY LANE	PUBLIC
866	MALTHOUSE LANE	PUBLIC
867	MALVINA PLACE	PUBLIC
868	MANCHESTER LANE	PART PUBLIC/PRIVATE
870	MANNINGHAM STREET	PUBLIC
871	MANSION HOUSE LANE	PUBLIC
872	MANTON LANE	PUBLIC
876	MARKET LANE (MELBOURNE)	PUBLIC
875	MARKET LANE (NORTH MELBOURNE)	PUBLIC
1424	MARKET STREET	PUBLIC
117818	MARKOV PLACE	PUBLIC
879	MARNE STREET	PUBLIC
882	MARY STREET	PUBLIC
884	MASON STREET	PUBLIC
885	MASONS LANE	PUBLIC
2044	MATTHEWS MEWS	PUBLIC
887	MATTINGLYS LANE	PUBLIC
117804	MAWBAY STREET	PUBLIC
1275	MAWBY LANE	PUBLIC

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3245	MAXWELL LANE	PUBLIC
1376	MAZDA COURT	PUBLIC
1425	MCALLISTER MEWS	PUBLIC
851	MCCRACKENS LANE	PART PUBLIC/PRIVATE
2868	MCDONALD LANE	PUBLIC
117840	MCDUGALL LANE	PUBLIC
117930	MCENTEE LANE	PUBLIC
854	MCGRATHS LANE	PUBLIC
853	MCILWRAITH PLACE	PUBLIC
855	MCINTYRE ALLEY	PUBLIC
2862	MCKENDRICK LANE	PART PUBLIC/PRIVATE
859	MCKILLOP STREET	PUBLIC
860	MCLEAN ALLEY	PUBLIC
3179	MCMICHAELS LANE	PUBLIC
2037	MCNAMARA MEWS	PUBLIC
1302	MCTAGGART STREET	PUBLIC
1452	MEADEN STREET	PUBLIC
1276	MEEKS LANE	PART PUBLIC/PRIVATE
889	MELBOURNE PLACE	PUBLIC
1277	MELROSE LANE	PUBLIC
890	MELROSE STREET	PUBLIC
3199	MENA PLACE	PART PUBLIC/PRIVATE
2036	MERCANTILE PARADE	PUBLIC
891	MERCANTILE PLACE	PUBLIC
3174	MERINO MEWS	PUBLIC
892	MERLIN ALLEY	PUBLIC
893	MERRIMAN LANE	PUBLIC
894	MERRITTS PLACE	PART PUBLIC/PRIVATE
895	MEYERS PLACE	PUBLIC
896	MICHAEL LANE	PUBLIC
1278	MIDDLETON PLACE	PART PUBLIC/PRIVATE
3157	MIGHTY APOLLO LANE	PART PUBLIC/PRIVATE
897	MILE LANE	PUBLIC
1354	MILES STREET	PUBLIC
898	MILL PLACE	PUBLIC
1531	MILLER LANE	PUBLIC
1279	MILLER PLACE	PUBLIC
899	MILLER STREET	PUBLIC
900	MILLSWYN STREET	PUBLIC
901	MILTON STREET	PUBLIC
902	MISSION PLACE	PUBLIC
904	MITRE LANE	PUBLIC
905	MOLESWORTH STREET	PUBLIC
906	MONA PLACE	PUBLIC
907	MONAGHAN PLACE	PUBLIC
1350	MOORE STREET	PUBLIC
1399	MORAY STREET	PUBLIC
3194	MORELL BRIDGE	PUBLIC
911	MORNANE PLACE	PUBLIC
912	MORRAH STREET	PUBLIC
913	MORRISON PLACE	PUBLIC
914	MOSS PLACE	PUBLIC
915	MOTON PLACE	PUBLIC
916	MOUBRAY STREET	PUBLIC
1450	MOYLAN LANE	PUBLIC
917	MOYLANS LANE	PART PUBLIC/PRIVATE
918	MT ALEXANDER ROAD	PUBLIC
1280	MUGG LANE	PUBLIC
1374	MUNRO STREET	PUBLIC
1281	MUNROS LANE	PUBLIC
920	MUNSTER TERRACE	PUBLIC
921	MURCHISON STREET	PUBLIC
922	MURPHY STREET	PUBLIC
1426	MUSGROVE MEWS	PUBLIC
3244	NANCY ADAMS PLACE	PUBLIC
924	NAUGHTON PLACE	PUBLIC
1304	NEALE STREET	PUBLIC
925	NEILL STREET	PUBLIC
2032	NEWMAN STREET	PUBLIC
3170	NEWTON STREET	PUBLIC

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929	NIAGARA LANE	PUBLIC
117833	NICHOLLS LANE	PUBLIC
3232	NICHOLS LANE	PUBLIC
930	NICHOLSON PLACE	PUBLIC
931	NICHOLSON STREET	PUBLIC
932	NORRIS LANE	PUBLIC
3248	NUNN LANE	PUBLIC
1427	O'CONNELL LANE	PUBLIC
939	O'CONNELL STREET	PUBLIC
940	O'GRADYS PLACE	PUBLIC
949	O'SHANASSY STREET	PUBLIC
938	OAK STREET	PUBLIC
942	OLA COHN PLACE	PUBLIC
2907	OLD POPLAR ROAD	PUBLIC
944	OLIVER LANE	PUBLIC
946	ORMOND PLACE	PUBLIC
947	ORMOND STREET	PUBLIC
948	ORR STREET	PUBLIC
950	OWEN STREET	PUBLIC
951	OXFORD STREET	PUBLIC
952	PAINSDALE PLACE	PUBLIC
953	PALMER STREET	PUBLIC
954	PALMERSTON PLACE	PUBLIC
955	PALMERSTON STREET	PUBLIC
956	PARK DRIVE	PUBLIC
957	PARK GROVE	PUBLIC
958	PARK LANE	PUBLIC
959	PARK PLACE	PUBLIC
962	PARK STREET (CARLTON NORTH)	PUBLIC
961	PARK STREET (MELBOURNE)	PUBLIC
960	PARK STREET (SOUTH YARRA)	PUBLIC
1282	PARKSIDE LANE	PUBLIC
963	PARLIAMENT PLACE	PUBLIC
965	PASLEY STREET	PUBLIC
966	PASLEY STREET NORTH	PUBLIC
967	PASLEY STREET SOUTH	PUBLIC
969	PATERSONS LANE	PUBLIC
970	PAYNES PLACE	PUBLIC
1283	PEARSON PLACE	PART PUBLIC/PRIVATE
972	PECKVILLE STREET	PUBLIC
973	PEEL STREET	PUBLIC
975	PELHAM STREET	PUBLIC
976	PENDER ALLEY	PART PUBLIC/PRIVATE
977	PENDER PLACE	PUBLIC
978	PENFOLD PLACE	PART PUBLIC/PRIVATE
1428	PEPPERCORN WALK	PUBLIC
1559	PH8003	PUBLIC
1566	PH8004	PUBLIC
1576	PH8005	PUBLIC
1664	PH8008	PUBLIC
1734	PH8009	PUBLIC
1983	PH8010	PUBLIC
2566	PH8012	PUBLIC
2866	PH8013	PUBLIC
2910	PH8014	PUBLIC
3102	PH8018	PUBLIC
3103	PH8019	PUBLIC
3227	PH8022	PUBLIC
1534	PH8023	PUBLIC
117898	PH8024	PUBLIC
117902	PH8025	PUBLIC
2893	PH8026	PUBLIC
1515	PH8027	PUBLIC
2935	PH8028	PUBLIC
1429	PHOENIX LANE	PART PUBLIC/PRIVATE
1284	PIES LANE	PART PUBLIC/PRIVATE
985	PINK ALLEY	PUBLIC
117816	PINKYS LANE	PUBLIC
989	PITT STREET (CARLTON)	PUBLIC
991	POPLAR ROAD	PUBLIC

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1285	PORTLAND LANE	PART PUBLIC/PRIVATE
117750	POST OFFICE LANE	PUBLIC
992	POST OFFICE PLACE	PUBLIC
117806	POWELL LANE	PUBLIC
1346	POWER STREET	PUBLIC
993	POWLETT MEWS	PUBLIC
994	POWLETT STREET	PUBLIC
995	PRESGRAVE PLACE	PUBLIC
3197	PRINCES BRIDGE	PUBLIC
997	PRINCES PARK DRIVE	PUBLIC
1001	PRINCES WALK	PUBLIC
1286	PRINCESS LANE	PUBLIC
1000	PRINCESS STREET	PUBLIC
117822	PROUT LANE	PUBLIC
117886	PROVIDENCE LANE	PUBLIC
1002	PROVOST STREET	PUBLIC
3165	PT5354	PUBLIC
1577	PT8006	PUBLIC
3124	PT8021	PUBLIC
1003	PUNCH LANE	PUBLIC
1005	PURCELL STREET	PUBLIC
1010	QUEEN STREET	PART PUBLIC/PRIVATE
3091	QUEENS BRIDGE	PUBLIC
1009	QUEENS BRIDGE STREET	PUBLIC
1011	QUEENS WHARF ROAD	PUBLIC
1006	QUEENSBERRY PLACE (CARLTON)	PUBLIC
1007	QUEENSBERRY PLACE (NORTH MELBOURNE)	PUBLIC
1008	QUEENSBERRY STREET	PUBLIC
1013	RACING CLUB LANE	PUBLIC
1014	RADCLIFFE STREET	PUBLIC
1015	RAGLAN STREET	PUBLIC
1016	RAILWAY PLACE	PUBLIC
1018	RAINBOW ALLEY	PUBLIC
1019	RAMSAY LANE	PUBLIC
1020	RANDALL PLACE	PUBLIC
1021	RANKINS LANE	PUBLIC
1023	RATHDOWNE PLACE	PUBLIC
1024	RATHDOWNE STREET	PUBLIC
3231	RAYNER LANE	PUBLIC
3044	REGISTRY LANE	PUBLIC
3176	REYNOLDS LANE	PUBLIC
1027	REYNOLDS STREET	PUBLIC
1029	RIDGWAY PLACE	PART PUBLIC/PRIVATE
117906	RIVER ESPLANADE	PUBLIC
1033	RIVERSIDE AVENUE (SOUTHBANK)	PUBLIC
1339	RIVERSIDE QUAY	PUBLIC
3057	ROBERT RUSSELL LANE	PUBLIC
1035	RODEN STREET	PUBLIC
1036	RODNEY PLACE	PUBLIC
1287	ROESZLER LANE	PART PUBLIC/PRIVATE
1305	ROGAN LANE	PUBLIC
1373	ROGERS STREET	PUBLIC
1037	ROSE ALLEY	PUBLIC
1038	ROSSLYN STREET	PUBLIC
1039	ROTHSAY LANE	PUBLIC
117904	ROURKE LANE	PUBLIC
1040	ROYAL LANE	PUBLIC
1043	RUSH PLACE	PUBLIC
1044	RUSSELL PLACE	PUBLIC
1045	RUSSELL STREET	PUBLIC
1046	RUTLEDGE LANE	PUBLIC
1047	RYANS LANE	PUBLIC
1048	RYRIE LANE	PUBLIC
1393	SALMON STREET	PUBLIC
2033	SAMBELL STREET	PUBLIC
3167	SAMBELL WALK	PUBLIC
1060	SAMPSON LANE	PART PUBLIC/PRIVATE
1061	SAMUEL LANE	PART PUBLIC/PRIVATE
2895	SAN MARCO LANE	PART PUBLIC/PRIVATE
117894	SARTORI LANE	PUBLIC

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1064	SCOTIA STREET	PUBLIC
1065	SCOTT ALLEY	PUBLIC
1066	SCOTTS PLACE	PUBLIC
1068	SHANDS LANE	PART PUBLIC/PRIVATE
1306	SHERWIN STREET	PUBLIC
117777	SHIEL PLACE (NORTH MELBOURNE)	PUBLIC
1069	SHIEL STREET	PUBLIC
1307	SHIELDS LANE	PUBLIC
117758	SHIELS LANE	PUBLIC
1072	SIDDELEY STREET	PUBLIC
1432	SILK PLACE	PUBLIC
1073	SIMPSON STREET	PUBLIC
3173	SIMPSON WALK	PUBLIC
1433	SIMS SQUARE	PUBLIC
1074	SIMS STREET	PUBLIC
1075	SINGERS LANE	PUBLIC
3243	SINGLETON LANE	PUBLIC
1076	SLATER STREET	PUBLIC
1596	SM0199	PUBLIC
1597	SM0243	PUBLIC
1565	SM0248	PUBLIC
1595	SM0249	PUBLIC
1979	SM0337	PUBLIC
1599	SM0459	PUBLIC
1593	SM0477	PUBLIC
2447	SM0549	PUBLIC
1434	SMORGON SQUARE	PUBLIC
1079	SMYTHE LANE	PUBLIC
1080	SNIDERS LANE	PUBLIC
117882	SNOWBALL LANE (CARLTON)	PUBLIC
1082	SOMERSET PLACE	PUBLIC
3242	SOPHIE LANE	PUBLIC
1343	SOUTHBANK BOULEVARD	PART PUBLIC/PRIVATE
3187	SOUTHBANK PEDESTRIAN BRIDGE	PUBLIC
117877	SOUTHBANK PROMENADE	PUBLIC
1083	SOUTHEY STREET	PUBLIC
1465	SOUTHGATE AVENUE	PUBLIC
1084	SOUTHGATE STREET	PUBLIC
1085	SPARK LANE	PUBLIC
1435	SPEAKMEN STREET	PUBLIC
1087	SPRING GARDENS STREET	PUBLIC
1088	SPRING STREET	PUBLIC
117756	SPUR LANE	PUBLIC
1049	ST ANDREWS PLACE	PUBLIC
1052	ST GEORGES GROVE	PUBLIC
1436	ST HELENS LANE	PUBLIC
1053	ST JAMES LANE	PUBLIC
1056	ST KILDA ROAD	PUBLIC
1057	ST LEONARDS COURT	PUBLIC
1058	ST MARTINS LANE	PUBLIC
1437	ST MARTINS PLACE	PUBLIC
1059	ST PATRICKS ALLEY	PUBLIC
1089	STANLEY STREET	PUBLIC
1091	STAR ALLEY	PUBLIC
1092	STATION STREET	PUBLIC
1093	STAUGHTON ALLEY	PUBLIC
1095	STAWELL STREET (NORTH MELBOURNE)	PUBLIC
117835	STAWELL STREET (WEST MELBOURNE)	PUBLIC
1288	STEDFORD LANE	PUBLIC
1096	STEEL STREET	PUBLIC
1097	STEVENSON LANE	PUBLIC
1098	STEWART STREET	PUBLIC
1099	STEWARTS LANE	PUBLIC
117854	STOCK BRIDGE	PUBLIC
1438	STOCKMANS WAY	PUBLIC
1101	STORY STREET	PUBLIC
1102	STRACHAN LANE	PUBLIC
1103	STRAKER STREET	PUBLIC
2903	STRETTLE STREET	PUBLIC
1104	STUBBS LANE	PUBLIC



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364	STURT STREET	PUBLIC
1108	SUGDEN PLACE	PUBLIC
1109	SUTHERLAND STREET	PUBLIC
1110	SUTTON PLACE	PUBLIC
1114	SWANSTON STREET	PUBLIC
1289	SYKES LANE	PUBLIC
117754	TAIT LANE	PUBLIC
2034	TANKARD STREET	PUBLIC
1115	TATTERSALLS LANE	PUBLIC
1116	TAVISTOCK PLACE	PUBLIC
3236	TAYLOR MEWS	PUBLIC
1117	TEMPERANCE HALL LANE	PUBLIC
1118	TEMPLE COURT PLACE	PUBLIC
1119	TENNYSON STREET	PUBLIC
117810	TESORIERO LANE	PUBLIC
405	THE AVENUE	PUBLIC
495	THE CAUSEWAY	PUBLIC
1439	THE CRESCENT	PUBLIC
1030	THE RIDGEWAY	PUBLIC
1032	THE RIGHI	PUBLIC
1120	THERRY STREET	PUBLIC
1122	THOMSON STREET	PUBLIC
1123	THROSSELL LANE	PUBLIC
1124	TIMOTHY LANE	PUBLIC
1126	TIVOLI PLACE	PUBLIC
1385	TODD ROAD	PUBLIC
1128	TRADES HALL PLACE	PART PUBLIC/PRIVATE
1129	TRAFALGAR PLACE	PUBLIC
1132	TRINITY PLACE	PUBLIC
1135	TURNBULL ALLEY	PUBLIC
1380	TURNER STREET	PUBLIC
1136	TURNERS ALLEY	PUBLIC
1137	TYNE STREET	PUBLIC
1138	TYRONE STREET	PUBLIC
1139	ULSTER LANE	PUBLIC
1140	UNIACKE COURT	PUBLIC
1141	UNION LANE	PUBLIC
1142	UNION PLACE	PUBLIC
1143	UNION STREET	PUBLIC
1144	UNIVERSITY PLACE	PUBLIC
1145	UNIVERSITY STREET	PUBLIC
117915	UNNAMED STREET	PUBLIC
1291	VALE PLACE	PUBLIC
1146	VALE STREET (EAST MELBOURNE)	PUBLIC
1147	VALE STREET (NORTH MELBOURNE)	PUBLIC
1148	VALE STREET SOUTH	PUBLIC
1149	VAUGHAN TERRACE	PUBLIC
3046	VICTORIA CLOSE	PUBLIC
1150	VICTORIA COURT	PUBLIC
1292	VICTORIA HOTEL LANE	PUBLIC
2005	VICTORIA PLACE (CARLTON)	PUBLIC
1152	VICTORIA STREET	PUBLIC
1154	VILLIERS STREET	PUBLIC
1440	VINCENT PLACE	PUBLIC
117911	VINEBANK LANE	PUBLIC
3241	VON GUERARD PLACE	PUBLIC
1353	WADEY STREET	PUBLIC
3166	WAKEFIELD STREET	PUBLIC
1157	WALKER STREET (PARKVILLE)	PUBLIC
1398	WALKER STREET (SOUTHBANK)	PUBLIC
1155	WALSH STREET (SOUTH YARRA)	PUBLIC
1156	WALSH STREET (WEST MELBOURNE)	PUBLIC
1159	WARATAH PLACE	PUBLIC
1160	WARBURTON ALLEY	PUBLIC
1161	WARBURTON LANE	PUBLIC
1162	WARNER LANE	PUBLIC
1163	WARWICK STREET	PUBLIC
1164	WATERLOO STREET	PUBLIC
1441	WATKINS WAY	PUBLIC
1166	WATSON PLACE	PART PUBLIC/PRIVATE

CITY OF MELBOURNE  
ROAD REGISTER

21 July 2004

365	WEBB LANE	PUBLIC
1293	WEBBS LANE	PUBLIC
1309	WEIRS LANE	PUBLIC
117827	WELCH PLACE	PUBLIC
1168	WELLINGTON CRESCENT	PUBLIC
1169	WELLINGTON PARADE	PUBLIC
1170	WELLINGTON PARADE SOUTH	PUBLIC
1356	WELLS PLACE	PUBLIC
1352	WELLS STREET	PUBLIC
1174	WEST END LANE	PUBLIC
1173	WESTBOURNE ROAD	PUBLIC
1175	WESTWOOD PLACE	PUBLIC
1389	WHARF ROAD	PUBLIC
1176	WHITE HART LANE	PART PUBLIC/PRIVATE
1344	WHITEMAN STREET	PUBLIC
1177	WICKLOW LANE	PUBLIC
3240	WILLIAM CROOK PLACE	PUBLIC
1179	WILLIAM STREET	PUBLIC
1442	WILLIS STREET	PUBLIC
1294	WILLOW LANE	PUBLIC
1180	WILLS STREET	PUBLIC
1183	WIMBLE STREET	PUBLIC
1184	WINDSOR PLACE	PUBLIC
117820	WING SING LANE	PUBLIC
3252	WIRRAWAY DRIVE	PART PUBLIC/PRIVATE
1185	WITCHWOOD CLOSE	PUBLIC
1186	WOLSELEY PARADE	PUBLIC
1187	WOOD STREET	PUBLIC
1310	WOODRUFF STREET	PUBLIC
1188	WRECKYN PLACE	PUBLIC
1189	WRECKYN STREET	PUBLIC
1190	WYLIES LANE	PART PUBLIC/PRIVATE
1192	YORK PLACE	PUBLIC
1193	YOUNGS LANE	PUBLIC
3158	ZEPLIN PLACE	PUBLIC
1195	ZEVENBOOM LANE	PUBLIC

## **FINANCE ATTACHMENT**

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### **ROAD MANAGEMENT ACT**

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Under the provisions of the Act, ownership of arterial roads transfers to VicRoads. These Roads had previously been included in Council's asset register on the basis that, under the provisions of the Transport Act, Council was the manager of these roads. The value of the roads in question is in excess of \$170M. It has been decided to remove these roads from the Council's register in the financial year ended 30 June 2004.

**Kerrie Jordan**  
Acting Manager Financial Services

## LEGAL ATTACHMENT

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### ROAD MANAGEMENT ACT

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Legal advice has and will continue to be provided in respect to the terms of any long term agreement with VicRoads.

Pursuant to an interim agreement with VicRoads, Council continues to maintain and carry out works on arterial roads which were formerly dedicated main roads, until 31 December 2004. VicRoads has requested Council enter into a long term agreement as to the undertaking by Council of maintenance and permanent works on these roads after 31 December 2004.

The report accurately summarises the salient features of the *Road Management Act 2004* ("Act") in particular those in respect to the adoption of the Road Management Plan and the content of the Public Road Register.

Once the Road Management Plan is adopted by resolution of Council, section 55 of the Act requires its adoption to be published in the Government Gazette and a newspaper generally circulating in the municipal district.

Where a Council in its capacity as road authority resolves a road is reasonably required for general public use, section 17(1) of the Act provides that such road becomes a public road under the Act and is required to be placed on the Council's register of public roads. If the Council decides a road is no longer reasonably required for public use, section 17(4) of the Act requires the road be removed from the Council's public road register.

**Alison Lyon**  
Manager Legal & Governance