Road Management Plan

Parks Victoria 2024

25/3/2024

Parks VICTORIA

VICTORIA State Government

Acknowledgement of Country

Victoria's network of parks and reserves form the core of Aboriginal cultural landscapes, which have been modified over many thousands of years of occupation. They are reflections of how Aboriginal people engaged with their world and experienced their surroundings and are the product of thousands of generations of economic activity, material culture and settlement patterns. The landscapes we see today are influenced by the skills, knowledge and activities of Aboriginal land managers. Parks Victoria acknowledges the Traditional Owners of these cultural landscapes, recognising their continuing connection to Victoria's parks and reserves and their ongoing role in caring for Country.

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Level 10, 535 Bourke St, Melbourne

Cover image: Point Nepean National Park

Contents

1 Document History

Version	Date approved	Issue comment	Version author
1.0	25 March 2024	Draft plan for review	Asset Management Officer - Roads
1.0	23 May 2024	Draft plan for public exhibition	Asset Management Officer - Roads

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2 Introduction

2.1 Outline

Parks Victoria has prepared this Road Management Plan (RMP) in accordance with Part 4, Division 5 (Sections 49 to 55 inclusive) of the Road Management Act 2004 (RMA). This RMP relates only to public roads where Parks Victoria (PV) is the road authority, which includes 36km of roads in parks where PV has been appointed as Committee of Management.

This RMP does not apply to Parks Victoria operational roads. Operational roads make up the bulk of PV managed roads and these are managed in accordance with the Operational Road Management Guideline (Asset Management Plan), currently under development.

This RMP includes the following:

- Schedule A: Road Management
- Schedule B: Public Road Inspection and Maintenance Standards – the standards used to maintain the roads listed on the Register of Public Roads.
- Schedule C: Register of Public Roads

2.2 Background

The Department of Energy, Environment and Climate Action (DEECA) and Parks Victoria (PV) manage a significant length of road network within state forests, national parks, and reserves. Most of the roads are of relatively low construction standard, generally unsealed, and are not regarded as public roads under the RMA. These roads are referred to as operational roads and may provide access to the public or have restricted access or management vehicle only functions.

Approximately 2,500 kilometres of the managed roads are public roads as defined by the RMA. DEECA and PV currently manage these public roads under a joint RMP, adopted in 2019.

PV is almost never a road authority, in the formal sense, under the RMA. Section 37 of the RMA helps to identify the correct road authority for different roads and management scenarios. Specifically, Section 37(d)(ii) of the RMA Identifies various acts relating to the management of crown land, state forests and national parks, where the Secretary to DEECA is most often named as the appropriate road authority. The main exception being where PV is a Committee of Management under the Crown Land (Reserves) Act 1978. In these instances, PV can act as a road authority. For this reason, this RMP and Register of Public Roads includes only 34km of public roads where PV is acting as Committee of Management.

2.3 Definitions

Generally, definitions in this document are the same as those found in the Road Management Act and associated Regulations.

The Act - means the Road Management Act 2004.

Operational Road - means a road managed by a road authority that is not a public road.

Public Highway: - means any area of land that is a highway for the purposes of the common law.

Public Road: - means a public road within the meaning of RMA section 17.

Register of Public Roads: - means a list of all public roads managed by the road authority.

Responsible Road Authority - means the road authority which has operational functions as determined in accordance with RMA section 37

Road Authority - means a person or body specified in or under RMA section 37.

3 Schedule A: Road Management

3.1 What is a Public Road?

Public Roads under the Road Management Act are roads that are 'reasonably required for general public use'. In the Parks Victoria context roads adopted as public roads provide access, for park users, into parks and major visitor sites within parks.

Public roads include tollways; freeways; arterial roads; roads declared by the Head of Transport; roads declared under the Local Government, Melbourne City Link, or Eastlink Project Acts, and any roads where the relevant coordinating road authority has decided that the road is 'reasonably required for general public use'.

In determining whether a road is a public road Parks Victoria will consider the following factors when deciding:

- is the road primary access to a park.
- is the road access to major visitor sites within a park.
- what is the traffic volume and vehicle type.
- is alternate access is already provided by a public road.
- what is the desired visitor experience.

A determination of public road status, made under section 17 of the RMA, does not affect the status of the road as a public highway or affect the right of public use of the public highway.

3.2 Road Classification System

Parks Victoria uses the Austroads functional classification of rural roads (*Guide to Road Design Part 2 – Design Considerations*). This system divides rural roads into arterial roads and local roads based on the road characteristics.

Arterial Roads

Road Class	Route Type	Characteristics
Class 1	M	Freeways or highways constructed to very nearly freeway quality.
Class 2	A	Highways and major arterials.
Class 3	B or C	Arterial roads, not being Class 1, or 2, whose main function is to provide for movements between towns, important centres, and connecting between class 1 or 2 roads.

Local Roads

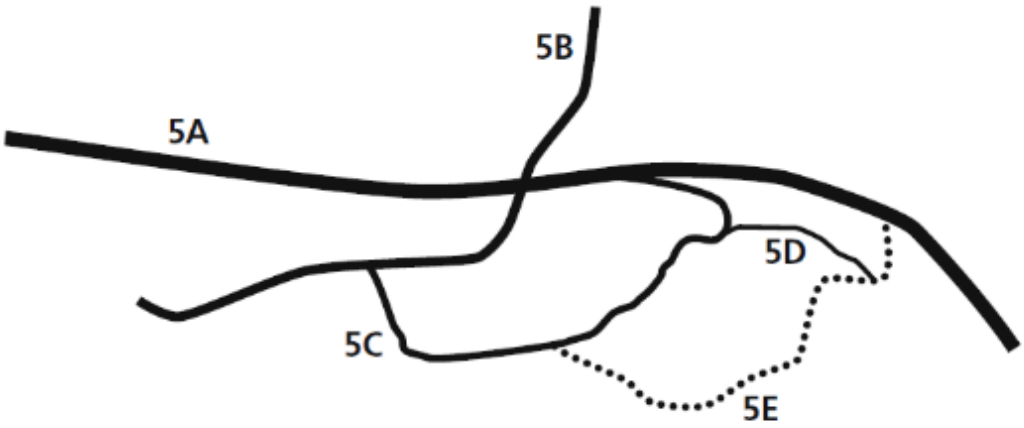
Road Class	Route Type	Characteristics
Class 4	None	Those roads, not being Class 1, 2, or 3, whose main function is to provide access to abutting property.
Class 5	None	Roads which provide almost exclusively for one activity or function, which cannot be assigned to Classes 1 to 4.

All roads within parks are regarded as Class 5 roads within the classification system. To enable more selective management practices class 5 has been subdivided into five sub-categories, 5A to 5E.

Road Class	Class Type	Standards Table.
5A	Primary	Sealed Roads (4.4.2) Unsealed Roads (4.4.3)
5B	Secondary	Sealed Roads (4.4.2) Unsealed Roads (4.4.3)
5C	Minor	Unsealed Roads (4.4.3)
5D	Access	NA
5E	Tracks	NA

The Parks Victoria Register of Public Roads includes sealed and unsealed roads within the 5A, 5B, and 5C classifications. Class 5D and 5E roads are operational roads and are not described in this plan

Figure 1: Schematic diagram of PV Road Classification System



The public may have access or restricted access to class 5D and 5E roads, however they are not generally regarded as public roads under the act.

The following tables outline the characteristics of 5A, 5B, and 5C public roads.

Class 5A Primary Public Road

Class Type	Service Function Description	Road Type Description
Primary road > 100 ADT#	Provides primarily for the main traffic movements into and through a region. This includes access to high use visitor sites, parks and forest areas Caters generally for higher travel speed, all vehicle types including large vehicles (i.e. buses and trucks)	All weather road predominantly two-lane and mainly sealed. A high quality of service* road. Design speed standard of 50–80 km/h according to terrain. Minimum carriageway width is 7 m

Class 5B Secondary Public Road

Class Type	Service Function Description	Road Type Description
Secondary road 30 – 100 ADT#	Provides access to moderate use visitor sites, parks and forest areas. Serves the purpose of collecting and distributing traffic from local areas, moderate use visitor sites and forest areas to or from primary or minor roads. Caters for moderate travel speed of a full range of vehicles including large vehicles.	All weather two-lane road formed and gravelled or single lane sealed road with gravel shoulders. A good quality of service road. Design speed standards of 30–70 km/h according to terrain. Minimum carriageway width is 5.5 m.

5C Minor Public Road

Class Type	Service Function Description	Road Type Description
Minor road 20 – 50 ADT#	Provides a link to low and moderate use visitor sites, parks and forest areas. Purpose is to link areas, which are traffic generators to secondary or primary roads. Caters for lower travel speed and full range of vehicles.	All weather single lane two-way unsealed formed road usually lightly gravelled. A fair quality of service road. Design speed standards of 20–60 km/h according to terrain. Minimum carriageway width is 4m.

 # Average Daily Traffic (ADT) represents the average daily traffic over the peak season. An indicative measure only.
*** Quality of service is defined in terms of geometric standards, ride quality, and safety.**

3.3 Road Crossing Structures (Bridges, Major Culverts, and Causeways)

Bridges, major culverts, and causeway crossing structures are an integral part of the road network and for that reason are included in the RMP when the crossing structure is part of a public road. These assets deteriorate over time due to several factors, including traffic loads, severe weather, fire, and climate. The maintenance objective of road crossing structures is to ensure that the structure continues to perform its function under acceptable conditions of safety.

3.4 Road Authority Obligations

A road authority must in performing road management functions have regard to the principal object of road management and the works and infrastructure management principles. (Part 4 Division 2 of the RMA)

Under the RMA a road authority:

- has a statutory duty to inspect, maintain, and repair public roads; (Part 4 Division 3 Section 40)
- has the power to determine the standard of construction, inspection, maintenance, and repair. (Part 4 Division 3 Section 41)
- must keep a register of public roads specifying the public roads in respect of which it is the coordinating road authority. (Part 3 Division 2 Section 19)

Though importantly a road authority does not have a duty to upgrade a road or to maintain a road to a higher standard than the standard to which the road is constructed. (Part 4 Division 3 Section 40)

3.5 Road User Obligations

Road users have various obligations, when operating a motor vehicle or using the road network, these obligations are set out in Section 17A of the Road Safety Act 1986 (as amended by the Road Management Act 2004) and are summarised below.

A person who drives a motor vehicle on a highway must drive in a safe manner having regard to all relevant factors including (but not limited to) the:

- Physical characteristics of the road.
- Prevailing weather conditions.
- Level of visibility.
- Condition of the motor vehicle.
- Prevailing traffic conditions.
- Relevant road laws and advisory signs.
- Physical and mental condition of the driver.

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

A road user must have regard to the rights of other road users and the community, taking reasonable care to avoid conduct that may:

- Endanger the safety and welfare of themselves or other road users.
- Damage any infrastructure on the road reserve.
- Harm the environment of the road reserve.

3.6 Suspension of the Road Management Plan

While Parks Victoria endeavours to always meet the standards described in this plan, exceptional circumstances may arise that require the temporary suspension of all or part of this RMP. Exceptional circumstances that may trigger a suspension include natural disasters, accidents, severe weather events, or unforeseen financial hardship.

In the event of a suspension, Parks Victoria will clearly communicate the parts of the RMP that are affected and provide an estimate of the length of time that the suspension will remain in place. Internal stakeholders will be notified of the suspension through normal channels of communication, while the main form of external communication will be via the Parks Victoria website. If Parks Victoria deem appropriate, other communication methods may be utilised on a case-by-case basis.

3.7 Australian Grand Prix Circuit

Several of the public roads, managed by PV, in Albert Park make up the Australian Grand Prix Circuit. On these roads, PV will undertake regular inspections in accordance with this plan. However, should significant issues or defects be observed on the grand prix circuit PV will engage with the Australian Grand Prix Corporation in finding a suitable resolution.

4 Schedule B: Public Road Inspection and Maintenance Standards

4.1 Inspection Frequency and Response Time Codes

The following inspection frequencies and response time codes are available to PV when setting the service levels contained in the RMP. Not all codes are currently being used in this RMP.

Inspection Frequency		Response Time	
Code	Frequency	Code	Frequency
1	One Week	A	Within two working days of notification or inspection
2	One Month	B	Within one working week of notification or inspection
3	Three Months	C	Within one month of notification or inspection
4	Twice per year	D	Within three months of notification or inspection
5	Once per year	E	Within six months of notification or inspection
6	Two years	F	Within twelve months of notification or inspection
7	Five years	G	Within two years of notification or inspection

4.2 Inspection Frequency

The following inspection frequency applies to public roads in this plan.

Asset Group	Type	Road Class	Inspection Frequency
Roads	Sealed	5A	Quarterly (3)
		5B	Quarterly (3)
	Unsealed	5A	Quarterly (3)
		5B	Quarterly (3)
		5C	Twice Yearly (4)
Furniture – signs, guideposts, pavement markings and reflectors	Sealed	5A, 5B	As per the road category and one night inspection for reflectivity.
Furniture – signs, and guideposts	Unsealed	5A, 5B, 5C	As per the road category and one night inspection for reflectivity.
Furniture – Safety barriers	Sealed	5A, 5B	As per the road category
	Unsealed	5A, 5B, 5C	As per the road category
Crossings - Bridge, major culverts (> 1m height) and causeway crossings	Sealed and Unsealed	5A, 5B, 5C	Annually (5) (Level 1 Inspection)
	Sealed and Unsealed	5A, 5B, 5C	5 Yearly (7) (Level 2 Inspections)

4.3 Road Crossing Structures

For the purposes of this RMP crossing structures must be greater than 1m in height to be considered.

PV has adopted three levels of inspection for road crossing structures as listed below:

- Level 1: Routine maintenance inspection (at least every year).
- Level 2: Structural condition inspection performed at least every 5 years or according to report recommendations or notifications of defects or damage.
- Level 3: Detailed engineering inspections carried out based on the results of a Level 2 inspection or recommendation.

4.4 Maintenance Standards and Response Times

4.4.1 Definitions

The following definitions will assist with the interpretation of the information presented in the Maintenance Standards tables.

Defect – A defect is a fault or problem that has developed over time that has the potential to affect the safety or the serviceability of the road. Defects are generally isolated, minor in nature, and can be rectified during routine or preventative maintenance works. Defects are not items that are inherently part of the original design or functional characteristics of the road. Defects are normally measured or quantified to determine whether they are above or below a set intervention level.

Intervention Level – The intervention level is the threshold for the physical characteristics, of a defect, that when exceeded require a response from the road authority under this RMP.

Above Intervention – Above intervention means that physical limits, set by the RMP, for a particular defect type have been exceeded. If a defect is above the intervention, then a response is required by the road authority.

Below Intervention – Below intervention means that physical limits, set by the RMP, for a particular defect type are within an acceptable range. If a defect is below intervention, then a response is not required by the road authority. Though the defect may be monitored and / or recorded in a work order.

Response – A response by a road authority can include a range of measures, including complete rectification and repair of the defect, returning the road to the level of serviceability it had prior to the defect occurring. Other possible responses include partial rectification of the defect that returns the defect to below intervention, or the placement of appropriate signage that alerts road users to the presence of the defect and maintains a reasonable level of serviceability from the asset (See Section 3.5.4).

Response Time – The response time is the period that the road authority must respond to an above intervention defect. The measurement of response time commences when the road authority has confirmed that there is an above intervention defect requiring attention.

Response Time Code – To reduce the size of the Maintenance Standards tables a code ‘A’ through to ‘E’ has been used to describe the response time. Details of the coding system are described in Section 3.2, which must be read in conjunction with this Section.

4.4.2 Maintenance Standards Sealed Roads

The following table outlines the defect intervention levels and response times for Class 5A and 5B sealed roads listed on the PV Register of Public Roads.

Sealed Roads Table		5A		5B	
Type	**Description**	**Intervention**	**Response Time**	**Intervention**	**Response Time**
Obstructions	Materials on the roadway to cause slippery or dangerous surface	area on roadway >5m2	B	area on roadway >10m2	B
	Ponding of water, fallen trees, dead animals, or other objects	>300mm height of obstacle	B	>300mm height of obstacle	B
Pavement	Potholes	depth >100mm and >300mm along road	D	depth >150mm and >400mm along road	E
	Edge drop onto unsealed shoulder	depth >100mm and >10m along road	E	depth >150mm and >20m along road	F
	Deformations (corrugations, shoving, rutting, or rough ride)	depth >100mm under a 3m straight edge and >10m along road	E	depth >100mm under a 3m straight edge and >20m along road	F
Vegetation	Trees, shrubs, and grasses restricting design sight distance to intersection or signs	Vegetation grown in a way that restricts sight distance or the visibility of hazard, warning, or regulatory signage	C	Vegetation grown in a way that restricts sight distance or the visibility of hazard, warning, or regulatory signage	C
	Vegetation cover intruding over a carriageway	Minimum height clearance of 4.5m	D	Minimum height clearance of 4.5m	D
Furniture	Road signs	Missing damaged or illegible signs making them ineffective	D	Missing damaged or illegible signs making them ineffective	D
	Guideposts	Missing or damaged guideposts at critical locations**	D	Missing or damaged guideposts at critical locations**	D
	Pavement markings and reflectors	Missing, illegible or confusing at critical locations**	F	Missing, illegible or confusing at critical locations**	F
	Safety barriers	Missing or damaged at critical locations making them ineffective**	E	Missing or damaged at critical locations making them ineffective**	F
Crossings	Issues highlighted in Level 1 report	As per the report recommendations	D	As per the report recommendations	D
	Issues highlighted in Level 2 report	As per the report recommendations	G	As per the report recommendations	G

*road signs include regulatory and safety signs that provide the driver with advice on the safe use of the road (i.e. sharp curve sign)

**critical location (i.e. sharp curves, culvert crossings) is where a road alignment, pavement width or road geometry is below desirable standards

4.4.3 Maintenance Standards Unsealed Roads

The following table outlines the defect intervention levels and response times (RT) for Class 5A, 5B, and 5C unsealed roads listed on the PV Register of Public Roads.

Unsealed Roads Table		5A		5B		5C	
Type	**Description**	**Intervention**	**RT**	**Intervention**	**RT**	**Intervention**	**RT**
Obstructions	Materials on the roadway, fallen trees, dead animal, or other objects	>300mm height of obstacle	B	>300mm height of obstacle	B	>300mm height of obstacle	C
Pavement	Potholes	depth >100mm and >300mm along road	D	depth >150mm and >400mm along road	D	depth >200mm and >500mm along road	E
	Loose materials causing slippery or dangerous surface	depth >50mm and >100m along road	C	depth >80mm and >100m along road	D	depth >100mm and >100m along road	D
	Deformations (corrugations, shoving, rutting, or rough ride)	depth >100mm under a 3m straight edge and >100m along road	E	depth >150mm under a 3m straight edge and >100m along road	E	depth >200mm under a 3m straight edge and >100m along road	F
Vegetation	Trees, shrubs and grasses restricting design sight distance to intersection or signs	Vegetation grown in a way that restricts sight distance or the visibility of hazard, warning, or regulatory signage	D	Vegetation grown in a way that restricts sight distance or the visibility of hazard, warning, or regulatory signage	D	Vegetation grown in a way that restricts sight distance or the visibility of hazard, warning, or regulatory signage	D
	Vegetation cover intruding over a carriageway	Minimum height clearance of 4.5m	D	Minimum height clearance of 4.5m	D	Minimum height clearance of 4.5m	D
Furniture	Road signs*	Missing damaged or illegible signs making them ineffective	D	Missing damaged or illegible signs making them ineffective	D	Missing damaged or illegible signs making them ineffective	D
	Guideposts	Missing or damaged guideposts at critical locations**	D	Missing or damaged guideposts at critical locations**	D	Missing or damaged guideposts at critical locations**	E
	Safety barriers	Missing or damaged at critical locations making them ineffective**	E	Missing or damaged at critical locations making them ineffective**	E	Missing or damaged at critical locations making them ineffective**	F
Crossings	Issues highlighted in Level 1 report	As per the report recommendations	D	As per the report recommendations	D	As per the report recommendations	E
	Issues highlighted in Level 2 report	As per the report recommendations	G	As per the report recommendations	G	As per the report recommendations	G

*road signs include regulatory and safety signs that provides the driver with advice on the safe use of the road (i.e. sharp curve sign)

**critical location (i.e. sharp curves, culvert crossings) is where a road alignment, pavement width or road geometry is below desirable standards

4.4.4 Note on Response Times

Defects may be identified during routine PV inspections or by third parties including: external asset inspectors, members of the public, service agencies, or other government bodies. The response time for third party reported defects will commence from when PV has confirmed the physical characteristics of the defect and determined whether the defect is above or below intervention.

If it is not possible to rectify the defect within the relevant RMP response time, appropriate warning of the hazard or temporary repair is to be provided until the permanent repair can be completed.

Appropriate warning could include:

- provision of warning signs
- traffic control
- diverting traffic around hazard
- restriction of certain vehicles (e.g. load limit)
- road closure
- media
- web site

To achieve a permanent repair to a defect PV may need to defer works until funding for major rehabilitation can be allocated or until planning controls at specific sites can be met. If work is deferred in this manner, appropriate warning and communication must be provided to road users.

4.5 Additional Maintenance Activities

PV, at its discretion, may from time to time undertake maintenance activities to levels that exceed the minimum requirement of this RMP. These maintenance activities may include works that:

- preserve the design life of an asset.
- increase the life of an asset.
- preserve the structural integrity of an asset.
- reduce the likelihood of future expensive repairs.

Additional maintenance may be for operational purposes and does not imply that the classification of the effected road has changed or that the effected road, or any other road, will be maintained above the prescribed standards of this plan.

5 Schedule C – Register of Public Roads

Under Section 19 of the Road Management Act 2004 a road authority must keep a register of public roads specifying the roads in respect of which it is the road authority.

PV ASSET ID	ROAD NAME / FUNCTIONAL DESCRIPTION	ROAD CLASS	PUBLIC ROAD	Length (km)	SEALED	SEGMENT START	SEGMENT END	PARK	ACCESS HOURS APPLY
29319	FITZSIMMONS LANE TO CANOE SHED	5B - SECONDARY ROAD	YES	0.7	YES	FITZSIMONS LANE	CANOE CARPARK	WESTERFOLDS PARK (YARRA VALLEY PARKLANDS)	YES
29318	PORTER STREET PICNIC AREA ACCESS	5B - SECONDARY ROAD	YES	0.3	YES	PORTER STREET	END OF ROAD	WESTERFOLDS PARK (YARRA VALLEY PARKLANDS)	YES
29314	RED STRINGYBARK PICNIC AREA ACCESS	5B - SECONDARY ROAD	YES	0.5	YES	FITZSIMMONS LANE TO CANOE SHED	END OF ROAD - ROUNDABOUT	WESTERFOLDS PARK (YARRA VALLEY PARKLANDS)	YES
29316	THE MANOR ACCESS	5B - SECONDARY ROAD	YES	0.8	YES	UNNAMED	END OF ROAD - ROUNDABOUT	WESTERFOLDS PARK (YARRA VALLEY PARKLANDS)	YES
29317	WATTLEVIEW PICNIC AREA ACCESS	5B - SECONDARY ROAD	YES	0.2	YES	THE MANOR ACCESS	END OF ROAD - ROUNDABOUT	WESTERFOLDS PARK (YARRA VALLEY PARKLANDS)	YES
24867	ALBERT ROAD DRIVE	5A - PRIMARY ROAD	YES	0.4	YES	LAKESIDE DRIVE	AUGHTIE DRIVE	ALBERT PARK	NO
24868	ALBERT ROAD DRIVE SOUTH	5B - SECONDARY ROAD	YES	0.1	YES	OLD AUGHTIE DRIVE	END	ALBERT PARK	NO
24873	AQUATIC DRIVE	5B - SECONDARY ROAD	YES	0.8	YES	ALBERT ROAD DRIVE	ALBERT ROAD DRIVE	ALBERT PARK	NO
24869	AUGHTIE DRIVE	5A - PRIMARY ROAD	YES	2.4	YES	ALBERT ROAD DRIVE	ROSS GREGORY DRIVE	ALBERT PARK	NO
24874	HOCKEY DRIVE	5B - SECONDARY ROAD	YES	0.3	YES	AUGHTIE DRIVE	END	ALBERT PARK	NO
24875	LAKESIDE DRIVE (SECTION 1)	5A - PRIMARY ROAD	YES	0.6	YES	FITZROY STREET	ROSS GREGORY DRIVE	ALBERT PARK	NO
24870	LAKESIDE DRIVE (SECTION 2)	5A - PRIMARY ROAD	YES	2.3	YES	ROSS GREGORY DRIVE	ALBERT ROAD	ALBERT PARK	NO
24877	QUEENS ROAD SLIPROAD	5A - PRIMARY ROAD	YES	0.1	YES	LAKESIDE ROAD	QUEENS ROAD	ALBERT PARK	NO
24871	ROSS GREGORY DRIVE	5A - PRIMARY ROAD	YES	0.3	YES	AUGHTIE DRIVE	LAKESIDE DRIVE	ALBERT PARK	NO
24876	VILLAGE GREEN DRIVE	5A - PRIMARY ROAD	YES	0.3	YES	HOCKEY DRIVE	LAKESIDE DRIVE	ALBERT PARK	NO
27399	COOLART ENTRY ROAD	5B - SECONDARY ROAD	YES	0.4	NO	LORD SOMERS ROAD	COOLART CARPARK	COOLART HISTORIC AREA	YES

PV ASSET ID	ROAD NAME / FUNCTIONAL DESCRIPTION	ROAD CLASS	PUBLIC ROAD	Length (km)	SEALED	SEGMENT START	SEGMENT END	PARK	ACCESS HOURS APPLY
145133	DEVILBEND ENTRY ROAD	5B - SECONDARY ROAD	YES	0.2	YES	GATE - OFF GRAYDENS ROAD	CAR PARK	DEVILBEND NATURAL FEATURES RESERVE	YES
145132	FRANKSTON CONSERVATION RESERVE ENTRY ROAD	5B - SECONDARY ROAD	YES	0.04	YES	GATE - JEREMY WAY	CAR PARK	FRANKSTON NATURE CONSERVATION RESERVE	YES
26765	SERENDIP DRIVE	5B - SECONDARY ROAD	YES	0.5	YES	WINDERMERE ROAD	SERENDIP CARPARK	SERENDIP SANCTUNARY	YES
26602	ESCARPMENT ROAD	5B - SECONDARY ROAD	YES	0.6	NO	MAIN DRIVE ZOO ENTRY	HOTEL ENTRY	WERRIBEE PARK	YES
24909	MAIN DRIVE - GATE 2 (SPRAY SEALED)	5B - SECONDARY ROAD	YES	1	YES	K ROAD	END OF SEAL	WERRIBEE PARK	YES
24910	MAIN DRIVE - GATE 2 (UNSEALED)	5B - SECONDARY ROAD	YES	0.7	NO	END OF SEAL	VISITOR CAR PARK	WERRIBEE PARK	YES
24908	SOUTH DRIVE	5B - MINOR ROAD	YES	0.3	NO	K ROAD GATE 5	STAFF CARPARK	WERRIBEE PARK	YES
26769	BELLBIRD ROAD	5B - SECONDARY ROAD	YES	0.3	YES	YARRA BOULEVARD	BELLBIRD CARPARK	YARRA BEND PARK	NO
29313	BOATHOUSE ROAD	5B - SECONDARY ROAD	YES	0.3	YES	YARRA BOULEVARD	STUDLEY PARK CAR PARK	YARRA BEND PARK	NO
24727	DEEP ROCK ROAD	5B - SECONDARY ROAD	YES	0.4	YES	YARRA BEND ROAD	END OF ROAD	YARRA BEND PARK	NO
35708	FAIRLEA ROAD	5B - SECONDARY ROAD	YES	0.5	YES	YARRA BEND ROAD	FLY POOL CARPARK	YARRA BEND PARK	NO
24907	JOHNSONS LANE	5B - SECONDARY ROAD	YES	0.4	NO	MAIN DRIVE	ESCARPMENT ROAD	YARRA BEND PARK	NO
24720	YARRA BEND ROAD IN DEEP ROCK	5B - SECONDARY ROAD	YES	1.5	YES	YARRA BEND ROAD - FREEWAY BOUNDARY	YARRA BEND ROAD - END OF LOOP	YARRA BEND PARK	NO
25510	BIG ROCK ROAD	5B - SECONDARY ROAD	YES	0.7	YES	TURNTABLE DRIVE	BIG ROCK ROAD CARPARK	YOU YANGS REGIONAL PARK	YES
25512	GREAT CIRCLE DRIVE	5C - MINOR ROAD	YES	11.6	NO	BIG ROCK ROAD	TURNTABLE DRIVE	YOU YANGS REGIONAL PARK	YES
25513	KURRAJONG AVENUE	5C - MINOR ROAD	YES	0.2	NO	GREAT CIRCLE DRIVE	KURRAJONG PICNIC GROUND	YOU YANGS REGIONAL PARK	YES
24912	LOWER PICNIC GROUND ACCESS	5B - SECONDARY ROAD	YES	0.3	YES	TURNTABLE DRIVE	LOWER PICNIC GROUND	YOU YANGS REGIONAL PARK	YES
24919	TURNTABLE CARPARK LOOP	5B - SECONDARY ROAD	YES	0.3	YES	TURNTABLE DRIVE	TURNTABLE DRIVE	YOU YANGS REGIONAL PARK	YES
25511	TURNTABLE DRIVE	5B - SECONDARY ROAD	YES	3.9	YES	BRANCH ROAD	TURNTABLE DRIVE	YOU YANGS REGIONAL PARK	YES

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