

Traffic Management Procedures

2018

Responsible Directorate: Environment and Infrastructure

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1 Introduction

1.1 Purpose

The purpose of the Traffic Management Procedures is to facilitate the management of traffic within the municipality in a fair and equitable manner. The procedures have been developed in accordance with and to give effect to the Traffic Management Policy.

The procedures are to guide investigations by Council officers in response to traffic related concerns raised by the community and stakeholders.

The management of traffic on arterial roads falls within the jurisdiction of VicRoads and is excluded from these procedures.

2 Community engagement

Council will seek feedback from the community regarding traffic proposals as detailed in Section 4 of this document. Measures that may be implemented to manage traffic vary significantly in scale, impact and cost.

Community engagement can be either via 'Notification' or 'Consultation' as detailed in Section 2.1 and 2.2, and feedback will be sought from the key relevant and affected stakeholders only.

As part of the 'Notification' or 'Consultation' process, affected stakeholders will be provided with balanced and sufficient information to assist them in understanding the problem, alternatives or opportunities, and the impacts and/or benefits of the proposed traffic management measure(s).

2.1 Notification

The community is notified of the issue and measure to be implemented.

As a minimum officers will notify abutting properties and any other areas considered impacted by the measures. The relevant ward Councillor will also be notified.

Notification will apply for road safety and traffic speed related concerns and treatment measures.

2.2 Consultation

The community is consulted regarding a proposal and the community's responses are considered in the assessment of the proposal. The relevant ward Councillor is also informed of any proposed measures.

Consultation will apply for most traffic volume related concerns and measures. The level of community support on the proposed measures will be taken into consideration as part of the decision making process.

Officers will, as appropriate:

- Consult with both the occupiers and owners of properties.
- Consult with individual streets or adjoining streets and any other areas officers consider may be impacted by the potential measures. For localised proposals that impact on a small section of a street, consultation would extend to at least three properties beyond the location proposal.
- Consult with all property owners and property occupiers within the designated consultation area as determined by the Council officer. This includes multi-unit developments, commercial and retail properties and is inclusive of all properties owned or occupied by state bodies, community and health

services, educational institutions and sporting clubs.

- Consult with Victorian Government departments, public transport operators and service authorities.

3 Road classification

The road network is managed by both Council and VicRoads, with the former responsible for local roads and the latter arterial roads.

The following descriptions of the different local road types are derived from multiple sources, including the Boroondara Planning Scheme.

Local roads

Minor access laneway: Those streets providing side or rear access to properties with shared vehicular traffic and pedestrian use. Minor access laneways are typically 3m wide and can only accommodate one vehicle at any one time. They are narrow with no on-street parking and no formal bicycle infrastructure. Laneways carry very low volumes of traffic at low speeds.

Access laneway: Those streets providing side or rear access to properties with shared vehicular traffic and pedestrian use. Access laneways are typically 5.5m wide and can accommodate two-way traffic. They are narrow with no on-street parking and no formal bicycle infrastructure. Laneways carry very low volumes of traffic at low speeds.

Minor local access streets: Those streets with the main function of providing local residential access to properties. Minor local access streets are typically up to 6m wide, with on-street parking generally provided in a staggered manner or on one side. These streets are generally shorter in length and carry low volumes of traffic at low speeds. Footpaths can be provided and bicycle movements are facilitated.

Local access streets: Those streets not being arterial roads or collector roads and with the main function of providing access to abutting property. Local access streets are typically up to 7.5m wide and permit on-street parking on both sides of the road. These streets are longer than minor local access streets and can provide access to local shops, local parks, schools and community facilities. Footpaths are provided and bicycle movements are facilitated.

Collector roads: These roads distribute traffic between the arterial/major roads and the local street network. They provide local connection between arterial/major roads and provide access to abutting property. Collector roads are generally wider and longer than local access streets. They can provide access to several local access streets, local shops, local parks, schools and community facilities. Footpaths are provided and bicycle movements can be accommodated on these roads.

Major roads: These roads cater for significant traffic movements across suburbs and distribute traffic between the arterial roads and local street network. These roads are wider and longer than collector roads and tend to be signalised at intersections with arterial roads. The speed limit on these roads is typically 50-60km/h, and can be

subject to time-based school and/or strip shopping centre speed zones. Footpaths are provided and bicycle movements can be accommodated on these roads.

4 Managing traffic

Council has a range of measures that can be implemented in response to road safety, traffic speed and/or traffic volume concerns. Once the problem type has been identified through an investigation, Council officers will select the most appropriate treatment measure based on the primary contributing factor to the issue.

In many cases, the measures implemented to manage traffic on our roads are known as Traffic Control Devices and are classified as Major Traffic Control Devices or Minor Traffic Control Devices. According to the *Road Safety (Traffic Management) Regulations 2009* the following definitions apply:

- 'Traffic Control Device' means a traffic sign, road marking, traffic signals, or other device, to direct or warn traffic on, entering or leaving a road.
- 'Major Traffic Control Device' means a traffic control device specified in Schedule 1 of the Regulations. They may generally be described as devices which:
 - Place a significant and legally enforceable condition on what road users may do; or
 - Can have a significant impact on the use of a road; or
 - They do both.
- 'Minor Traffic Control Device' means a traffic control device other than a Major Traffic Control Device.

The *Road Safety (Traffic Management) Regulations 2009* acknowledge that Council has the power to install Minor Traffic Control Devices on the local road network.

Major Traffic Control Devices, however, are subject to VicRoads' authorisation and cannot be installed without receiving written authorisation from VicRoads.

Subject to VicRoads' authorisation

Measures which are subject to VicRoads' authorisation include, but are not limited to:

- Alteration to speed limits: The speed limit is the maximum legal vehicle speed permitted under normal driving conditions on the street section or in the area.
- Intersection improvements, which typically involve:
 - Signalised intersections.
 - Pedestrian signals.
 - Local roads/arterial roads where the arterial road may be impacted.

- Pedestrian facilities which typically involve, but not limited to:
 - Pedestrian signals.
 - Zebra crossings.
 - Path priority crossings.
 - Shared zones.
- Access restrictions: Access restrictions are used to redirect traffic, typically through the use of turn bans and physical obstructions in the roadway supplemented by regulatory signage.

These measures obstruct specific vehicle movements typically at intersections or mid-block locations to discourage 'rat-running' or through traffic, which may also reduce conflicts and vehicle speeds.

VicRoads approval is required for restrictions that impact the arterial road network. Within the local road network, Council has delegated approval for access restrictions.

Access restriction measures would only be used selectively to address site specific issues.

- Traffic signal modifications: Changes to existing traffic signals can include the provision of partially or fully controlled right turns, longer green time, tram and bus priority, additional signal lanterns, turn restrictions, bicycle priority and pedestrian facilities.

Not subject to VicRoads' authorisation

Measures which are not subject to VicRoads' authorisation include but are not limited to:

- Education: Education focuses on informing road users and encouraging behaviour change. Education measures would typically include the use of the speed trailer.
- Enforcement: Victoria Police is the only authority that can enforce moving traffic violations in Victoria. This includes enforcement of speed limits, turn bans, one way and no entry restrictions.
- Horizontal deflection: Horizontal deflection devices are designed to change the horizontal course or path of a vehicle as the result of a physical feature in the roadway.

Horizontal deflection measures reduce traffic speeds and can discourage 'rat-running' or through traffic to a varying extent.

Examples of horizontal deflection measures include kerb outstands and one lane or two lane slow points.

Horizontal deflection measures would only be used selectively to address site specific issues.

- Vertical deflection: Vertical deflection devices achieve a reduction in vehicle speeds as drivers attempt to avoid discomfort when travelling over the device.

Vertical deflection devices can include raised pavements, small narrow laneway speed humps, speed cushions and traditional road speed humps.

Vertical deflection measures would only be used selectively to address site specific issues.

Council has not used traditional road speed humps as treatment measures since June 2000, with the exception of two that were formally approved by Council as part of the reconstruction of Callantina Road in Hawthorn. Speed humps will not be installed unless there is a specific issue of safety which cannot otherwise be addressed.

- Intersection treatments which typically involve, but not limited to:
 - Roundabouts.
 - Splitter islands.
 - Raised pedestrian crosswalks.
 - Narrowings.
 - Part road closures.
 - Landscaping.
 - Combination of the above.
- Street lighting: Involves the installation of new or an upgrade in existing street lighting to improve public safety.

This may involve light upgrades at existing or proposed traffic treatments and new lighting schemes in high pedestrian activity areas.

- Parking management: On-street parking restriction changes to improve road safety. This would be assessed on a case by case basis.
- Traffic signs (warning and advisory): Warning and/or advisory signs can be used to regulate traffic movements and/or calm traffic. It may discourage speeding, prevent vehicle conflicts, and prevent through traffic from 'rat-running' along a street.

The primary aim of signs is to aid in the safe and orderly movement of traffic. They may contain instructions that the road user is required to obey or they may be used to warn and educate users.

- Landscaping: Landscaping and street trees, even on the nature strip, can help to lower traffic speeds by reinforcing the residential nature of streets.

5 Criteria and processes

Road safety, traffic volume and traffic speed are fundamentally linked. The relationship between traffic speed and crash severity is widely known and acknowledged.

In responding to the three matters of road safety, traffic speed and traffic volume, a separate approach for each element has been developed and is based on responding to the primary concern identified. It is intended that the Council officer reviewing the issue raised will determine which element is the primary concern, based on their professional judgement, and then accordingly which process detailed in Section 5.1, 5.2 and 5.3 is followed.

It is important to note as the three elements are intrinsically linked, the Council officer can consider all three elements when responding to concerns from customers. Each process detailed in Section 5.1, 5.2 and 5.3 is considerate of the others.

Council is committed to resolving traffic concerns raised by the community and all measures will be assessed in an equitable manner while acknowledging some measures will impact certain individuals more than others and this impact is sometimes necessary and unavoidable.

5.1 Road safety

The following table outlines the general process followed by Council officers when investigating road safety concerns (characterised by a history of crashes) on Council managed roads. In managing road safety, consideration of Council's Road Safety Strategy is also required.

The requirement for a history of crashes ensures that sites with a recurrent safety problem are prioritised and targeted first for treatment.

1	A concern is raised in writing by a customer about road safety.
2	<p>The Council officer will complete a review of crash statistics using the VicRoads' Road Crash Information System (RCIS) for the most recent past full 5 year period.</p> <p>The Council officer will complete a context review. The context review can consider the following:</p> <ul style="list-style-type: none">• Traffic speeds (refer to Section 5.2 for details of acceptable traffic speeds).• Traffic volumes, which includes:<ul style="list-style-type: none">○ Motor vehicle volumes (refer to Section 5.3 for details of acceptable volumes).○ Pedestrian and bicycle volumes.• Road characteristics such as road length and cross section (curves and road width).• Surrounding and nearby land uses.• Recent correspondence from within the street.• Road Safety Audits (RSA).
3	<p>Further investigation of the street or intersection is warranted if the street or intersection is found to have:</p> <ul style="list-style-type: none">• 3 or more recorded casualty crashes at an intersection, midblock or short road sections, over the past full 5 year period; or• 1 or more RCIS recorded casualty crashes per kilometre of road length over the past full 5 year period and the road is at least 3km in length. <p>No further investigation is warranted if the street or intersection does not meet these crash intervention levels.</p> <p>The crash record intervention levels are guided by the Australian Government <i>Black Spot Program</i> eligibility criteria. These may change from time to time and,</p>

	<p>as such, the crash record intervention levels will change accordingly.</p> <p>Council recognises there are streets or intersections with no recorded RCIS casualty crashes. Therefore, further investigation of the street or intersection, subject to documented evidence of the problem, may also be warranted if:</p> <ul style="list-style-type: none"> • Road traffic engineers have completed an independent road safety audit along the street or intersection.
4	The Council officer will inform the customer of the details of the investigation and any action arising from the investigation.
5	<p>If traffic management measures are deemed appropriate by the Council officer, they will select the most appropriate treatment, based on the primary contributing factors to the identified problem type.</p> <p>Treatment measures that can be considered for implementation based on the outcomes of the investigations include, but are not limited to, the treatments detailed in Section 4.</p>
6	<p>The Council officer will notify the community, in accordance with Section 2.1, of the proposed treatment measure or suite of treatment measures to be introduced in the street.</p> <p>Not all measures will require funding beyond that available within existing budgets. However where funding is not available at the time of investigation, the proposal will be referred to Council for funding consideration as part of the annual budget process.</p> <p>The Council officer will also actively seek external funding opportunities, typically through Federal or State Black Spot programs or equivalent grant programs.</p>
7	The Council officer will arrange for the implementation of the works, subject to funding, where appropriate.
8	Following the implementation of the works, Council officers can undertake a post implementation review, no less than 12 months after the installation of the treatment, to evaluate the effectiveness of the project.

At any stage the Council officer can refer a proposal to a Services Special Committee for a decision.

The investigation of safety issues initiated by Council officers will follow a similar process to the above.

5.2 Traffic speed

The following table outlines the general process followed by Council officers when investigating traffic speed concerns on Council managed roads.

The 85th percentile speed is used in this process and it is the speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions past a nominated point.

It is a widely used traffic statistical metric and provides an accurate estimate of traffic conditions, and reflects the travel behaviour of the majority of people.

1	<p>A concern is raised in writing by a customer about traffic speed.</p>
2	<p>The Council officer will review available traffic speed data for the street.</p> <p>If the traffic speed data has been collected within the most recent past full 24 month period and there has been no significant land use change, no new traffic speed surveys will be completed.</p> <p>If the traffic speed data is older or there has been significant land use change, new traffic speed surveys will be arranged.</p> <p>Traffic speed surveys are:</p> <ul style="list-style-type: none">• Conducted during the school term only.• Conducted from Tuesday to Thursday, inclusive, unless circumstances warrant longer or weekend time periods.• Not conducted during a week containing a public holiday. <p>The Council officer will complete a context review. The context review can consider the following:</p> <ul style="list-style-type: none">• Crash statistics gathered from the VicRoads' Road Crash Information System (RCIS) for the most recent past full 5 year period (refer to Section 5.1 for details of crash history intervention levels).• Traffic volumes, which includes:<ul style="list-style-type: none">○ Motor vehicle volumes (refer to Section 5.3 for details of acceptable volumes).○ Pedestrian and bicycle volumes.• Road characteristics such as road length and cross section (curves and road width).• Surrounding and nearby land uses.• Recent correspondence from within the street.• Road Safety Audits (RSA).

3	<p>Further investigation of the street is warranted if:</p> <ul style="list-style-type: none"> • The recorded 85th percentile traffic speed is greater than the street's speed limit; and/or • The street or intersection meets the crash record intervention levels outlined in Section 5.1. <p>No further investigation of the street is warranted if the 85th percentile traffic speed does not exceed the street's speed limit, and/or if the street or intersection does not meet these crash record intervention levels.</p> <p>Council recognises there are streets or intersections with no recorded RCIS casualty crashes. Therefore, further investigation of the street or intersection, subject to documented evidence of the problem, may also be warranted if:</p> <ul style="list-style-type: none"> • Road traffic engineers have completed an independent road safety audit along the street or intersection.
4	<p>The Council officer will inform the customer of the details of the investigation and any action arising from the investigation.</p>
5	<p>If traffic management measures are deemed appropriate by Council officers, they will select the most appropriate treatment, based on the primary contributing factors to the identified problem type.</p> <p>The proposed measure to be implemented will be proportionate to the issue.</p> <p>Treatment measures that can be considered for implementation based on the outcomes of the investigations include, but are not limited to, the treatments detailed in Section 4.</p>
6	<p>The Council officer will proceed without notification or consultation for the following treatment measures:</p> <ul style="list-style-type: none"> • Education. • Enforcement. • Traffic signal modification*. • Traffic sign installation (warning and advisory). • Landscaping. <p><i>* subject, where required, to VicRoads' authorisation.</i></p>
7	<p>The Council officer will notify the community, in accordance with Section 2.1, of a</p>

proposal for a treatment measure or a suite of treatment measures for the street that can include any of the following:

- Horizontal deflection.
- Vertical deflection.
- Parking management.
- Street lighting.
- Alteration to speed limit*.
- Intersection improvements*.
- Pedestrian facilities*.
- Access restrictions*.

** subject, where required, to VicRoads' authorisation.*

Not all measures will require funding beyond that available within existing budgets. However where funding is not available at the time of investigation, the proposal will be referred to Council for funding consideration as part of the annual budget process.

The Council officer will also actively seek external funding opportunities, typically through Federal or State Black Spot programs or equivalent grant programs.

8	The Council officer will arrange for the implementation of the works, subject to funding, where appropriate.
9	Following the implementation of the works, Council officers can undertake a post implementation review, no less than 12 months after the installation of the treatment, to evaluate the effectiveness of the project.

At any stage the Council officer can refer a proposal to a Services Special Committee for a decision.

The investigation of traffic speed issues initiated by Council officers will follow a similar process to the above.

5.3 Traffic volume

The following table outlines the general process followed by Council officers when investigating traffic volume concerns on Council managed roads.

1	<p>A concern is raised in writing by a customer about traffic volumes.</p>
2	<p>The Council officer will review available traffic volume data for the street.</p> <p>If the traffic volume data has been collected within the most recent past full 24 month period and there has been no significant change in land use, no new traffic volume surveys will be completed.</p> <p>If the traffic volume data is older or there has been significant land use change, new traffic volume surveys will be arranged.</p> <p>Traffic volume surveys are:</p> <ul style="list-style-type: none">• Conducted during the school term only.• Conducted from Tuesday to Thursday, inclusive, unless circumstances warrant longer or weekend time periods.• Not conducted during a week containing a public holiday. <p>The Council officer may also arrange for specific surveys including origin-destination and/or turning movement count surveys if deemed appropriate.</p> <p>The Council officer will complete a context review. The context review can consider the following:</p> <ul style="list-style-type: none">• Time of day specified in the concern.• Crash statistics gathered from the VicRoads' Road Crash Information System (RCIS) for the most recent past full 5 year period (refer to Section 5.1 for details of crash history intervention levels).• Traffic speeds (refer to Section 5.2 for details of acceptable traffic speeds).• Road characteristics such as road length and cross section (curves and road width).• Surrounding and nearby land uses.• Recent correspondence from within the street.• Road Safety Audits (RSA).
3	<p>Further investigation of the street is warranted if traffic volumes in the street exceed the following levels:</p> <ul style="list-style-type: none">• Minor access laneway: 150 vehicles per day.

	<ul style="list-style-type: none"> • Access laneway: 300 vehicles per day. • Minor local access street: 2,000 vehicles per day. • Local access street: 3,000 vehicles per day. • Collector road: 7,000 vehicles per day. <p>No further investigation of the street is warranted if the traffic volumes do not exceed these levels.</p> <p>The traffic volumes listed reflect the volumes for similar road types in Clause 56.06 of the Boroondara Planning Scheme.</p> <p>See Attachment A for a list of collector and major roads within the City of Boroondara and a list of collector roads that are acknowledged to carry traffic volumes greater than those noted above.</p> <p>Collector roads that are known to carry traffic volumes greater than 7,000 per day and major roads will not be investigated for traffic volume concerns.</p>
4	The Council officer will inform the customer of the details of the investigation and any action arising from the investigation.
5	<p>If traffic management measures are deemed appropriate by Council officers, they will select the most appropriate treatment, based on the primary contributing factors to the identified problem type.</p> <p>Treatment measures that can be considered for implementation based on the outcomes of the investigations include, but are not limited to, the treatments detailed in Section 4.</p>
6	<p>The Council officer will proceed without notification or consultation on the following treatment measures:</p> <ul style="list-style-type: none"> • Education. • Enforcement. • Traffic signal modification*. • Traffic sign installation (warning and advisory). • Landscaping. <p><i>* subject, where required, to VicRoads' authorisation.</i></p>
7	The Council officer will consult with the community, in accordance with Section 2.2, on a proposal for a treatment measure or a suite of treatment measures for the street that can include any of the following:

- Horizontal deflection.
- Vertical deflection.
- Parking management.
- Street lighting.
- Alteration to speed limit*.
- Intersection improvements*.
- Pedestrian facilities*.
- Access restrictions*.

** subject, where required, to VicRoads' authorisation.*

The community's feedback is considered in the assessment of the proposal and will inform decisions on the proposed measure(s).

The Council officer will assess the community consultation accordingly:

- No required response rate is set for community consultation.
- If the response rate is less than 10%, notwithstanding the numbers for and against, the Manager Traffic and Transport can decide if the proposal proceeds or is abandoned.
- The consultation requires a support rate of 55% or more for a proposal to proceed. The Council officer can then proceed with the implementation of the proposal.
- If the support rate is less than 55%, the proposal will be abandoned.
- The support rate will be assessed on a street by street basis for all proposals, including area wide proposals.
- At any stage the Council officer can refer a proposal to a Services Special Committee of Council for a decision.

8

The Council officer will inform all parties invited to participate of the outcome of the consultation.

Not all measures will require funding beyond that available within existing budgets.

However where funding is not available at the time of investigation, the proposal will be referred to Council for funding consideration as part of the annual budget process.

9

The Council officer will arrange for the implementation of the works, subject to funding, where appropriate.

10

Following the implementation of the works, Council officers can undertake a post implementation review, no less than 12 months after the installation of the treatment, to evaluate the effectiveness of the project.

At any stage the Council officer can refer a proposal to a Services Special Committee for a decision.

The investigation of traffic volume issues initiated by Council officers will follow a similar process to the above.

6 Contact

For all queries or feedback regarding this policy document, please contact the responsible department below.

Contact	Contact number	Contact e-mail
Traffic and Transport	9278 4549	boroondara@boroondara.vic.gov.au

7 Definitions

85th percentile speed: The speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions past a nominated point.

Casualty crash: A road crash that results in an injury and is recorded in RCIS.

Council officer: The Traffic and Transport Department team member responsible for the investigation of any one particular concern.

Property occupier: The person(s) that live in a property.

Property owner: The person(s) that, according to the information retained by Council, own a property.

Road Crash Information System (RCIS): The RCIS is an online database providing crash data from Victorian road crashes dating back to 1987. This information is sourced from Victoria Police and maintained by VicRoads. Local government road asset managers are permitted access to the RCIS by agreement with VicRoads.

Survey period: Any Tuesday to Thursday period (inclusive), unless circumstances warrant longer or weekend period, and it does not fall within any school holiday period and the week does not contain a public holiday.

Traffic surveys: Traffic surveys can include, but not limited to: vehicles per day (including peak hour counts), vehicle speed, vehicle classification, travel time and pedestrian and bicycle counts.

Vehicles per day (vpd): The number of vehicles in a continuous 24 hour period.

8 Attachments - Collector and major roads

Attachment A - Collector and major roads within the City of Boroondara.

Collector roads

Street name	Suburb
Adrian Street	Glen Iris
Alamein Avenue	Ashburton
Albert Street	Hawthorn East
Albion Road	Ashburton
Anderson Road	Hawthorn East
Arama Street	Balwyn North
Ashburn Grove	Ashburton
Ashburton Road	Glen Iris
Balwyn Road	Balwyn North
Barton Street	Hawthorn
Bath Road	Glen Iris
Belford Road	Kew East
Berkeley Street	Hawthorn
Bowen Street	Camberwell
Bowler Street	Hawthorn East
Broadway	Camberwell
Buchanan Avenue	Balwyn North
Burwood Road	Hawthorn East
Callantina Road	Hawthorn
Caravan Street	Balwyn
Carron Street	Balwyn North
Carson Street	Kew
Chatham Road	Canterbury
Culliton Road	Camberwell
Davis Street	Kew
Denham Street	Hawthorn
Denman Avenue	Glen Iris
Dent Street	Ashburton
Dent Street	Glen Iris
Dion Rail Link	Glen Iris
Dunlop Street	Ashburton
Elgin Street	Hawthorn
Ferndale Road	Glen Iris
Findon Crescent	Kew
Fordham Avenue	Camberwell
Fordholm Road	Hawthorn
Gardenia Road	Balwyn North
Gloucester Road	Ashburton

Gordon Street	Balwyn
Great Valley Road	Glen Iris
Haines Street	Hawthorn
Harcourt Street	Hawthorn East
Harold Street	Hawthorn East
Havelock Road	Hawthorn East
Helston Street	Balwyn North
Henry Street	Hawthorn
Hill Road	Balwyn North
Hillview Road	Balwyn North
Kembla Street	Hawthorn
Kerferd Road	Glen Iris
Kooyongkoot Road	Hawthorn
Lancaster Street	Ashburton
Larbet Avenue	Balwyn North
Laurel Rail Link	Ashburton
Laurel Street	Ashburton
Liddiard Street	Hawthorn
Lisson Grove	Hawthorn
Lithgow Street	Glen Iris
Lucerne Street	Ashburton
Lynch Street	Hawthorn
Madeline Street	Glen Iris
Maling Road	Canterbury
Mary Street	Hawthorn
Matlock Street	Canterbury
Maud Street	Balwyn North
Meaden Street	Ashburton
Millicent Avenue	Balwyn North
Monteath Avenue	Hawthorn East
Munro Avenue	Ashburton
Munro Street	Hawthorn East
Murdoch Street	Camberwell
Muswell Hill	Glen Iris
Myrtle Road	Canterbury
Narrak Road	Balwyn
Nevis Street	Camberwell
Nicholas Street	Ashburton
Normanby Road	Kew
Orrong Crescent	Camberwell
Oxley Road	Hawthorn
Parkhill Road	Kew
Pleasant Road	Hawthorn East
Prospect Hill Road	Camberwell
Prosper Parade	Glen Iris
Redfern Road	Hawthorn East
Reserve Road	Hawthorn
Robinson Road	Hawthorn

Roseberry Street	Hawthorn East
Rosedale Road	Glen Iris
Sackville Street	Kew
Scott Street	Hawthorn
Severn Street	Balwyn North
Shierlaw Avenue	Canterbury
St Georges Crescent	Ashburton
Stevenson Street	Kew
Strabane Avenue	Balwyn
Stroma Avenue	Balwyn North
Taylor Street	Ashburton
The Boulevard	Balwyn North
Through Road	Camberwell
Union Road	Surrey Hills
Urquhart Street	Hawthorn
Valley Parade	Glen Iris
Vears Road	Ashburton
Vears Road	Glen Iris
Victoria Road	Camberwell
Victoria Road	Hawthorn East
Victory Boulevard	Ashburton
Wakefield Street	Hawthorn
Walmer Street	Kew
Walnut Road	Balwyn North
Wandeen Street	Balwyn North
Ward Street	Ashburton
Wattle Valley Road	Camberwell
Wattle Valley Road Extension	Camberwell
Welfare Parade	Ashburton
Wellington Street	Kew
Widford Street	Hawthorn East
Wilburton Parade	Balwyn North
William Street	Hawthorn
Windsor Crescent	Surrey Hills
Winfield Road	Balwyn North
Winmalee Road	Balwyn
Winton Road	Ashburton
Woodburn Road	Hawthorn
Wrixon Street	Kew
Yarra Street	Hawthorn
Yarrbat Avenue	Balwyn
Yerrin Street	Balwyn

Note that the following roads are categorised as collector roads with traffic volumes in excess of 7,000 vehicles per day due to the restricted road network, their links to arterial roads, or due to an activity centre such as a school or shopping precinct.

- Burwood Road eastern section, Hawthorn East.
- Charles Street, Kew
- Dunlop Street, Ashburton.
- Harold Street, Hawthorn East.
- Kilby Road, Kew East.
- Liddiard Street, Hawthorn.
- Prospect Hill Road (Trafalgar Road to Highfield Road), Camberwell.
- Wellington Street, Kew.

Due to the nature of the road network in these areas, it is considered appropriate that these roads continue to be categorised as collector roads and to acknowledge that they will carry traffic volumes outside of the usual collector road range.

Major Roads

The following roads are categorised as major roads and will carry more than 7,000 vehicles per day.

Road	Suburb	Start	End
Auburn Road	Hawthorn	Toorak Road	Riversdale Road
Glen Iris Road	Camberwell/Glen Iris	Camberwell Road	High Street
Greythorn Road	Balwyn North	Belmore Road	Doncaster Road
Highfield Road	Camberwell/Canterbury	Toorak Road	Canterbury Road
Mont Albert Road	Canterbury/Surrey Hills	Burke Road	York Street
Prospect Hill Road	Camberwell	Burke Road	Trafalgar Road
Summerhill Road	Glen Iris	Toorak Road	High Street
Union Road	Balwyn/Surrey Hills	Belmore Road	Canterbury Road
Willsmere Road	Kew	Princess Street	Kellett Grove