



Mornington Peninsula Shire

Unmade Roads Construction Strategy

March 2006

Executive Summary

This Unmade Roads Construction Strategy provides a basis for prioritising the construction of unmade roads within the Mornington Peninsula Shire. There are 1083 unmade roads within the boundaries of the Shire. This equates to a length of 373 kilometres of unmade roads, 165 kilometres of which is within the urban growth boundary. The impact of these roads on the environment, the local economy and the community is significant and given the increase in population and development on the Mornington Peninsula the need for more permanent road and drainage infrastructure has become a high priority.

The document provides a strategic approach to managing the road infrastructure on the Mornington Peninsula. Implementation will enhance the built environment and meet the community's needs for access, ecological protection, amenity and safety. It will allow forward planning for the construction of unmade local roads, maximise beneficial outcomes in the expenditure of public funds and address the environmental, economic, social and cultural impact of the Peninsula's unmade local road network.

A methodology has been developed to prioritise the Mornington Peninsula Shire's unmade roads for construction. Urban and rural roads were considered separately in the evaluation due to their differences in function and character. A set of evaluation criteria was identified according to the potential impacts of unmade roads and each road received a ranking score for each of these criteria. These ranking scores were then used to calculate a '*total score*' for each of the 1083 unmade roads providing a method in which the roads could be evaluated. The results of this evaluation are presented in a priority matrix indicating the road's priority for construction. It is anticipated that under the strategy's implementation the construction of unmade urban roads will be funded according to the Shire's Contributory Scheme Policy and rural road construction will be considered in the development and operation of the Safer Local Roads Contract. The priority matrices for both urban and rural roads will be reviewed annually to ensure that benefit to the community is maximised and the most suitable unmade roads are selected for construction.

This strategy has been developed for the sole purpose of evaluating and prioritising unmade roads for construction and therefore the analysis presented focuses on the negative impacts created by the presence of unmade roads within the municipality. It is acknowledged that unmade roads are valued by some members of the Mornington Peninsula community and where possible this will be considered under the implementation of the strategy.

Table of Contents

<u>EXECUTIVE SUMMARY</u>	<u>2</u>
<u>INTRODUCTION</u>	<u>4</u>
PURPOSE OF THE STRATEGY	4
OBJECTIVE OF THE STRATEGY	4
<u>BACKGROUND</u>	<u>5</u>
<u>POLICY CONTEXT</u>	<u>6</u>
<u>ASSET MANAGEMENT</u>	<u>7</u>
<u>IMPACT OF UNMADE ROADS</u>	<u>8</u>
ENVIRONMENTAL IMPACT	8
LAND DEGRADATION	8
WATER QUALITY	8
AIR QUALITY	9
ECONOMIC IMPACT	10
DIRECT SHIRE COSTS	10
COMMUNITY COSTS (ROAD SAFETY)	10
LOCAL RESIDENT COSTS	10
SOCIAL IMPACT	11
ACCESS	11
AMENITY	12
<u>EVALUATION OF UNMADE ROADS</u>	<u>13</u>
EVALUATION CRITERIA	13
METHODOLOGY	13
PRIORITY MATRIX FOR URBAN UNMADE ROADS	16
PRIORITY MATRIX FOR RURAL UNMADE ROADS	26
<u>TREATMENT OPTIONS</u>	<u>29</u>
<u>CONCLUSION</u>	<u>36</u>
<u>REFERENCES</u>	<u>37</u>
<u>APPENDIX ONE: QUICK REFERENCE GUIDE OF ALL UNMADE ROADS</u>	<u>38</u>

Introduction

The Mornington Peninsula Shire Council faces the problem of selecting which unmade roads should be constructed and identifying when this construction should take place. This document investigates the factors affecting these decisions and adopts a methodology for the evaluation and prioritisation of unmade roads. A Priority Matrix is presented for both urban and rural roads and will be used as a tool to guide the selection of unmade roads for construction.

Purpose of the Strategy

The purpose of the strategy is to strategically enhance the construction of the Shire's unmade roads. The strategy will provide the opportunity of forward planning for design, preparation, tendering and construction and the allocation of necessary staff resources. The strategy will ensure that best value outcomes will be achieved for the community through the selection of the most appropriate roads for construction. It will also enable Councillors and Shire officers to assist in resident enquiries regarding the construction of unmade roads.

Objective of the Strategy

The strategy has been structured to satisfy the following key outcomes:

- Provide a strategic direction to unmade road construction.
- Reflect the Council's expectations in conjunction with the needs and expectations of the community.
- Ensure maximum benefits are achieved in the expenditure of public funds.

Through the implementation of the strategy the environmental, social and economic impact of unmade roads will be reduced and the Shire will accumulate safer and more permanent road and drainage infrastructure on an on-going basis.

Background

The Mornington Peninsula Shire has a significant length of unmade roads which cannot safely, effectively and sustainably perform to the current and future transport function requirements. There are 373 kilometres of unmade roads in the Shire, in both urban and rural areas, and to maintain these roads to a standard acceptable to the community requires substantial resources. The projected annual cost to maintain the unmade road network within the Shire, including grading, crushed rock replacement and dust suppression is approximately \$862,700 for the next ten years.

The roads in the rural areas were created in the latter part of the 19th century where Parishes were subdivided into Crown Allotments. These roads provided access to Crown Allotments and Town Lots and usually were laid out on a rectangular grid pattern.

The roads in the urban areas were created when the Crown Allotment land was subdivided prior to 1958. Prior to this time, Council had no power to require subdividers to construct the infrastructure which is taken for granted today. Municipalities which had significant subdivision activity prior to 1958, such as on the Mornington Peninsula have a legacy of unmade streets which were known as 'private streets'.

The 1958 Local Government Act empowered councils to require developers to construct the roads and provide services in the areas they subdivide. It also allowed for councils to have unmade streets constructed at the benefiting owners cost under Private Street Construction Schemes. These private street provisions have been encompassed under the Special Charge provisions of the 1989 Local Government Act. In the Act, Council may level a special charge on any person whom Council considers will obtain a "Special Benefit" from infrastructure works, including unmade road construction.

The importance of upgrading the road and drainage infrastructure on the Mornington Peninsula has been recognised for some time. The three former Peninsula Councils (the Shires of Hastings, Flinders and Mornington), each identified the need for the construction of sustainable infrastructure and established ongoing programs of road and drainage construction.

A number of private street associations developed under the former Peninsula Councils. These groups play an active role in the management of these private streets, including funding a proportion of road maintenance and providing input in relation to the operation and safety of the roads. Since the amalgamation of the three former Peninsula Councils, the Mornington Peninsula Shire has endeavoured to develop beneficial working relationships with these private road groups. It is hoped that these relationships can be maintained and enhanced under this strategy's implementation.

The programs identified by the three former Councils have not been reviewed in detail since the creation of the Mornington Peninsula Shire in 1994. The approach for the construction of unmade roads and the initiation of Special Charge Schemes was reactive and dependent upon resident requests, and did not formally take into account the impact of the road on the social, ecological and economic environment.

With the increasing development, permanent population and tourist visits to the Peninsula, and the resulting increased maintenance and environmental costs, the need

for more permanent road and drainage infrastructure has become more pressing. The Shire's Community Plan has identified the need for an Unmade Roads Construction Strategy which will provide a strategic and proactive approach in the consultation and investigation of infrastructure development requirements and the construction of unmade roads.

Policy Context

The Unmade Roads Construction Strategy has been developed and produced in accordance with the Mornington Peninsula Shire Community Plan. The Community Plan provides the framework for future directions for Council activities. It also aims to have regard for environmental, economic and social needs. The Community Plan is the umbrella for all other strategic planning documents, including the Unmade Roads Construction Strategy.

The development of the Unmade Roads Construction Strategy has involved the application of the sustainability principles taken from the Sustainability Framework highlighted in the Community Plan. Sustainability is an objective or outcome that is seen to consider economic, ecological and social factors. The evaluation and prioritisation of the Shire's unmade roads and finalisation of the subsequent program of works and priority list was carried out according to these principles.

The Contributory Schemes Policy for Local Roads is a tool to assist Council and residents to develop a built environment that meets the community's needs for access, ecological protection, amenity and safety. It operates in a legislative environment that recognises there is a responsibility on those living on an unmade road to make an equitable contribution towards its development at least once. The policy also recognises the requirement for the majority of abutting property owners to support the proposed scheme for construction to proceed, unless there is significant environmental, economic or social justification to support the roads construction. A number of strategic objectives were identified in the Contributory Schemes Policy for Local Roads and the Unmade Roads Construction Strategy has been developed to meet these objectives. A significant number of the roads identified in the strategy will be constructed under a Contributory Scheme and therefore the relevant statutory requirements identified in the policy must be met.

Asset Management

It is important to note that the implementation of this strategy will impact upon the management of the Shire's assets. Three key documents guide the management and development of the Mornington Peninsula Shire's assets and these should be considered at all stages of implementation of this strategy.

The Asset Management Policy (2004) has been established to ensure that sound asset management practises are followed by Council in order to provide the community with safe, efficient and reliable assets that meet current and future needs.

The Infrastructure Asset Management Strategy (2004) guides the implementation of the Asset Management System (AMS). This covers all assets owned or maintained by the Shire including constructed and unmade roads. The system concerns information management and communication and the tools for this task are databases, the Geographic Information System (GIS), and the Intranet/Internet.

The Road Management Plan (2004) has been developed for all Mornington Peninsula Shire roads and associated infrastructure assets in accordance with the Road Management Act 2004. It is a communication tool used to document the current levels of service and management practices. The plan provides a transparent and network wide approach to managing the Shire's roads and is in line with the Asset Management Strategy and Policy.

The development of the Unmade Roads Construction Strategy involved the consideration of asset management and is in keeping with the Asset Management Policy and Strategy and the Road Management Plan.

Impact of Unmade Roads

The presence of unmade roads on the Mornington Peninsula results in numerous economic, social and environmental impacts, the significance of which is largely dependant upon the characteristics of each individual road.

This section of the report identifies and describes these impacts and highlights the need for their consideration in the evaluation process.

Environmental Impact

Unmade roads have a significant potential to interact with the environment due to the unformed and variable nature of the roadway. These impacts can be best described through the unmade road's interaction with the land, water and air environments.

Land Degradation

Erosion is the process by which the earth is worn away by water or wind and sediment is produced. Some soil types are more susceptible to erosion than others, depending on the mechanical, chemical and physical characteristics of the soil and the terrain. Erosion is increased in high rainfall events and where stormwater flow is concentrated. In other words, significant erosion and land degradation will occur where both the volume and velocity of the travelling stormwater is high. The road drainage system is the main vehicle for sediment transport due to the concentration of stormwater flows at relatively high velocity.

The gravel pavement of an unmade road is very exposed to the erosive forces of stormwater. The rate of erosion on unprotected or disturbed surfaces, such as unmade roads, may increase by a factor of one hundred or more compared to natural rates (Australian Rainfall and Runoff 2001). Other processes such as vehicle traffic and maintenance practices can also increase the potential for erosion and sediment production.

Road surface erosion is extremely sensitive to traffic levels, with heavily used roads generating substantially more sediment than lesser used roads. High levels of traffic increase sediment production because the vehicle passage generates loose material which is then carried away with each rain event. An unmade road can produce one hundred times more sediment in stormwater runoff than a constructed road (Blue Mountains Urban Runoff Control Program 1999).

Water Quality

Roads interrupt the natural drainage pattern of the landscape. Stormwater is directed away from the road and into surrounding areas to prevent any structural damage to the road pavement caused by flood waters. Consequently, water is concentrated in drainage channels and directed to receiving waters. This combination of exposed surfaces and concentrated stormwater can lead to significant erosion problems and the potential for stormwater degradation quality issues.

One of the greatest threats to the environment from unmade roads is sediment runoff. Sediment and suspended solids are considered to be the most significant of all road runoff pollutants because of the many direct and indirect effects on the health of local ecosystems.

The sediment produced from unmade roads is typically very fine, with up to 60% of particles in runoff being very fine silt and clay. This type of sediment has the potential to be suspended in stormwater for long periods of time, carried long distances and cause environmental harm once reaching waterways.

Discharge of muddy or turbid water into waterways can cause serious environmental damage. Sediments suspended in the water can reduce the amount of sunlight penetrating the water, which can affect the growth of plant life and make it difficult for visual predators such as fish and birds to hunt (EPA Website 2004). Sediment can clog the gills of fish and other stream life and interfere with the uptake of oxygen by animals and aquatic plants (WBM Oceanics Australia 2002).

Sediment can also change the nature of the creek bed via sediment deposition. High levels of sediment can fill pools, cover rocky bottoms and coat woody debris. This can smother fish eggs, plants, algae, insects, snails, worms and shrimps, and reduce the available habitat for breeding, shelter and feeding (EPA Website 2004). As a result, fish and invertebrate communities of local waterways can be significantly altered through the presence of unmade roads. A 2003 study conducted in Hastings revealed that sediment runoff from unmade roads can be up to forty times the accepted levels for healthy waterways (Cardinia Shire Council, Mornington Peninsula Shire Council, City of Casey, 2004).

Many potential pollutants such as nutrients, heavy metals and organic substances are attached onto and travel with sediment (Austroads 2001). In particular, small particles have the capacity to transport other pollutants from the road surface. Therefore, the impact of increased turbidity and suspended sediment maybe exacerbated by increased pollutant loads and toxicity.

Air Quality

Road dust can have significant implications for human health, road safety, amenity, aesthetics and the environment. Fugitive dust can reduce visibility among motorists, aggravate respiratory illnesses and increase wear and tear on vehicles and construction equipment. Dust deposition can occur on buildings, vehicles and clothes hanging on washing lines.

Sediment particles can spread from the road surface to surrounding areas via dust, which may then pollute stormwater runoff in the next rainfall event. The amount of dust generated from an unmade pavement will vary according to a number of factors including vehicle speed, number and type of vehicles passing, grading practices, and climatic conditions (ARRB 2000).

Dust suppression is widely used by local governments to reduce the amount of dust generated from local roads. Traditionally, dust suppression was simply the application of water, or the application of chemicals which act to bind particles together, for example calcium chloride. These techniques have a very limited life and are expensive to

continue to reapply annually. Short of sealing a road there are no known ways to eliminate dust emissions effectively on a term basis by using a single process or just one application of a dust suppressant. (Foley et al. 1996)

Economic Impact

The presence of unmade roads within the Shire generates a number of economic impacts. These can be best explained by dividing them up into direct Shire costs, the broader community costs and the costs to those residents whose properties directly abut the unmade road.

Direct Shire Costs

The Shire provides a budget for the maintenance of unmade roads. This budget provides for dust suppression techniques, \$100,000 per year, and grading of the road surface as well as either minor works such as the filling of pot holes created through high wear rates, \$632,700 per year. In addition, Council has approved an allocation in 2004/2005 of \$650,000 to replace crushed rock on a selection of unmade roads and has proposed to repeat this program again in 2005/2006.

This brings the effective annual cost of unmade roads to \$862,700 per year for the forthcoming ten years.

It should also be noted that the loss of crushed rock from the Shire's unmade roads is significant, in terms of both quantity and monetary value. A 2003 study conducted by ARRB Transport Research on Stumpy Gully Road, Balnarring, determined that the rate of gravel loss from an unmade road is approximately 85m³ per kilometre each year. At a cost of \$44/m³, this equates to a financial loss of approximately \$3,740 for each kilometre of unmade road in the Shire each and every year.

Community Costs (Road Safety)

The unpredictable, highly variable nature of the riding surface of unmade roads creates a road safety hazard for those motorists travelling on the road. If a crash occurs on an unmade road, property damage and personal injury will result in repair and medical costs. Driver expectations of unmade roads are often not met. The surface of an unmade road is unpredictable and can change quite quickly, often without any visual clues. The lack of any established clear zone also increases hazards to the motorists, as does the existence of table drains which do not allow for compensation of possible driver error.

Constructing an unmade road eliminates dangerous crests and curves in a roads geometry and alignment. In terms of speeding vehicles, traffic calming measures can be implemented as part of the road's construction allowing for management of vehicle speeds and traffic volume, something that cannot be done safely on an unmade road.

Local Resident Costs

Vehicle wear and tear is generally greater on an unmade road as opposed to a constructed road, bearing greater vehicle maintenance costs for residents of unmade roads. Additionally, costs associated with time delays may result when the unmade road is compared to a constructed road. Travelling speeds on unmade roads are slower and

the risk of being bogged or being 'held up' because of access difficulties is greater. These costs are intangible and difficult to quantify, however, they do impose a negative impact upon those residents abutting unmade roads and should be noted in the Strategy.

It is also worth noting that the presence of an unmade road may impede development opportunities for property owners. For example, a winery in a rural area may be unable to include a restaurant on the property because of the unmade road abutting the property. The planning permit requirements for the proposed restaurant would most likely require a constructed road to reduce the impact of the development on neighbouring properties.

Social Impact

Access

The condition of the road may prevent access for property service requirements such as garbage trucks, communication servicing vehicles and removalist trucks, resulting in hardship to a select group of residents. For example, an unmade road may mean that garbage bins have to be walked down to the nearest made road. Elderly retired residents may have difficulty walking their rubbish bins along the unmade road to the pick up point each week. The wider community may also bear the additional cost of a more complex waste collections system for those areas containing numerous unmade roads. For example a fleet of smaller vehicles may be required to cater for those properties abutting unmade roads, in addition to the standard larger vehicles employed for waste collection on constructed roads.

Access for emergency vehicles, such as the police, fire and ambulance services, may be impaired on an unmade road. Emergency response times are longer when compared with that achieved on a comparable constructed road. Community services, such as 'meals on wheels' and the community bus service may also experience access difficulties again reducing the level of service available to those residents abutting an unmade road.

Other issues which should be considered when considering the impact of unmade road's on access include:

- Unmade road surfaces may be unstable and therefore potentially dangerous for pedestrians with mobility and balance issues;
- Unmade roads are unlikely to include line marking or defined edges to delineate safe walking areas and therefore place pedestrians at risk;
- Water damage and erosion can often create undulating surfaces and corrugations will create access issues for pedestrians and users of mobility aids;
- People using a range of mobility aids such as wheel chairs, scooters and wheeled walkers, will be placed at risk by using unmade roads due to the unstable nature of the surface, the lack of clearly defined safe zones for travel as well as the impact of dust on their equipment and health; and
- Changes in level and thickness of gravel surfaces on the roadway may lead to mobility aids (eg wheelchairs or scooters) becoming bogged or unstable and placing users at risk of accident or injury.

Amenity

Unmade roads may also reduce the visual amenity in a local area. As discussed previously, erosion and fugitive dust emissions created in dry or wet conditions impacts upon the aesthetics of the area. Dust deposition on properties abutting the unmade road can also equate to a loss of visual amenity.

Evaluation of Unmade Roads

Evaluation Criteria

The following table outlines the evaluation criteria selected for inclusion in the priority matrix. The ranking system used for the matrix is shown and a brief justification is also provided to outline the reasons for inclusion in the matrix.

Table 1: Evaluation Criteria

CRITERION	JUSTIFICATION	RANKING SYSTEM
Environmental Impact		
1. Topography of land surrounding road	The steeper the topography of the land surrounding the roadway, the greater the erosion of sediment and velocity of runoff.	Steep terrain = 3
		Sloped terrain = 2
		Flat terrain = 1
2. Distance from road to waterway	The closer the receiving water, the greater the volume of sediment deposition.	Less than 250m = 3
		251 – 500m = 2
		Greater than 500m = 1
Economic Impact		
3. Level of abutting development	The greater the development density, the greater the number of traffic movements on the roadway	Residential 1 = 3
		Low Density Res = 2
		Industrial 3 = 3
		Business = 3
		Mixed Use = 2
		Other = 1
4. Road classification	The greater the function served by the roadway, the greater the traffic volume on that roadway. Higher order roads also serve as important strategic links.	Arterial = 3
		Collector = 3
		Local Access = 2
		Limited Access = 1
5. Annual grading frequency	The more grades a road receives, the greater the cost of maintaining that road each year.	10 or more = 3
		Between 6 – 8 = 2
		Less than 5 = 1
6. Crash history (crashes in last 5 yrs)	The number of recorded crashes on a roadway indicates its road safety risk.	3 or more recorded = 3
		2 recorded = 2
		1 recorded = 1
Social Impact		
7. Requests for construction	Requests for construction indicate support for the road to be constructed.	Requests received = 1
		None received = 0
Traffic Volume Factor		
8. Average annual daily traffic (AADT)	The larger the traffic volume, the greater the environmental, economic and social impacts.	400 vehicles/day = 3
		200-399 veh/day = 2
		200 or less veh/da = 1

Methodology

The process began with extensive data collection, including site visits and archive searches. A database was established to contain the information collected in the development of the strategy and to enable the process of evaluation and prioritisation of the roads to be streamlined. Each unmade road has been divided into blocks according to the Pavement Management System (PMS) developed as part of the Road Management Plan. The database will be referred to on an ongoing basis and will act as

a fluid document where additions and updates can be made to maintain its relevance and to maximise its value.

Information entered into the database included:

- All identified evaluation criteria
- Pavement Management System (PMS) number
- Melways reference
- Length and average width of road
- Annual maintenance costs
- Approximate construction costs

Once the information had been collected and collated, the relevant characteristics for each road (both rural and urban) were extracted from the database and entered into the priority matrix. Two separate matrices were created to accommodate the varying characteristics of urban and rural unmade roads.

The priority matrix uses the ranking system shown in the evaluation criteria table to appropriately rank and prioritise each unmade road according to the road's *'total score'*. This total score is calculated as follows:

- Firstly, the individual impact tally's are calculated:

Environment Tally

$$= \frac{\text{topography} + \text{distance to waterway}}{6}$$

Economic Tally

$$= \frac{\text{abutting development} + \text{road classification} + \text{grading frequency} + \text{crash history}}{12}$$

Social Tally

$$= \frac{\text{resident requests}}{1}$$

Traffic Tally

$$= \frac{\text{traffic volume}}{3}$$

- Secondly, the total score for each road is determined using the following formula:

<u>Total Score Calculation</u> $= \left(\frac{\text{Environmental Tally} + \text{Economic Tally} + \text{Social Tally}}{3} \right) \times \text{Traffic Tally}$	
--	--

- Thirdly, all of the 1083 unmade roads were designated as Category A, B or C according to the total score calculated for each road. The following table outlines the conditions of each of these categories.

Table 2: Category Definitions

Category	Details
A	High priority for construction These roads will be considered for construction within the next five to ten years.
B	Moderate priority for construction These roads will be assessed following the initial development and implementation of the strategy.
C	Low priority for construction Construction of these roads is highly unlikely and would only be considered if the majority of abutting property owners formally request that the road be constructed.

- Finally, each road was given a numerical ranking and the two priority matrices were developed to display this information in a clear and concise manner.

The Urban and Rural priority matrices can be found on the following pages. Appendix 1 provides a *‘Quick Reference Guide’* listing all 1083 unmade roads in alphabetical order along with their corresponding numerical ranking and total score to facilitate locating individual roads in the priority matrices.

Priority Matrix for Urban Unmade Roads

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
1	A	GUELPH	STREET	SOMERVILLE	107 G12	2	1	0.50	2	2	1	2	0.58	1	3	1.00	0.69
2	A	BARKLY	STREET	MORNINGTON	104 D12	2	1	0.50	3	2	1	0	0.50	1	3	1.00	0.67
3	A	AUGUSTA	STREET	MOUNT MARTHA	145 A9	3	2	0.83	3	2	3	3	0.92	1	2	0.67	0.61
4	A	THOMAS	ROAD	RED HILL	191 D6	3	3	1.00	3	2	3	0	0.67	1	2	0.67	0.59
5	A	REST	DRIVE	FLINDERS	262 A6	2	3	0.83	3	2	1	2	0.67	1	2	0.67	0.56
6	A	WONDERLAND	TERRACE	MOUNT MARTHA	150 D6	3	3	1.00	3	2	1	0	0.50	1	2	0.67	0.56
7	A	HENDERSONS	ROAD	BITTERN	164 C9	1	1	0.33	3	3	3	3	1.00	1	2	0.67	0.52
8	A	SPEEDWELL	STREET	SOMERVILLE	107 F10	1	1	0.33	3	2	3	3	0.92	1	2	0.67	0.50
9	A	CENTRAL	AVENUE	BLAIRGOWRIE	167 B3	3	2	0.83	2	2	1	0	0.42	1	2	0.67	0.50
10	A	HOPETOUN	AVENUE	MOUNT MARTHA	151 B1	2	1	0.50	3	2	3	1	0.75	1	2	0.67	0.50
11	A	EASTBOURNE	ROAD	ROSEBUD	170 F3	1	1	0.33	3	3	3	1	0.83	1	2	0.67	0.48
12	A	SHANNS	AVENUE	MOUNT MARTHA	145 C7	1	3	0.67	3	2	1	0	0.50	1	2	0.67	0.48
13	A	RUSSELL	CRESCENT	SORRENTO	157 B10	3	1	0.67	3	2	1	0	0.50	1	2	0.67	0.48
14	A	ESPLANADE	THE	FLINDERS	262 A9	2	3	0.83	3	3	1	0	0.58	0	3	1.00	0.47
15	A	FRANKLIN	ROAD	PORTSEA	156 F5	3	1	0.67	3	2	1	3	0.75	0	3	1.00	0.47
16	A	COBB	ROAD	MOUNT ELIZA	105 D8	2	1	0.50	1	2	2	2	0.58	1	2	0.67	0.46
17	A	MARINE	PARADE	SHOREHAM	256 G7	2	1	0.50	2	2	3	0	0.58	1	2	0.67	0.46
18	A	COVE	COURT	FLINDERS	262 A7	3	2	0.83	3	2	1	0	0.50	0	3	1.00	0.44
19	A	PEACOCK	ROAD	TYABB	148 H10	1	1	0.33	3	2	2	1	0.67	1	2	0.67	0.44
20	A	SEPPELT	AVENUE	MOUNT MARTHA	145 B12	2	3	0.83	3	2	3	1	0.75	0	2	0.67	0.35
21	A	WATERFALL GULLY	ROAD	ROSEBUD	170 K6	3	3	1.00	3	3	3	3	1.00	1	1	0.33	0.33
22	A	ROBERTS	ROAD	MORNINGTON	146 C2	1	1	0.33	2	2	2	2	0.67	0	3	1.00	0.33
23	A	SOMERS	AVENUE	MOUNT MARTHA	150 J3	3	3	1.00	3	2	1	0	0.50	0	2	0.67	0.33
24	A	JOHN ROWELL	LANE	MORNINGTON	104 H9	3	3	1.00	3	2	1	0	0.50	0	2	0.67	0.33
25	A	FINLAYSON	AVENUE	MOUNT MARTHA	150 E4	3	3	1.00	3	2	1	0	0.50	0	2	0.67	0.33
26	A	ALEXANDRINA	ROAD	MOUNT MARTHA	151 F3	3	3	1.00	3	2	1	0	0.50	0	2	0.67	0.33
27	A	WATSON	ROAD	MOUNT MARTHA	145 A12	3	3	1.00	3	2	3	3	0.92	1	1	0.33	0.32
28	A	POINT NEPEAN ROAD	SERVICE ROAD	RYE	167 J2	3	3	1.00	3	1	1	0	0.42	0	2	0.67	0.31
29	A	HUNTS	ROAD	HASTINGS WEST	162 G3	2	2	0.67	1	2	3	3	0.75	0	2	0.67	0.31
30	A	ST JOHNS WOOD	ROAD	BLAIRGOWRIE	167 E3	2	2	0.67	3	2	1	3	0.75	0	2	0.67	0.31
31	A	STANLEY	CRESCENT	MOUNT MARTHA	150 C6	3	3	1.00	3	2	3	1	0.75	1	1	0.33	0.31
32	A	PARKMORE	ROAD	ROSEBUD	158 H12	1	3	0.67	3	3	3	3	1.00	1	1	0.33	0.30
33	A	BOES	ROAD	HASTINGS	154 C8	1	1	0.33	3	3	3	3	1.00	0	2	0.67	0.30
34	A	MARATHON	DRIVE	MOUNT ELIZA	101 G8	3	3	1.00	2	2	1	3	0.67	1	1	0.33	0.30
35	A	LATROBE	DRIVE	MOUNT MARTHA	145 A12	3	3	1.00	3	2	3	0	0.67	1	1	0.33	0.30
36	A	BURDOO	WAY	MOUNT MARTHA	150 D6	3	3	1.00	3	2	1	2	0.67	1	1	0.33	0.30
37	A	SPENCER	STREET	MOUNT MARTHA	150 F4	3	2	0.83	3	2	1	0	0.50	0	2	0.67	0.30
38	A	PONYARA	ROAD	MOUNT MARTHA	150 D6	3	3	1.00	3	2	1	1	0.58	1	1	0.33	0.29
39	A	FAIRBAIRN	AVENUE	MOUNT MARTHA	150 C7	3	3	1.00	3	2	1	1	0.58	1	1	0.33	0.29
40	A	ESPLANADE SR	SERVICE ROAD	MOUNT MARTHA	150 C8	3	3	1.00	3	2	1	1	0.58	1	1	0.33	0.29
41	A	VICTORIA	CRESCENT	MOUNT MARTHA	144 K11	3	3	1.00	3	2	1	1	0.58	1	1	0.33	0.29
42	A	WESTERN PARK	ROAD	SOMERS	194 F11	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
43	A	MCLEOD	ROAD	MOUNT MARTHA	150 F4	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
44	A	CHURCHILL	ROAD	MOUNT MARTHA	150 E8	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
45	A	TINTAGEL	COURT	MOUNT ELIZA	101 F8	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
46	A	FREEMANS	ROAD	MOUNT ELIZA	101 F8	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
47	A	STILES	STREET	MOUNT MARTHA	150 E4	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
48	A	BARROW	STREET	MOUNT MARTHA	150 F4	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
49	A	MAUDE	STREET	MOUNT MARTHA	145 A11	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
50	A	SPINDRIFT	AVENUE	FLINDERS	262 B6	3	3	1.00	3	2	1	0	0.50	1	1	0.33	0.28
51	A	ROYAL	STREET	MORNINGTON	104 D11	2	3	0.83	3	1	1	0	0.42	0	2	0.67	0.28

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
52	A	FORESHORE	ROAD	BALNARRING BEACH	193 D9	2	3	0.83	3	2	2	0	0.58	1	1	0.33	0.27
53	A	DUNNS	ROAD	MOUNT MARTHA	145 E9	2	2	0.67	3	2	3	1	0.75	1	1	0.33	0.27
54	A	PASLEY	STREET	DROMANA	159 E8	2	3	0.83	3	2	1	0	0.50	1	1	0.33	0.26
55	A	NEWTON	STREET	MOUNT MARTHA	145 A10	2	3	0.83	3	2	1	0	0.50	1	1	0.33	0.26
56	A	SMITH	STREET	MOUNT MARTHA	145 B8	2	3	0.83	3	2	1	0	0.50	1	1	0.33	0.26
57	A	STUART	ROAD	TYABB	148 C12	1	3	0.67	3	2	3	0	0.67	1	1	0.33	0.26
58	A	CLARENDON	STREET	DROMANA	159 D8	2	2	0.67	3	3	2	0	0.67	1	1	0.33	0.26
59	A	NESTLE	COURT	ARTHURS SEAT	159 F11	3	1	0.67	3	2	1	0	0.50	0	2	0.67	0.26
60	A	MUNRO	STREET	BLAIRGOWRIE	167 E5	2	2	0.67	3	2	1	0	0.50	0	2	0.67	0.26
61	A	MORRISONS	AVENUE	MOUNT MARTHA	145 C8	1	3	0.67	3	2	1	0	0.50	0	2	0.67	0.26
62	A	MACGREGOR	AVENUE	PORTSEA	156 G4	2	2	0.67	3	2	1	0	0.50	0	2	0.67	0.26
63	A	CLARKES	AVENUE	MOUNT MARTHA	145 B8	1	3	0.67	3	2	1	0	0.50	0	2	0.67	0.26
64	A	CHANNEL	STREET	MORNINGTON	104 H9	3	1	0.67	3	2	1	0	0.50	0	2	0.67	0.26
65	A	SEAVIEW	ROAD	TYABB	148 D8	2	3	0.83	2	2	1	0	0.42	1	1	0.33	0.25
66	A	BANYAN	STREET	ST ANDREWS BEACH	251 F3	2	1	0.50	3	2	1	3	0.75	1	1	0.33	0.25
67	A	MASON-SMITH	ROAD	BALNARRING BEACH	193 D10	1	3	0.67	3	2	2	0	0.58	1	1	0.33	0.25
68	A	POINT KING	ROAD	PORTSEA	157 A4	2	3	0.83	3	2		0	0.42	1	1	0.33	0.25
69	A	MORTON	CRESCENT	BITTERN	164 F9	2	1	0.50	3	2	1	1	0.58	0	2	0.67	0.24
70	A	HARRAP	ROAD	MOUNT MARTHA	145 F7	2	1	0.50	3	3	1	1	0.67	1	1	0.33	0.24
71	A	SUMNER	LANE	MORNINGTON	104 D10	2	2	0.67	3	1	1	0	0.42	0	2	0.67	0.24
72	A	HERMAN	STREET	ROSEBUD	170 G4	1	2	0.50	3	3	1	0	0.58	1	1	0.33	0.23
73	A	LEURA	CRESCENT	ROSEBUD	170 G4	1	1	0.33	3	3	1	2	0.75	1	1	0.33	0.23
74	A	FITZGERALD	RISE	ARTHURS SEAT	159 F11	3	1	0.67	2	2	1	0	0.42	1	1	0.33	0.23
75	A	PERONNE	STREET	BITTERN	164 F10	2	1	0.50	2	2	1	1	0.50	1	1	0.33	0.22
76	A	AUSTIN	ROAD	SOMERVILLE	148 C4	2	1	0.50	2	2	1	1	0.50	1	1	0.33	0.22
77	A	STATION	STREET	BAXTER	107 B4	1	1	0.33	3	2	1	2	0.67	1	1	0.33	0.22
78	A	BEACH HILL	AVENUE	SOMERS	194 A9	1	2	0.50	3	2	1	0	0.50	1	1	0.33	0.22
79	A	JUNCTION	ROAD	BALNARRING BEACH	193 B10	1	2	0.50	3	2	1	0	0.50	1	1	0.33	0.22
80	A	HENDON	AVENUE	SOMERS	194 A10	1	2	0.50	3	2	1	0	0.50	1	1	0.33	0.22
81	A	DRIVER	STREET	PORTSEA	156 J4	2	1	0.50	3	2	1	0	0.50	1	1	0.33	0.22
82	A	NORMAN	ROAD	MOUNT MARTHA	145 C10	2	1	0.50	3	2	1	0	0.50	0	2	0.67	0.22
83	A	ELIZABETH	ROAD	PORTSEA	156 E5	2	1	0.50	3	2	1	0	0.50	0	2	0.67	0.22
84	A	LATROBE	AVENUE	PORTSEA	156 E5	2	1	0.50	3	1	1	0	0.42	1	1	0.33	0.21
85	A	PICKINGS	ROAD	SAFETY BEACH	160 D2	1	2	0.50	2	2	1	0	0.42	0	2	0.67	0.20
86	A	DUFFY	STREET	PORTSEA	156 H5	2	1	0.50	2	2	1	0	0.42	0	2	0.67	0.20
87	A	BUCKLEY	STREET	BALNARRING	193 C4	1	1	0.33	3	3	1	0	0.58	0	2	0.67	0.20
88	A	HAMILTON	STREET	BITTERN	164 G9	1	1	0.33	3	2	1	1	0.58	0	2	0.67	0.20
89	A	BRUCE	STREET	RYE	168 D11	1	1	0.33	3	2	1	0	0.50	1	1	0.33	0.20
90	A	PENTECOST	ROAD	MORNINGTON	145 G1	2	3	0.83	3	3	1	3	0.83	0	1	0.33	0.19
91	A	MORNINGTON-TYABB	SERVICE ROAD	TYABB	148 H10	1	1	0.33	2	2	1	1	0.50	0	2	0.67	0.19
92	A	ELLERINA	ROAD	MOUNT MARTHA	150 D9	3	3	1.00	3	1	1	3	0.67	0	1	0.33	0.19
93	A	PRESCOTT	AVENUE	MOUNT MARTHA	150 G2	2	3	0.83	3	2	1	3	0.75	0	1	0.33	0.18
94	A	PENNY	LANE	MCCRAE	159 A9	3	2	0.83	3	2	1	3	0.75	0	1	0.33	0.18
95	B	DEAKIN	DRIVE	MOUNT MARTHA	150 F2	2	3	0.83	3	2	1	3	0.75	0	1	0.33	0.18
96	B	SEASIDE	PARADE	MOUNT MARTHA	150 D6	3	3	1.00	3	2	1	1	0.58	0	1	0.33	0.18
97	B	ROBINSON	STREET	MOUNT MARTHA	150 F5	3	3	1.00	3	2	1	1	0.58	0	1	0.33	0.18
98	B	KILBURN	GROVE	MOUNT MARTHA	150 H1	3	3	1.00	3	2	1	1	0.58	0	1	0.33	0.18
99	B	ASQUITH	AVENUE	MOUNT MARTHA	150 D8	3	3	1.00	3	2	1	1	0.58	0	1	0.33	0.18
100	B	YOUNG	STREET	FLINDERS	262 B6	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
101	B	SUNSHINE	DRIVE	MOUNT MARTHA	150 F3	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
102	B	ST ANNS	ROAD	FLINDERS	262 A8	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
103	B	SOMERSET	AVENUE	PORTSEA	156 K3	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
104	B	SHIRE	ROAD	DROMANA	159 D9	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
105	B	SHEOAK	GROVE	MOUNT MARTHA	150 D8	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
106	B	PARK	GROVE	DROMANA	159 E8	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
107	B	NORMANBY	TERRACE	MOUNT MARTHA	150 J1	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
108	B	MORELL	STREET	MORNINGTON	104 F9	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
109	B	MIRANG	AVENUE	MOUNT MARTHA	144 J12	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
110	B	MCGREGOR	AVENUE	MOUNT MARTHA	150 F5	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
111	B	MARCHINGTON	AVENUE	MORNINGTON	104 F10	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
112	B	HALL	STREET	MOUNT MARTHA	150 E4	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
113	B	GEORGES	ROAD	FLINDERS	262 H9	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
114	B	ERNEST	STREET	MOUNT MARTHA	145A11	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
115	B	CARAAR CREEK	LANE	MORNINGTON	104 H7	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
116	B	CALDWELL	STREET	MORNINGTON	104 G10	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
117	B	BLUFF	AVENUE	FLINDERS	262 B6	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
118	B	BEAUFORD	ROAD	RED HILL SOUTH	191 C6	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
119	B	HENDER	STREET	MOUNT MARTHA	150 F4	3	3	1.00	3	2	1	0	0.50	0	1	0.33	0.17
120	B	BAYVIEW	AVENUE	ROSEBUD	170 G6	2	3	0.83	3	3	1	0	0.58	0	1	0.33	0.16
121	B	BAYVIEW	ROAD	BALNARRING BEACH	193 B10	2	3	0.83	3	3	1	0	0.58	0	1	0.33	0.16
122	B	ALMORA	AVENUE	RED HILL	191 C6	3	2	0.83	3	3	1	0	0.58	0	1	0.33	0.16
123	B	KING	STREET	FLINDERS	261 H8	2	3	0.83	3	2	1	1	0.58	0	1	0.33	0.16
124	B	CAROL	CRESCENT	MOUNT MARTHA	150 D6	3	3	1.00	3	1	1	0	0.42	0	1	0.33	0.16
125	B	FOREST	DRIVE	MOUNT MARTHA	150 F9	2	2	0.67	3	2	1	3	0.75	0	1	0.33	0.16
126	B	BIRDROCK	AVENUE	MOUNT MARTHA	145 C7	2	2	0.67	3	2	1	3	0.75	0	1	0.33	0.16
127	B	PINDARA	ROAD	ARTHURS SEAT	159 F12	3	1	0.67	3	2	1	3	0.75	0	1	0.33	0.16
128	B	MECHANICS	ROAD	RED HILL	191 B5	2	2	0.67	3	2	3	1	0.75	0	1	0.33	0.16
129	B	LOWER SOMERVILLE	ROAD	SOMERVILLE	148 K4	2	1	0.50	2	2	3	3	0.83	0	1	0.33	0.15
130	B	PEACH	GROVE	TYABB	148 E10	2	3	0.83	2	2	1	1	0.50	0	1	0.33	0.15
131	B	BARKER	STREET	FLINDERS	261 J8	2	2	0.67	3	2	3	0	0.67	0	1	0.33	0.15
132	B	ROSEBUD	AVENUE	ROSEBUD	170 H5	1	3	0.67	3	3	1	1	0.67	0	1	0.33	0.15
133	B	WILLIAMS	ROAD	MORNINGTON	104 C12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
134	B	WHITBY	STREET	MORNINGTON	104 F10	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
135	B	WATTLE	AVENUE	MOUNT MARTHA	144 K12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
136	B	WARATAH	AVENUE	MORNINGTON	104 H8	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
137	B	VIEW	COURT	SHOREHAM	256 G5	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
138	B	VALE	STREET	FLINDERS	261 G9	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
139	B	TOWNSEND	LANE	MORNINGTON	104 C11	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
140	B	THORNTON	ROAD	MOUNT ELIZA	101 J9	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
141	B	SYDNEY	ROAD	SHOREHAM	256 F8	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
142	B	SUNSET	CRESCENT	MOUNT ELIZA	105 H2	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
143	B	STAWELL	STREET	DROMANA	159 E8	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
144	B	SCENIC VIEW	DRIVE	MOUNT MARTHA	150 H5	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
145	B	SAIL	STREET	SHOREHAM	256 G5	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
146	B	RUTH	AVENUE	SORRENTO	157 B7	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
147	B	ROTHESAY	AVENUE	MORNINGTON	104 H9	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
148	B	RESERVE	ROAD	SOMERS	193 K10	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
149	B	RAYMOND	STREET	MOUNT MARTHA	150 E5	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
150	B	RATHGAEL	AVENUE	MOUNT MARTHA	144 K12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
151	B	PROMENADE	THE	SOMERS	194 A10	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
152	B	POINT	COURT	SHOREHAM	256 G6	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
153	B	PINE	GROVE	SHOREHAM	256 G5	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
154	B	MOORE	STREET	MOUNT MARTHA	145 A12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
155	B	MELROSE	DRIVE	MOUNT MARTHA	150 J2	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
156	B	MCCOLLS	WAY	PORTSEA	156 J3	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
157	B	MCARTHUR	STREET	DROMANA	159 E7	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
158	B	MATTHEW	STREET	MOUNT MARTHA	145 B11	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
159	B	MARK	STREET	MOUNT MARTHA	145 B10	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
160	B	MANN	ROAD	MOUNT ELIZA	101 J9	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
161	B	LOTRIEL	COURT	MOUNT MARTHA	144 K11	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
162	B	LINDSAY	GROVE	MOUNT MARTHA	150 G4	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
163	B	LENTELL	AVENUE	SORRENTO	157 A5	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
164	B	LEA	STREET	MOUNT MARTHA	145 B8	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
165	B	HURST	STREET	FLINDERS	262 A8	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
166	B	HOOPER	GROVE	MOUNT MARTHA	150 G4	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
167	B	HENLEY	AVENUE	MOUNT MARTHA	144 K12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
168	B	HARLESTON	ROAD	MOUNT ELIZA	101 H9	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
169	B	GLENVALE	ROAD	FLINDERS	261 G9	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
170	B	GILLARDS	ROAD	MOUNT ELIZA	101 G12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
171	B	FLEMING	STREET	MORNINGTON	145 B1	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
172	B	ELMIE	TERRACE	MOUNT MARTHA	150 H1	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
173	B	ELLESMERE	AVENUE	MOUNT MARTHA	150 H1	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
174	B	EDWARD	GROVE	MOUNT MARTHA	150 F3	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
175	B	CUTTING	THE	PORTSEA	156 E2	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
176	B	CORNELL	STREET	MCCRAE	159 B10	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
177	B	COASTAL	DRIVE	FLINDERS	262 A7	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
178	B	BYRON	STREET	MOUNT MARTHA	145 A12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
179	B	BYRNE	STREET	MOUNT MARTHA	150 E4	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
180	B	BLENCAIRN	AVENUE	MOUNT MARTHA	145 A12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
181	B	BIRDWOOD	AVENUE	MORNINGTON	104 F10	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
182	B	BANKSIA	GROVE	MOUNT MARTHA	150 J4	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
183	B	AVOCA	AVENUE	MOUNT MARTHA	150 G1	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
184	B	ARTHURS	AVENUE	MCCRAE	159 C10	3	2	0.83	3	2	1	0	0.50	0	1	0.33	0.15
185	B	ALICE	STREET	MOUNT MARTHA	145 A10	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
186	B	AILSA	STREET	MOUNT MARTHA	145 A12	2	3	0.83	3	2	1	0	0.50	0	1	0.33	0.15
187	B	POINT NEPEAN ROAD	SERVICE ROAD	BLAIRGOWRIE	157 G12	2	3	0.83	3	1	1	1	0.50	0	1	0.33	0.15
188	B	WELLINGTON	ROAD	SOMERVILLE	148 B8	1	3	0.67	2	2	1	2	0.58	0	1	0.33	0.14
189	B	ALISON	AVENUE	RYE	168 C12	2	2	0.67	2	2	1	2	0.58	0	1	0.33	0.14
190	B	PIER	STREET	SHOREHAM	256 E9	3	2	0.83	2	2	1	0	0.42	0	1	0.33	0.14
191	B	SEAL	STREET	POINT LEO	257 A5	2	3	0.83	2	2	1	0	0.42	0	1	0.33	0.14
192	B	NELSON	ROAD	TYABB	148 B8	2	3	0.83	2	2	1	0	0.42	0	1	0.33	0.14
193	B	CLAREMONT	ROAD	TYABB	148 B9	2	3	0.83	2	2	1	0	0.42	0	1	0.33	0.14
194	B	BAKER	AVENUE	BLAIRGOWRIE	167 A2	3	2	0.83	2	2	1	0	0.42	0	1	0.33	0.14
195	B	DIAMOND BAY	ROAD	SORRENTO	157 B11	2	2	0.67	3	2	1	1	0.58	0	1	0.33	0.14
196	B	CAPITOL	AVENUE	BALNARRING	193 D6	2	2	0.67	3	3	1	0	0.58	0	1	0.33	0.14
197	B	BARRETTS	ROAD	BALNARRING BEACH	193 C10	1	3	0.67	3	3	1	0	0.58	0	1	0.33	0.14
198	B	TALLIS	DRIVE	MORNINGTON	104 H9	2	2	0.67	3	2	1	1	0.58	0	1	0.33	0.14
199	B	RIDGE	THE	MOUNT ELIZA	15 G5	2	2	0.67	3	2	1	1	0.58	0	1	0.33	0.14
200	B	PALM BEACH	GROVE	SOMERS	194 B10	1	3	0.67	3	2	1	1	0.58	0	1	0.33	0.14
201	B	MINNIMURRA	ROAD	RYE	168 C5	2	2	0.67	3	2	1	1	0.58	0	1	0.33	0.14
202	B	MCLEAR	ROAD	ARTHURS SEAT	159 F12	3	1	0.67	3	2	1	1	0.58	0	1	0.33	0.14
203	B	HAWKER	STREET	MOUNT MARTHA	145 B9	1	3	0.67	3	2	1	1	0.58	0	1	0.33	0.14
204	B	DONALDA	AVENUE	SORRENTO	156 K7	3	1	0.67	3	2	1	1	0.58	0	1	0.33	0.14
205	B	COLLINS	STREET	RED HILL	190 D3	3	1	0.67	3	2	1	1	0.58	0	1	0.33	0.14
206	B	WILFRED	STREET	ROSEBUD	158 H11	1	3	0.67	3	3	1	0	0.58	0	1	0.33	0.14
207	B	DURHAM	PLACE	ROSEBUD	158 E11	1	3	0.67	3	3	1	0	0.58	0	1	0.33	0.14
208	B	BUCHER	PLACE	ROSEBUD	158 E11	1	3	0.67	3	3	1	0	0.58	0	1	0.33	0.14
209	B	WARIBA	LANE	MORNINGTON	104 C12	2	3	0.83	3	1	1	0	0.42	0	1	0.33	0.14

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
210	B	TASMA	LANE	MORNINGTON	104 D10	2	3	0.83	3	1	1	0	0.42	0	1	0.33	0.14
211	B	STUART	ROAD	SORRENTO	157 B8	3	2	0.83	3	1	1	0	0.42	0	1	0.33	0.14
212	B	RAGLAN	STREET	MORNINGTON	145 B2	2	3	0.83	3	1	1	0	0.42	0	1	0.33	0.14
213	B	PENINSULA	PLACE	MOUNT ELIZA	105 E5	2	3	0.83	3	1	1	0	0.42	0	1	0.33	0.14
214	B	NAMARONG	STREET	PORTSEA	156 H3	3	2	0.83	3	2		0	0.42	0	1	0.33	0.14
215	B	HAYES	AVENUE	SORRENTO	157 B8	3	2	0.83	3	1	1	0	0.42	0	1	0.33	0.14
216	B	DARK	PARADE	SORRENTO	157 B8	3	2	0.83	3	1	1	0	0.42	0	1	0.33	0.14
217	B	CREEK	ROAD	MORNINGTON	104 G12	2	3	0.83	3	1	1	0	0.42	0	1	0.33	0.14
218	B	COWLEY	STREET	MCCRAE	170 J1	3	2	0.83	3	1	1	0	0.42	0	1	0.33	0.14
219	B	BAYVIEW ROAD	SERVICE ROAD	MCCRAE	159 C10	3	2	0.83	3	1	1	0	0.42	0	1	0.33	0.14
220	B	HADDOCK	STREET	HASTINGS	154 G6	1	1	0.33	3	2	3	2	0.83	0	1	0.33	0.13
221	B	HIGGINS	LANE	SHOREHAM	256 E9	2	2	0.67	2	2	2	0	0.50	0	1	0.33	0.13
222	B	MAYNE	AVENUE	HASTINGS	154 J7	1	2	0.50	3	2	1	2	0.67	0	1	0.33	0.13
223	B	GREEN ISLAND	AVENUE	MOUNT MARTHA	145 E6	2	1	0.50	3	2	1	2	0.67	0	1	0.33	0.13
224	C	ABBOTSFORD	STREET	SORRENTO	157 B11	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
225	C	CLIFF	ROAD	MERRICKS BEACH	193 A12	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
226	C	BLUFF	ROAD	MERRICKS BEACH	192 J12	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
227	C	KING	STREET	SORRENTO	157 B11	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
228	C	JAMES	STREET	SORRENTO	157 B11	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
229	C	SURF	STREET	MERRICKS BEACH	192 J12	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
230	C	TAYLOR	CRESCENT	MOUNT MARTHA	144 K11	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
231	C	JULIA	GROVE	SORRENTO	157 B11	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
232	C	JARMAN	COURT	SORRENTO	157 C12	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
233	C	SAMUEL	STREET	BLAIRGOWRIE	167 A2	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
234	C	PATRICIA	AVENUE	BLAIRGOWRIE	167 B2	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
235	C	KOONYA	AVENUE	BLAIRGOWRIE	167 B2	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
236	C	KIRWOOD	STREET	BLAIRGOWRIE	167 D4	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
237	C	RITCHIE	AVENUE	BLAIRGOWRIE	167 E5	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
238	C	SUMMONER	STREET	BLAIRGOWRIE	167 D4	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
239	C	ROYADIE	ROAD	BLAIRGOWRIE	167 F5	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
240	C	WONGA	LANE	MCCRAE	159 B10	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
241	C	WALLER	PLACE	MCCRAE	159 A11	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
242	C	VICTORIA	AVENUE	SOMERS	194 A10	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
243	C	TOWER HILL	ROAD	ARTHURS SEAT	159 F9	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
244	C	TERRY	AVENUE	SORRENTO	157 D9	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
245	C	TANTI SR	SERVICE ROAD	MORNINGTON	104 F10	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
246	C	SULLIVAN	STREET	SORRENTO	156 K9	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
247	C	STEANE	AVENUE	ARTHURS SEAT	159 E12	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
248	C	SIMPSON	STREET	RED HILL	191 A8	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
249	C	SEYCHELLES	ROAD	SHOREHAM	256 K5	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
250	C	SEAL ROCK	AVENUE	ARTHURS SEAT	159 E12	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
251	C	SCENIC	PLACE	ARTHURS SEAT	159 G11	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
252	C	SANDARA	COURT	MOUNT ELIZA	101 D10	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
253	C	RYMER	AVENUE	SAFETY BEACH	150 F12	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
254	C	RUDDUCK	STREET	DROMANA	159 C10	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
255	C	ROSEVILLE	AVENUE	BLAIRGOWRIE	167 D3	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
256	C	ROSE	STREET	SORRENTO	157 C9	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
257	C	RICHARD	STREET	SORRENTO	157 C9	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
258	C	REEVE	STREET	MOUNT MARTHA	144 K12	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
259	C	PEEL	GROVE	MOUNT MARTHA	145 B10	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
260	C	PARER	STREET	MOUNT MARTHA	145 B9	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
261	C	ORCHARD	LANE	MOUNT ELIZA	101 G9	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
262	C	OMAR	STREET	RYE	167 K9	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
263	C	OCEAN VIEW	CRESCENT	SOMERS	194 B10	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
264	C	NETLEY	AVENUE	SORRENTO	157 A4	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
265	C	MENTOR	ROAD	BALNARRING BEACH	193 C10	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
266	C	LEGGETT	WAY	SORRENTO	157 F10	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
267	C	LAYARD	STREET	DROMANA	159 E8	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
268	C	KNOX	ROAD	BLAIRGOWRIE	167 F5	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
269	C	KINNEIL	STREET	SORRENTO	157 D9	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
270	C	KINGSWOOD	COURT	MERRICKS BEACH	193 A12	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
271	C	IRVINE	AVENUE	MOUNT MARTHA	150 H2	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
272	C	ILYUKA	COURT	PORTSEA	156 K4	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
273	C	HURLEY	STREET	SORRENTO	157 A7	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
274	C	HUME	STREET	MOUNT MARTHA	150 G5	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
275	C	HUBERT	STREET	MOUNT MARTHA	150 D7	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
276	C	HINKLER	STREET	MOUNT MARTHA	145 C9	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
277	C	HEMSTON	AVENUE	PORTSEA	156 J4	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
278	C	HANSENS	LANE	BALNARRING BEACH	193 D10	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
279	C	GROSVENOR	COURT	PORTSEA	156 G3	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
280	C	GREGORY	STREET	MOUNT MARTHA	145 B10	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
281	C	GREENWOOD	AVENUE	SORRENTO	157 A6	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
282	C	GRAY	STREET	MOUNT MARTHA	150 G5	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
283	C	FOAM	AVENUE	BLAIRGOWRIE	167 B2	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
284	C	FIONA	COURT	BLAIRGOWRIE	167 A2	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
285	C	FINCH	STREET	MOUNT MARTHA	145 B7	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
286	C	ELIZABETH	ROAD	RED HILL	190 D3	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
287	C	ELIZABETH	STREET	RED HILL	190 K8	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
288	C	DOCRELL	LANE	PORTSEA	156 F2	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
289	C	CYPRESS POINT	DRIVE	MOUNT ELIZA	101 G8	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
290	C	CROSSMAN	COURT	FLINDERS	261 K9	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
291	C	COORA	CLOSE	SOMERS	194 D11	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
292	C	CARLTON	COURT	RYE	168 K6	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
293	C	CAPRI	GROVE	SORRENTO	157 A9	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
294	C	BOULEVARD	THE	MCCRAE	159 B10	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
295	C	BELLBIRD	LANE	HASTINGS	164 F1	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
296	C	ARNOTT	STREET	SORRENTO	157 C11	3	1	0.67	3	2	1	0	0.50	0	1	0.33	0.13
297	C	AMESBURY	ROAD	MOUNT ELIZA	101 J11	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
298	C	ALMA	STREET	MORNINGTON	145 C2	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
299	C	MORETON	STREET	PORTSEA	156 J3	2	2	0.67	3	2	1	0	0.50	0	1	0.33	0.13
300	C	COVE	AVENUE	PORTSEA	156 D2	1	3	0.67	3	2	1	0	0.50	0	1	0.33	0.13
301	C	GLENVUE	ROAD	RYE	168 B9	2	1	0.50	2	2	3	0	0.58	0	1	0.33	0.12
302	C	CARPENTERS NORTH	LANE	HASTINGS	154 A9	1	2	0.50	2	2	3	0	0.58	0	1	0.33	0.12
303	C	BALDOCK	ROAD	MORNINGTON	105 D12	1	2	0.50	2	2	1	2	0.58	0	1	0.33	0.12
304	C	BEACH	AVENUE	BLAIRGOWRIE	167 B2	2	1	0.50	3	2	1	1	0.58	0	1	0.33	0.12
305	C	ALEXANDRA	AVENUE	SOMERS	194 A10	1	2	0.50	3	2	2	0	0.58	0	1	0.33	0.12
306	C	FLINDERS	AVENUE	ROSEBUD	170 F5	2	1	0.50	3	3	1	0	0.58	0	1	0.33	0.12
307	C	BAYNES	ROAD	RED HILL	191 A8	2	1	0.50	3	2	2	0	0.58	0	1	0.33	0.12
308	C	WARRAWEENA	ROAD	SORRENTO	157 A5	1	2	0.50	3	2	1	1	0.58	0	1	0.33	0.12
309	C	LANDRA	STREET	RYE	167 K8	2	1	0.50	3	2	1	1	0.58	0	1	0.33	0.12
310	C	JERULA	AVENUE	MOUNT ELIZA	101 G9	2	1	0.50	3	2	1	1	0.58	0	1	0.33	0.12
311	C	EVANS	STREET	RYE	168 A8	2	1	0.50	3	2	1	1	0.58	0	1	0.33	0.12
312	C	ELLERY	STREET	HASTINGS	154 H7	1	2	0.50	3	2	1	1	0.58	0	1	0.33	0.12
313	C	COLIN	PARADE	CRIB POINT	195 A1	1	2	0.50	3	2	1	1	0.58	0	1	0.33	0.12
314	C	BELINDA	STREET	RYE	167 H7	2	1	0.50	3	2	1	1	0.58	0	1	0.33	0.12
315	C	DANA	AVENUE	BLAIRGOWRIE	167 E4	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
316	C	COWPER	STREET	BLAIRGOWRIE	167 E4	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
317	C	CHAMPION	STREET	BLAIRGOWRIE	167 E4	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
318	C	ARNOLD	STREET	BLAIRGOWRIE	167 E4	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
319	C	HOWARD	STREET	SHOREHAM	256 G7	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
320	C	LYRIC	COURT	SHOREHAM	256 H6	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
321	C	NOBBY	STREET	POINT LEO	257 B4	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
322	C	MURRAY	DRIVE	POINT LEO	257 B4	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
323	C	FISHER	STREET	SHOREHAM	256 H7	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
324	C	COOTE	CLOSE	BLAIRGOWRIE	167 C3	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
325	C	BUXTON	LANE	SHOREHAM	256 H6	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
326	C	BLAKE	STREET	SHOREHAM	256 G8	2	2	0.67	2	2	1	0	0.42	0	1	0.33	0.12
327	C	BALLABIL	STREET	RYE	168 F5	3	1	0.67	2	2	1	0	0.42	0	1	0.33	0.12
328	C	CONSTITUTION HILL RD	SERVICE RD	SORRENTO	157 B8	2	2	0.67	2	1	1	1	0.42	0	1	0.33	0.12
329	C	WOODTHORPE	AVENUE	ROSEBUD WEST	169 H2	1	1	0.33	3	2	1	3	0.75	0	1	0.33	0.12
330	C	MCPAHON	STREET	BLAIRGOWRIE	167 A2	2	2	0.67	3	1	1	0	0.42	0	1	0.33	0.12
331	C	ST JOHNS	LANE	MOUNT ELIZA	101 H11	1	3	0.67	3	1	1	0	0.42	0	1	0.33	0.12
332	C	SOMERS CLOSE	SERVICE ROAD	ROSEBUD	171 A1	3	1	0.67	3	1	1	0	0.42		1	0.33	0.12
333	C	HOME	STREET	SORRENTO	157 C9	2	2	0.67	3	1	1	0	0.42	0	1	0.33	0.12
334	C	HAVEN	STREET	SOMERS	194 C11	1	3	0.67	3	1	1	0	0.42	0	1	0.33	0.12
335	C	VENDETTA	STREET	HASTINGS	155 D10	1	3	0.67	1	2	1	0	0.33	0	1	0.33	0.11
336	C	MAY	STREET	SHOREHAM	256 F8	1	3	0.67	1	2	1	0	0.33	0	1	0.33	0.11
337	C	JEREMIAHS	ROAD	HASTINGS	155 B6	1	3	0.67	1	2	1	0	0.33	0	1	0.33	0.11
338	C	FORESHORE	AVENUE	HASTINGS	155 C9	1	3	0.67	1	2	1	0	0.33	0	1	0.33	0.11
339	C	BEACH	DRIVE	HASTINGS	155 C10	1	3	0.67	1	2	1	0	0.33	0	1	0.33	0.11
340	C	BARBECUE	COURT	HASTINGS	155 C9	1	3	0.67	1	2	1	0	0.33	0	1	0.33	0.11
341	C	GRICE	AVENUE	MOUNT ELIZA	105 E6	2	1	0.50	2	2	1	1	0.50	0	1	0.33	0.11
342	C	KANOWNA	STREET	HASTINGS	154 H5	1	1	0.33	3	2	3	0	0.67	0	1	0.33	0.11
343	C	INGA	PARADE	MOUNT MARTHA	145 D9	1	1	0.33	3	2	2	1	0.67	0	1	0.33	0.11
344	C	GRAF	ROAD	SOMERVILLE	148 D1	1	1	0.33	3	3	1	1	0.67	0	1	0.33	0.11
345	C	PEARCE	STREET	CRIB POINT	164 J12	1	1	0.33	3	2	1	2	0.67	0	1	0.33	0.11
346	C	BAYVIEW	ROAD	MERRICKS BEACH	192 K12	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
347	C	SPRAY POINT	ROAD	BLAIRGOWRIE	167 B2	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
348	C	RIDGE	ROAD	BLAIRGOWRIE	167 B2	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
349	C	ELIZA	STREET	BLAIRGOWRIE	167 B2	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
350	C	WOOD STREET	SERVICE ROAD	FLINDERS	261 K8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
351	C	WOOD	STREET	FLINDERS	261 K9	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
352	C	WONDAREE	STREET	RYE	168 C7	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
353	C	WINSTON	COURT	MOUNT MARTHA	150 J2	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
354	C	WELLAND	DRIVE	SORRENTO	156 K8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
355	C	WAVERLY	STREET	SORRENTO	157 B11	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
356	C	WAVE	STREET	MERRICKS BEACH	192 J12	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
357	C	WALPOLE	STREET	MOUNT MARTHA	145 C10	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
358	C	SYDNEY	STREET	RYE	168 D12	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
359	C	SUMMONS	ROAD	FLINDERS	261 K7	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
360	C	STOKES	STREET	FLINDERS	262 J8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
361	C	STATION	ROAD	RED HILL	191 C5	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
362	C	STANMORE	AVENUE	SOMERS	194 A9	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
363	C	ST REMO	PLACE	DROMANA	160 B8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
364	C	SPRAY	STREET	MERRICKS BEACH	192 J11	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
365	C	SINCLAIR	STREET	BLAIRGOWRIE	167 E4	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
366	C	SAYVON	COURT	DROMANA	159 H9	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
367	C	ROSLYN	STREET	RYE	167 K4	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
368	C	ROSINA	STREET	RYE	167 J8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
369	C	ROBINSON	PLACE	PORTSEA	156 D4	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
370	C	RELPH	AVENUE	PORTSEA	156 D2	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
371	C	PETA	COURT	BLAIRGOWRIE	167 A1	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
372	C	PERRY	LANE	RED HILL	191 B6	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
373	C	PANTON	ROAD	FLINDERS	261 K9	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
374	C	OZONE	AVENUE	MOUNT MARTHA	145 B9	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
375	C	OAK	GROVE	MOUNT MARTHA	150 J4	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
376	C	NORTHCOTE	STREET	FLINDERS	261 K9	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
377	C	NERISSA	STREET	RYE	167 K8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
378	C	MORRAH	STREET	HASTINGS	154 H7	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
379	C	MINTO	STREET	MERRICKS BEACH	192 J12	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
380	C	MENZIES	STREET	RYE	168 A8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
381	C	MAY	STREET	MORNINGTON	104 D12	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
382	C	MARMA	AVENUE	RED HILL	191 C6	3		0.50	3	2	1	0	0.50	0	1	0.33	0.11
383	C	MARGARET	STREET	MCCRAE	159 A10	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
384	C	LEGGATT	CRESCENT	MOUNT MARTHA	150 G2	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
385	C	LEE	GROVE	FLINDERS	261 H9	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
386	C	KURRUP	STREET	MOUNT MARTHA	145 A12	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
387	C	KOOLYA	COURT	RYE	168 C7	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
388	C	JEANNINE	COURT	MOUNT MARTHA	145 C7	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
389	C	HURSTWOOD	ROAD	SORRENTO	156 K6	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
390	C	HOPETOUN	STREET	FLINDERS	261 K9	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
391	C	HEMSTON	AVENUE	SORRENTO	156 J4	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
392	C	GRAY	STREET	RYE	167 J8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
393	C	GORDON	STREET	FLINDERS	262 A7	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
394	C	GOLF	LANE	RYE	168 E7	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
395	C	GLEN	ROAD	FLINDERS	261 H9	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
396	C	GARDEN	SQUARE	SOMERS	194 B10	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
397	C	FRENCH	STREET	RYE	168 B7	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
398	C	FREDERICK	STREET	RED HILL	190 K8	3		0.50	3	2	1	0	0.50	0	1	0.33	0.11
399	C	FRANKSTON- FLINDERS	SERVICE ROAD	BALNARRING	193 E4	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
400	C	FOAM	STREET	MERRICKS BEACH	192 J12	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
401	C	FLORIDA	AVENUE	SOMERS	194 B10	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
402	C	FERMANAGH	GROVE	SORRENTO	157 C12	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
403	C	ELVIE	STREET	RYE	168 D6	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
404	C	DELGANY	AVENUE	PORTSEA	156 E2	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
405	C	CECIL	STREET	SORRENTO	157 C9	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
406	C	BELAR	ROAD	TOOTGAROOK	169 C8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
407	C	AVENUE	THE	FLINDERS	262 A8	1	2	0.50	3	2	1	0	0.50	0	1	0.33	0.11
408	C	ALWYN	STREET	RYE	168 D10	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
409	C	NEPEAN HIGHWAY	SERVICE ROAD	MOUNT ELIZA	15 H1	1	2	0.50	3	1	1	1	0.50	0	1	0.33	0.11
410	C	MELBOURNE ROAD	SERVICE ROAD	RYE	168 B5	2	1	0.50	3	1	1	1	0.50	0	1	0.33	0.11
411	C	BASS	ROAD	PORTSEA	156 C5	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
412	C	WAKOOL	STREET	ROSEBUD	171 A8	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
413	C	MT ARTHUR	AVENUE	ROSEBUD	170 H6	2	1	0.50	3	2	1	0	0.50	0	1	0.33	0.11
414	C	POZIERES	STREET	BITTERN	164 F11	2	1	0.50	2	2	1	0	0.42	0	1	0.33	0.10
415	C	MOANA	COURT	ST ANDREWS BEACH	251 K7	1	2	0.50	2	2	1	0	0.42	0	1	0.33	0.10
416	C	GAVAN	STREET	PORTSEA	156 H5	2	1	0.50	2	2	1	0	0.42	0	1	0.33	0.10
417	C	CROAD	STREET	SORRENTO	156 J6	2	1	0.50	2	2	1	0	0.42	0	1	0.33	0.10
418	C	ASHLEY	ROAD	TYABB	148 D9	2	1	0.50	2	2	1	0	0.42	0	1	0.33	0.10
419	C	ARCHER	STREET	BLAIRGOWRIE	167 A1	1	2	0.50	2	2	1	0	0.42	0	1	0.33	0.10
420	C	ALMOND BUSH	STREET	SOMERVILLE	107 J12	2	1	0.50	2	2	1	0	0.42	0	1	0.33	0.10

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
421	C	TAROOK	WAY	MORNINGTON	145 D1	1	1	0.33	3	2	1	1	0.58	0	1	0.33	0.10
422	C	LOCH	STREET	CRIB POINT	165 B12	1	1	0.33	3	2	1	1	0.58	0	1	0.33	0.10
423	C	PASS	THE	ROSEBUD	170 D2	1	1	0.33	3	3	1	0	0.58	0	1	0.33	0.10
424	C	STOKES STREET	SERVICE ROAD	FLINDERS	262 J8	2	1	0.50	3	1	1	0	0.42	0	1	0.33	0.10
425	C	RALPHS	AVENUE	SORRENTO	157 C10	2	1	0.50	3	1	1	0	0.42	0	1	0.33	0.10
426	C	MARLO	GROVE	MOUNT ELIZA	105 E6	2	1	0.50	3	1	1	0	0.42	0	1	0.33	0.10
427	C	DUNDAS STREET	SERVICE ROAD	RYE	168 E6	2	1	0.50	3	1	1	0	0.42	0	1	0.33	0.10
428	C	BACK BEACH ROAD	SERVICE ROAD	PORTSEA	156 D5	2	1	0.50	3	1	1	0	0.42	0	1	0.33	0.10
429	C	WARRAMUNGA	DRIVE	HASTINGS	155 D9	1	2	0.50	1	2	1	0	0.33	0	1	0.33	0.09
430	C	VOYAGER	STREET	HASTINGS	155 D9	1	2	0.50	1	2	1	0	0.33	0	1	0.33	0.09
431	C	QUICKMATCH	STREET	HASTINGS	155 D9	1	2	0.50	1	2	1	0	0.33	0	1	0.33	0.09
432	C	PICNIC	AVENUE	HASTINGS	155 C9	1	2	0.50	1	2	1	0	0.33	0	1	0.33	0.09
433	C	OXFORD	STREET	SHOREHAM	256 F8	1	2	0.50	1	2	1	0	0.33	0	1	0.33	0.09
434	C	HILLTOP	COURT	SHOREHAM	256 G5	2	1	0.50	1	2	1	0	0.33	0	1	0.33	0.09
435	C	HIGHLAND	AVENUE	HASTINGS	155 C9	1	2	0.50	1	2	1	0	0.33	0	1	0.33	0.09
436	C	ARUNTA	AVENUE	HASTINGS	155 D9	1	2	0.50	1	2	1	0	0.33	0	1	0.33	0.09
437	C	RECREATION	STREET	BITTERN	193 K1	1	1	0.33	2	2	1	1	0.50	0	1	0.33	0.09
438	C	MESSINES	ROAD	BITTERN	164 E11	1	1	0.33	2	2	1	1	0.50	0	1	0.33	0.09
439	C	CRESWELL	ROAD	BITTERN	164 D8	1	1	0.33	2	2	1	1	0.50	0	1	0.33	0.09
440	C	BURTON	STREET	BITTERN	164 H8	1	1	0.33	2	2	1	1	0.50	0	1	0.33	0.09
441	C	BLACKBURN	STREET	BITTERN	164 H8	1	1	0.33	2	2	1	1	0.50	0	1	0.33	0.09
442	C	SURF	ROAD	RYE	251 D2	1	2	0.50	2	1	1	0	0.33	0	1	0.33	0.09
443	C	PALMERS HILL	ROAD	MERRICKS BEACH	192 J11	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
444	C	WUNDA	COURT	ST ANDREWS BEACH	251 E3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
445	C	WRIGHT	STREET	HASTINGS	154 J6	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
446	C	WILLS	STREET	HASTINGS	154 H6	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
447	C	WILGUL	WAY	MORNINGTON	145 E1	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
448	C	WEIR	COURT	PORTSEA	156 F3		2	0.33	3	2	1	0	0.50	0	1	0.33	0.09
449	C	WATTS	ROAD	SORRENTO	157 B7		2	0.33	3	2	1	0	0.50	0	1	0.33	0.09
450	C	TUBB	STREET	BITTERN	164 H9	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
451	C	TRITON	AVENUE	CRIB POINT	164 H8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
452	C	TRAFALGAR	STREET	BITTERN	164 D9	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
453	C	THROSSELL	STREET	BITTERN	164 F8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
454	C	TAYLOR	STREET	BITTERN	164 F8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
455	C	STURT	ROAD	SOMERS	194 E8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
456	C	STENT	STREET	BAXTER	107 B3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
457	C	SOVEREIGN	DRIVE	HASTINGS	154 G9	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
458	C	SHOUT	STREET	BITTERN	164 G9	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
459	C	SHASTA	WAY	PORTSEA	156 E4	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
460	C	PATTERSON	GROVE	FLINDERS	261 K8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
461	C	MONICA	STREET	TOOTGAROOK	169 D7	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
462	C	MILNE	STREET	CRIB POINT	195 A1	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
463	C	MAWARRA	AVENUE	ROSEBUD WEST	169 K4	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
464	C	LEYDEN	AVENUE	PORTSEA	156 F4	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
465	C	LENS	STREET	BITTERN	164 G11	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
466	C	LEAK	STREET	BITTERN	164 G8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
467	C	KIAORA	AVENUE	MOUNT MARTHA	145 C10	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
468	C	KERRY	AVENUE	MOUNT MARTHA	145 E6	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
469	C	JONES ROAD	SERVICE ROAD	SOMERVILLE	148 E2	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
470	C	JOHNSON	STREET	BALNARRING	193 C3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
471	C	JAMES	STREET	BAXTER	107 B4	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
472	C	JACKS	ROAD	CRIB POINT	193 B3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACTS	TRAFFIC IMPACT		RANKING
No.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	WATERWAY DIST	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
473	C	HURLEY	STREET	BALNARRING	193 C4	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
474	C	HISKENS	STREET	SORRENTO	157 B8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
475	C	HENRY	STREET	SOMERVILLE	148 E1	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
476	C	GUNIDA	COURT	ST ANDREWS BEACH	251 F3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
477	C	GLOSSOP	STREET	CRIB POINT	165 B11	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
478	C	FRANKSTON-FLINDERS	SERVICE ROAD	HASTINGS	154 G12	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
479	C	FOXWOOD	PLACE	SOMERVILLE	148 F2	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
480	C	FORREST	ROAD	SOMERS	194 F8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
481	C	FIELDING	ROAD	ROSEBUD WEST	169 H3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
482	C	EYRE	ROAD	SOMERS	194 E9	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
483	C	ELANORA	COURT	ROSEBUD WEST	169 G3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
484	C	DENMAN	STREET	CRIB POINT	164 K11	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
485	C	COOMA	STREET	CRIB POINT	164 K8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
486	C	CLYDE	STREET	ROSEBUD WEST	169 H3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
487	C	CLENDON	CLOSE	MOUNT ELIZA	105 E6	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
488	C	CLARKE	STREET	BALNARRING	193 F3	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
489	C	BURKE	ROAD	SOMERS	194 F9	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
490	C	BOWEN	STREET	RYE	168 F5	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
491	C	BONVIEW	AVENUE	SOMERS	194 B9	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
492	C	ANDREA	STREET	RYE	167 K8	1	1	0.33	3	2	1	0	0.50	0	1	0.33	0.09
493	C	STONY POINT ROAD	RIGHT OF WAY	CRIB POINT	195 A2	1	1	0.33	3	1	1	1	0.50	0	1	0.33	0.09
494	C	CRESWELL	STREET	CRIB POINT	164 J11	1	1	0.33	3	1	1	1	0.50	0	1	0.33	0.09
495	C	WELLINGTON	ROAD	BITTERN	194 A1	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
496	C	WEBBS	LANE	SOMERVILLE	148 A4	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
497	C	SHARPLEY	AVENUE	SAFETY BEACH	150 E10	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
498	C	RAILWAY	ROAD	TYABB	154 H1	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
499	C	POTTERY	ROAD	SOMERVILLE	148 D6	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
500	C	PALLANT	STREET	BITTERN	163 J12	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
501	C	OSTEND	STREET	BITTERN	164 E10	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
502	C	ORAMA	ROAD	SHOREHAM	256 E9	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
503	C	DUNSTAN	STREET	BITTERN	164 H9	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
504	C	DAVIES	STREET	BITTERN	164 F8	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
505	C	CONSIDINE	STREET	BITTERN	164 F9	1	1	0.33	2	2	1	0	0.42	0	1	0.33	0.08
506	C	NEPEAN HIGHWAY	SERVICE ROAD	DROMANA	160 C5	1	1	0.33	3	1	1	0	0.42	0	1	0.33	0.08
507	C	MELBOURNE ROAD	SERVICE ROAD	BLAIRGOWRIE	167 B2	1	1	0.33	3	1	1	0	0.42	0	1	0.33	0.08
508	C	HOTHAM ROAD	SERVICE ROAD	PORTSEA	156 E5	1	1	0.33	3	1	1	0	0.42	0	1	0.33	0.08
509	C	FARNSWORTH	AVENUE	PORTSEA	156 E4	1	1	0.33	3	2		0	0.42	0	1	0.33	0.08
510	C	OUTLOOK	AVENUE	HASTINGS	155 C9	1	1	0.33	1	2	1	0	0.33	0	1	0.33	0.07
511	C	DALY	STREET	BITTERN	164 A11	1	1	0.33	1	2	1	0	0.33	0	1	0.33	0.07
512	C	CENTRE	AVENUE	BITTERN	164 E11	1	1	0.33	1	2	1	0	0.33	0	1	0.33	0.07
513	C	BEATTY	AVENUE	BITTERN	164 A12	1	1	0.33	1	2	1	0	0.33	0	1	0.33	0.07
514	C	ANCRE	AVENUE	BITTERN	164 E10	1	1	0.33	1	2	1	0	0.33	0	1	0.33	0.07
515	C	STURT	STREET	BITTERN	163 K12	1	1	0.33	2	1	1	0	0.33	0	1	0.33	0.07
516	C	FRANKSTON-FLINDERS	RIGHT OF WAY	BAXTER	106 J4	1	1	0.33	3	1	0	0	0.33	0	1	0.33	0.07
517	C	BAXTER-TOORADIN ROAD	RIGHT OF WAY	BAXTER	107 B4	1	1	0.33	3	1	0	0	0.33	0	1	0.33	0.07
518	C	BAYVIEW EXTENSION	ROAD	HASTINGS	155 A6	1	1	0.33	1	1	1	0	0.25	0	1	0.33	0.06

Priority Matrix for Rural Unmade Roads

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACT		TRAFFIC		RANKING
NO.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	DISTANCE TO WATER (M)	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	SOCIAL TALLY	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
1	A	THOMAS	ROAD	RED HILL SOUTH	191 D6	3	3	1.00	2	2	3	0	0.58	1	1	3	1.00	0.86
2	A	BUNGOWER	ROAD	SOMERVILLE	147 F3	2	2	0.67	2	3	3	3	0.92	1	1	3	1.00	0.86
3	A	SHANDS	ROAD	MAIN RIDGE	190 B12	3	3	1.00	1	3	3	3	0.83	0	0	3	1.00	0.61
4	A	HARRISONS	ROAD	DROMANA	160 J9	3	3	1.00	1	2	3	1	0.58	0	0	3	1.00	0.53
5	A	DUELLS	ROAD	ROSEBUD	170 G8	3	2	0.83	3	2	1	3	0.75	0	0	3	1.00	0.53
6	A	SANDY	ROAD	FINGAL	252 F5	2	1	0.50	1	2	3	3	0.75	1	1	2	0.67	0.50
7	A	CALLANANS	ROAD	RED HILL SOUTH	191B7	2	2	0.67	1	2	2	0	0.42	1	1	2	0.67	0.46
8	A	TUERONG	ROAD	MOOROODUC SOUTH	152 C1	3	3	1.00	1	2	3	2	0.67	0	0	2	0.67	0.37
9	A	LUMEAH	ROAD	TYABB EAST	149 J7	1	2	0.50	1	2	3	0	0.50	0	0	3	1.00	0.33
10	A	MEAKINS	ROAD	FLINDERS	260 D4	3	2	0.83	1	2	2	3	0.67	0	0	2	0.67	0.33
11	A	WATERFALL GULLY	ROAD	ROSEBUD	170 K6	3	3	1.00	1	2	3	3	0.75	1	1	1	0.33	0.31
12	A	HODGINS	ROAD	TUERONG	152 G9	2	3	0.83	1	2	2	3	0.67	1	1	1	0.33	0.28
13	A	MAXWELL	ROAD	FINGAL	252 H6	3	1	0.67	1	2	3	3	0.75	1	1	1	0.33	0.27
14	A	BOES	ROAD	HASTINGS	154 C6	1	1	0.33	1	3	3	3	0.83	0	0	2	0.67	0.26
15	A	STUART	ROAD	TYABB	148 C12	2	1	0.50	3	2	3	0	0.67	1	1	1	0.33	0.24
16	A	SHOTTON	ROAD	MOUNT ELIZA	105 B9	2	2	0.67	1	2	1	2	0.50	1	1	1	0.33	0.24
17	A	SEAVIEW	ROAD	TYABB	148 D8	2	2	0.67	1	2	1	0	0.33	1	1	1	0.33	0.22
18	A	SPEEDWELL	STREET	SOMERVILLE	107 G10	1	1	0.33	1	2	1	3	0.58	1	1	1	0.33	0.21
19	A	GRAYDENS	ROAD	TUERONG	152 K3	3	3	1.00	1	2	3	3	0.75	0	0	1	0.33	0.19
20	A	PARK	ROAD	MOUNT MARTHA	150 E5	3	3	1.00	2	2	2	3	0.75	0	0	1	0.33	0.19
21	A	FIRTH	ROAD	SOMERVILLE	147 K1	1	1	0.33	1	2	1	0	0.33	1	1	1	0.33	0.19
22	A	HUNTS	ROAD	HASTINGS WEST	162 G3	2	3	0.83	1	2	3	3	0.75	0	0	1	0.33	0.18
23	A	MCILROYS	ROAD	RED HILL	160 K12	2	3	0.83	1	2	3	3	0.75	0	0	1	0.33	0.18
24	A	MUSK CREEK	ROAD	MAIN RIDGE	255 A7	2	3	0.83	1	2	3	3	0.75	0	0	1	0.33	0.18
25	A	KENTUCKY	ROAD	MERRICKS NORTH	191 H1	3	3	1.00	1	2	2	1	0.50	0	0	1	0.33	0.17
26	A	TUCKS	ROAD	MAIN RIDGE	190 E8	3	2	0.83	1	2	2	3	0.67	0	0	1	0.33	0.17
27	A	LUTON	AVENUE	DROMANA	160 H9	3	3	1.00	1	2	1	1	0.42	0	0	1	0.33	0.16
28	A	STONY CREEK	ROAD	RED HILL	190 F7	3	3	1.00	1	2	1	1	0.42	0	0	1	0.33	0.16
29	A	BERRY	ROAD	FLINDERS	261 B2	3	2	0.83	1	2	1	3	0.58	0	0	1	0.33	0.16
30	A	FOXES	ROAD	MOOROODUC SOUTH	151 J11	2	3	0.83	1	2	1	3	0.58	0	0	1	0.33	0.16
31	A	SOUTH BOUNDARY EAST	ROAD	SOMERVILLE	140 E8	2	2	0.67	1	2	3	3	0.75	0	0	1	0.33	0.16
32	A	STUMPY GULLY	ROAD	BALNARRING	193 D3	2	2	0.67	1	2	3	3	0.75	0	0	1	0.33	0.16
33	A	ALOHA	ROAD	RED HILL SOUTH	191 B7	3	3	1.00	1	2	1	0	0.33	0	0	1	0.33	0.15
34	A	SEAMISTS	DRIVE	ARTHURS SEAT	171 D2	3	3	1.00	1	2	1	0	0.33	0	0	1	0.33	0.15
35	A	TONKINS	ROAD	RED HILL SOUTH	191 K7	3	3	1.00	1	2	1	0	0.33	0	0	1	0.33	0.15
36	A	WILLIAM	ROAD	RED HILL	190 C3	3	3	1.00	1	2	1	0	0.33	0	0	1	0.33	0.15
37	A	BOYDS	ROAD	FLINDERS	261 D3	3	2	0.83	1	2	1	2	0.50	0	0	1	0.33	0.15
38	A	UPSNDOWNS	ROAD	DROMANA	161 H2	2	3	0.83	1	2	1	2	0.50	0	0	1	0.33	0.15
39	A	SOUTH BOUNDARY WEST	ROAD	SOMERVILLE	140 B6	2	2	0.67	1	2	3	2	0.67	0	0	1	0.33	0.15
40	A	WEEROONA	STREET	RYE	168 H5	2	1	0.50	3	1	3	3	0.83	0	0	1	0.33	0.15
41	A	OAKBANK	ROAD	MOUNT ELIZA	105 A10	2	3	0.83	3	2	1	0	0.50	0	0	1	0.33	0.15
42	A	TURNERS	ROAD	HASTINGS WEST	152 K12	2	3	0.83	1	2	2	0	0.42	0	0	1	0.33	0.14
43	A	OLD MAIN CREEK	ROAD	MAIN RIDGE	171 H12	3	2	0.83	1	2	1	1	0.42	0	0	1	0.33	0.14
44	A	PROSSORS	LANE	RED HILL	190 K5	2	3	0.83	1	2	1	1	0.42	0	0	1	0.33	0.14
45	A	UPLANDS	DRIVE	MAIN RIDGE	254 H3	3	2	0.83	1	2	1	1	0.42	0	0	1	0.33	0.14
46	A	WOODLANDS	ROAD	TUERONG	152 E6	2	3	0.83	1	2	1	1	0.42	0	0	1	0.33	0.14
47	A	BARKERS	ROAD	MAIN RIDGE	255 A3	3	1	0.67	1	2	2	2	0.58	0	0	1	0.33	0.14
48	A	DERRIL	ROAD	MOOROODUC SOUTH	106 A12	2	1	0.50	1	2	3	3	0.75	0	0	1	0.33	0.14
49	A	JUNCTION	ROAD	MERRICKS NORTH	161 H11	2	1	0.50	1	2	3	3	0.75	0	0	1	0.33	0.14
50	A	KINWENDY	ROAD	BONEO	170 J11	2	2	0.67	1	2	1	3	0.58	0	0	1	0.33	0.14
51	A	LIMESTONE	ROAD	BONEO	253 A4	2	1	0.50	1	2	3	3	0.75	0	0	1	0.33	0.14

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACT		TRAFFIC		RANKING
NO.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	DISTANCE TO WATER (M)	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	SOCIAL TALLY	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
52	A	MYERS	ROAD	MERRICKS NORTH	161 J7	2	1	0.50	1	2	3	3	0.75	0	0	1	0.33	0.14
53	B	ANDREWS	LANE	RED HILL	190 K4	3	2	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
54	B	BEAULIEU	ROAD	RED HILL	190 K8	3	2	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
55	B	BLOWHOLE	TRACK	FLINDERS	261 D10	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
56	B	BOURKE	ROAD	RED HILL	190 C3	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
57	B	BOWRINGS	ROAD	RED HILL	161 A12	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
58	B	BROWNE	LANE	RED HILL	161 B11	3	2	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
59	B	BULLDOG CREEK	ROAD	MERRICKS NORTH	151 K12	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
60	B	HILLCREST	ROAD	MERRICKS	256 B2	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
61	B	OLD COTTONTREE	ROAD	FLINDERS	255 C5	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
62	B	OSTLERS	LANE	FLINDERS	260 D5	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
63	B	PARDALOTE	RISE	RED HILL SOUTH	190 H7	3	2	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
64	B	PUNTY	LANE	FLINDERS	255 E9	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
65	B	SHAW	ROAD	TYABB	147 G9	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
66	B	VALLEY VIEW	LANE	MAIN RIDGE	254 H2	3	2	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
67	B	WEBB	STREET	RED HILL SOUTH	190 H10	3	2	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
68	B	WHITES	ROAD	ARTHURS SEAT	171 G3	3	2	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
69	B	MACPHERSON	LANE	MAIN RIDGE	254 F1	2	3	0.83	1	2	1	0	0.33	0	0	1	0.33	0.13
70	B	RANGE	ROAD	MOUNT MARTHA	151 D5	2	2	0.67	1	2	1	2	0.50	0	0	1	0.33	0.13
71	B	BUNURONG	TRACK	ARTHURS SEAT	159 D10	3	1	0.67	1	2	3	0	0.50	0	0	1	0.33	0.13
72	B	GRASSLANDS	ROAD	BONEO	253 E10	3	1	0.67	1	2	3	0	0.50	0	0	1	0.33	0.13
73	B	HIGGINS	LANE	SHOREHAM	256 C9	2	2	0.67	1	2	3	0	0.50	0	0	1	0.33	0.13
74	B	ARTHURS SEAT ROAD	SERVICE ROAD	DROMANA	159 G12	3	1	0.67	3	1	1	1	0.50	0	0	1	0.33	0.13
75	B	ROYSTON	COURT	MOUNT ELIZA	105 A5	1	3	0.67	2	2	1	1	0.50	0	0	1	0.33	0.13
76	B	ARKWELLS	LANE	RED HILL	190 J3	2	1	0.50	3	2	1	2	0.67	0	0	1	0.33	0.13
77	B	INGERSOLL	ROAD	SOMERVILLE	107 K8	2	2	0.67	1	2	1	2	0.50	0	0	1	0.33	0.13
78	B	THE BRIARS PARK	ACCESS RD	MOUNT MARTHA	145 D11	2	3	0.83	1	1	1	0	0.25	0	0	1	0.33	0.12
79	B	BEMBRIDGE	ROAD	SOMERVILLE	149 J1	1	2	0.50	1	2	1	3	0.58	0	0	1	0.33	0.12
80	B	DAVOS	STREET	MAIN RIDGE	171 F8	2	1	0.50	1	2	1	3	0.58	0	0	1	0.33	0.12
81	B	GIBB	ROAD	RED HILL	161 C7	2	1	0.50	1	2	1	3	0.58	0	0	1	0.33	0.12
82	B	LONG POINT	ROAD	CAPE SCHANCK	259 E4	2	1	0.50	1	2	1	3	0.58	0	0	1	0.33	0.12
83	B	ASHLEY	ROAD	TYABB	148 D9	2	2	0.67	2	2	1	0	0.42	0	0	1	0.33	0.12
84	B	CURZON	ROAD	BONEO	253 E7	3	1	0.67	1	2	2	0	0.42	0	0	1	0.33	0.12
85	B	HELLICARS	ROAD	MERRICKS NORTH	192 F9	1	3	0.67	2	2	1	0	0.42	0	0	1	0.33	0.12
86	B	BARAK	ROAD	MOOROODUC	146 G8	1	3	0.67	1	2	1	1	0.42	0	0	1	0.33	0.12
87	B	GODINGS	ROAD	MOOROODUC	147 A12	2	2	0.67	1	2	1	1	0.42	0	0	1	0.33	0.12
88	B	MALES	ROAD	MOOROODUC	146 D9	1	3	0.67	1	2	1	1	0.42	0	0	1	0.33	0.12
89	B	ONE CHAIN	ROAD	MERRICKS NORTH	161 K8	2	2	0.67	1	2	1	1	0.42	0	0	1	0.33	0.12
90	B	RUSSELL	STREET	RED HILL	190 H10	2	2	0.67	1	2	1	1	0.42	0	0	1	0.33	0.12
91	B	WHITNEYS	ROAD	TYABB EAST	149 H9	2	2	0.67	1	2	1	1	0.42	0	0	1	0.33	0.12
92	B	WILSON	ROAD	ARTHURS SEAT	171 G6	3	1	0.67	1	2	1	1	0.42	0	0	1	0.33	0.12
93	B	CHERRY	ROAD	RED HILL	190 J9	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
94	B	DONALDSONS	ROAD	RED HILL	191 C4	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
95	B	EATONS CUTTING	ROAD	RED HILL	190 E3	3	1	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
96	B	FINGAL	ROAD	CAPE SCHANCK	259 B8	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
97	B	GARDENS	ROAD	ROSEBUD	171 B9	3	1	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
98	B	GWENMARLIN	ROAD	FLINDERS	260 F2	3	1	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
99	B	HENDERSON	ROAD	BAXTER	107 D6	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
100	B	HOLMES	ROAD	RED HILL	190 E2	3	1	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
101	B	HYSLOPS	ROAD	MAIN RIDGE	171 B12	2	1	0.50	1	2	3	0	0.50	0	0	1	0.33	0.11
102	B	KEYS	ROAD	FLINDERS	260 H10	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
103	B	LOOKOUT	ROAD	RED HILL	190 E2	3	1	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
104	B	LUXTON	DRIVE	SOMERS	193 G7	1	3	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
105	B	MITFORD	ROAD	FLINDERS	255 C9	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11

DETAILS						ENVIRONMENTAL IMPACT			ECONOMIC IMPACT					SOCIAL IMPACT		TRAFFIC		RANKING
NO.	PRIORITY	NAME	TYPE	TOWNSHIP	MELW REF	TOPOGRAPHY	DISTANCE TO WATER (M)	ENV TALLY	ABUTTING DEVEL	ROAD CLASS	GRADING	CRASH HISTORY	ECO TALLY	RESIDENT REQ'S	SOCIAL TALLY	TRAFFIC VOLUME	TRAFFIC TALLY	TOTAL SCORE
106	B	ORCHARD	WAY	MAIN RIDGE	190 E9	3	1	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
107	B	PUNCHBOWL	ROAD	FLINDERS	261 A10	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
108	B	RAZORBACK	ROAD	FLINDERS	261 B9	3	1	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
109	B	SHERGOLDS	LANE	DROMANA	160 F6	1	3	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
110	B	WALLACES	ROAD	DROMANA	161 C3	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
111	B	YARINGA	ROAD	TYABB EAST	149 J8	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
112	B	ROBERTS	ROAD	MAIN RIDGE	190 B12	2	1	0.50	1	2	2	1	0.50	0	0	1	0.33	0.11
113	B	BRIGHT	LANE	MAIN RIDGE	171 J10	2	1	0.50	1	2	1	2	0.50	0	0	1	0.33	0.11
114	B	GILLET	ROAD	TUERONG	152 B5	2		0.50	1	2	1	2	0.50	0	0	1	0.33	0.11
115	B	OXFORD	STREET	TYABB	147 J8	1	2	0.50	1	2	1	2	0.50	0	0	1	0.33	0.11
116	B	SHEEHANS	ROAD	RED HILL	190 G3	2	1	0.50	1	2	1	2	0.50	0	0	1	0.33	0.11
117	B	HEATH	LANE	ARTHURS SEAT	190 A3	2	2	0.67	1	2	1	0	0.33	0	0	1	0.33	0.11
118	C	BEACH HILL	AVENUE	SOMERS	194 A9	1	2	0.50	3	1	1	0	0.42	0	0	1	0.33	0.10
119	C	WEBBS	LANE	SOMERVILLE	148 A4	2	1	0.50	2	2	1	0	0.42	0	0	1	0.33	0.10
120	C	BELLINGHAM	ROAD	ARTHURS SEAT	171 K3	2	1	0.50	1	2	1	1	0.42	0	0	1	0.33	0.10
121	C	PATTERSON	ROAD	BONEO	253 D10	2	1	0.50	1	2	1	1	0.42	0	0	1	0.33	0.10
122	C	WOODS	ROAD	SOMERVILLE	140 B6	2	1	0.50	1	2	1	1	0.42	0	0	1	0.33	0.10
123	C	SUMNER	ROAD	BAXTER	106 D8	1	1	0.33	1	2	1	3	0.58	0	0	1	0.33	0.10
124	C	ALLORN	ROAD	RED HILL	190 H9	2		0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
125	C	CLARKE	STREET	BALNARRING	193 E3	1	1	0.33	3	2	1	0	0.50	0	0	1	0.33	0.09
126	C	EASTERN GREY	RISE	CAPE SCHANCK	254 D12	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
127	C	FLOOD	STREET	TYABB	148 A10	1	2	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
128	C	GRANT	ROAD	MOUNT ELIZA	105 D10	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
129	C	GREENS	ROAD	MAIN RIDGE	254 D3	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
130	C	HILLSIDE	GROVE	MERRICKS	191 F4	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
131	C	HORNE	ROAD	SHOREHAM	256 B8	2		0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
132	C	KATANDRA	ROAD	TYABB EAST	149 K7	1	2	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
133	C	MURRAYS	ROAD	TYABB	147 F9	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
134	C	OCEAN VIEW	AVENUE	RED HILL SOUTH	191 A11	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
135	C	PINE	AVENUE	RED HILL SOUTH	191 A9	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
136	C	RAHONA	ROAD	RED HILL SOUTH	191 C11	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
137	C	RICKARDS	ROAD	MOOROODUC	146 G9	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
138	C	SEAVIEW	AVENUE	TUERONG	163 E1	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
139	C	THOMPSONS	LANE	MERRICKS	192 B9	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
140	C	WHITEHALL	ROAD	FLINDERS	255 A11	2		0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
141	C	WONDERLAND	AVENUE	TUERONG	153 E12	2	1	0.50	1	2	1	0	0.33	0	0	1	0.33	0.09
142	C	BONEO ROAD	SERVICE ROAD	CAPE SCHANCK	259 D4	2	1	0.50	1	1	1	1	0.33	0	0	1	0.33	0.09
143	C	THORNELLS	ROAD	TYABB EAST	149 A11	1	1	0.33	1	2	2	1	0.50	0	0	1	0.33	0.09
144	C	GOMAN	ROAD	MOOROODUC	146 G9	1	1	0.33	1	2	1	2	0.50	0	0	1	0.33	0.09
145	C	RAILWAY	ROAD	TYABB	148 H11	1	1	0.33	2	2	1	0	0.42	0	0	1	0.33	0.08
146	C	CRAIG AVON	LANE	MERRICKS NORTH	161 J11	1	1	0.33	1	2	1	1	0.42	0	0	1	0.33	0.08
147	C	PICKINGS	LANE	DROMANA	160 H2	1	1	0.33	1	2	1	1	0.42	0	0	1	0.33	0.08
148	C	DROMANA LAWN CEMETRY	ACCESS RD	DROMANA	159 E9	2	1	0.50	1	1	1	0	0.25	0	0	1	0.33	0.08
149	C	ALDEN	STREET	TYABB	147 J10	1	1	0.33	1	2	1	0	0.33	0	0	1	0.33	0.07
150	C	CAMBRIDGE	STREET	TYABB	147 J9	1	1	0.33	1	2	1	0	0.33	0	0	1	0.33	0.07
151	C	DODSON	COURT	TYABB	153 J2	1	1	0.33	1	2	1	0	0.33	0	0	1	0.33	0.07
152	C	PIKES	ROAD	TYABB EAST	149 E8	1	1	0.33	1	2	1	0	0.33	0	0	1	0.33	0.07
153	C	ROGERS	ROAD	CAPE SCHANCK	253 H12	1	1	0.33	1	2	1	0	0.33	0	0	1	0.33	0.07
154	C	SPRINGFIELD	ROAD	MERRICKS	192 D10	1	1	0.33	1	2	1	0	0.33	0	0	1	0.33	0.07
155	C	ERAMOSA	ROAD	SOMERVILLE	140 E12	1	1	0.33	1	1	1	1	0.33	0	0	1	0.33	0.07
156	C	ALEXANDRA	AVENUE	SOMERS	194 B8	1	1	0.33	1	1	1	0	0.25	0	0	1	0.33	0.06
157	C	BISHOP	ROAD	MOOROODUC	146 J9	1	1	0.33	1	1	1	0	0.25	0	0	1	0.33	0.06
158	C	JONES	ROAD	ROSEBUD	171 B8	1	1	0.33	1	1	1	0	0.25	0	0	1	0.33	0.06

Treatment Options

A functional road classification for the local road network and appropriate geometric design guidelines for each road class have been developed in accordance with the Road Management Plan. When planning, evaluating, prioritising and constructing unmade roads in the Shire it is necessary to accord with these guidelines.

The primary purpose of the road hierarchy developed as part of the Road Management Plan is to ensure that appropriate management, engineering standards and planning practises are applied to a road based on its function.

Functional local road classifications have been adopted covering both urban and rural areas and are shown in Tables 5 and 6. All unmade roads in the Shire have been assigned a classification based on this hierarchy and as mentioned this information is retained in the database which has been developed. Appropriate geometric design guidelines have also been established for the various classifications, taking into account road user requirements relating to operational comfort, convenience and safety. These are also shown below.

Community consultation is an integral component in the development and initiation of local road construction. Abutting residents will be consulted at all stages of design and construction to determine the appropriate treatment type. The Shire recognises that there is no single treatment that can be applied to all local roads on the Mornington Peninsula. The most appropriate treatment, including the alignment, width and appearance of the road will depend upon the roads function and characteristics and the expectations and desires of the residents abutting the road.

Where a road is planned for construction the Mornington Peninsula Shire will involve all abutting property owners in the planning, design and construction phases of the project through the application of the Shire's Project Based Community Consultation Guidelines. These guidelines specify the type and level of public consultation that should be undertaken for each particular project type.

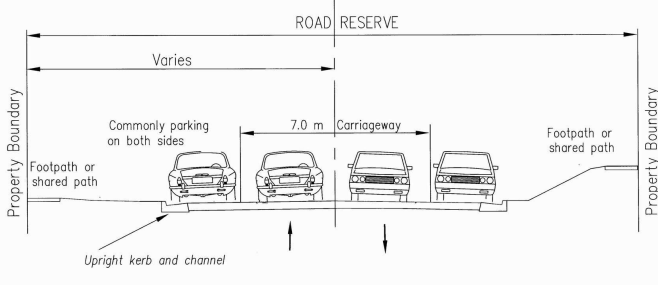
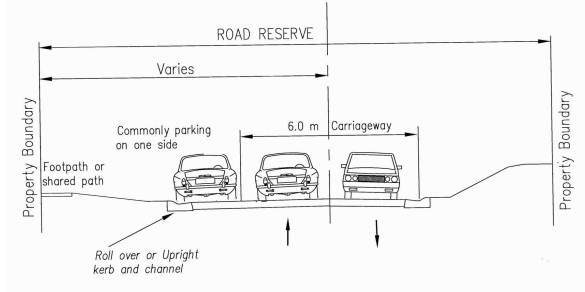
Table 5: Road Classifications in Urban Areas

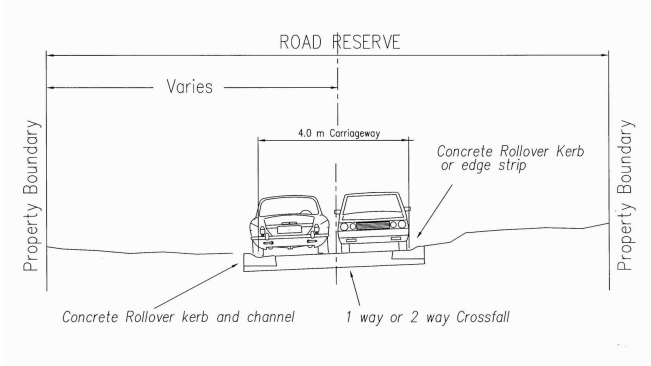
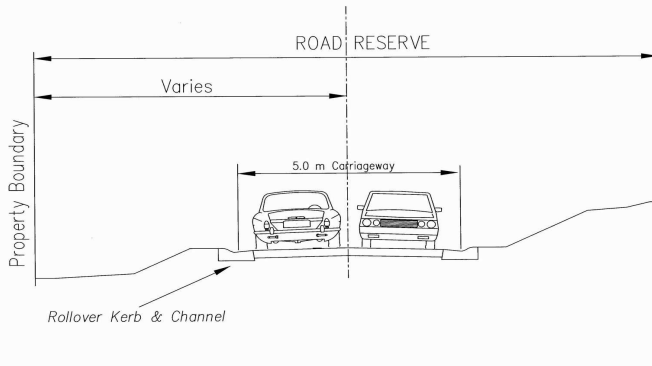
Road Class	Class Type	Service Function Description	Brief Description URBAN AREAS
8A	Urban Arterial	Provides primarily for the main connection from, urban centres and local areas to the wider State main arterial road network	Generally a four lane, or two lane two-way sealed road with parking provisions on both sides.
8B	Urban Collector	Provides for collecting and distributing traffic and acting as a feeder service to local arterial roads	Mainly a two lane, two-way sealed road with commonly parking on one side
8C	Urban Access	Provides predominantly for direct access to properties, recreational areas and industries in urban zones	A two lane, two-way sealed road, or unsealed road
8D	Urban Limited Access	Provides primarily for limited access to rear of properties or within recreational parks	General one lane, two way road at the rear of properties or informal tracks within recreational parks

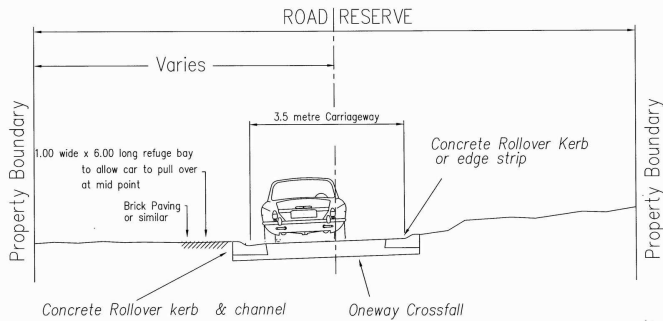
Table 6: Road Classifications in Rural Areas

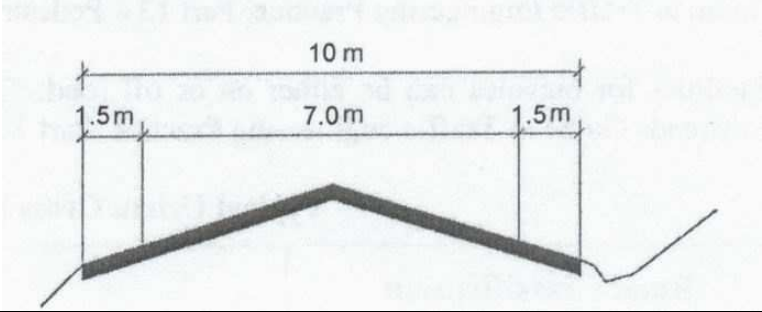
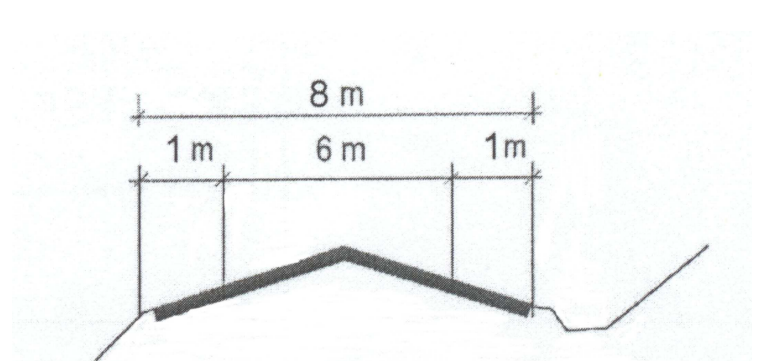
Road Class	Class Type	Service Function Description	Brief Description RURAL AREAS
4A	Rural Arterial	Provides primarily for the main connection from town centres and local areas to the wider State main road network	Two way, two-lane, mainly sealed
4B	Rural Collector	Provides for collecting and distributing traffic and acting as a feeder service to local arterial roads	Two-way, two- lane sealed or unsealed road
4C	Rural Access	Provides predominantly for direct access to properties, recreational areas and industries in urban and rural zones	Two-way, mainly two lane sealed or unsealed road
4D	Rural Limited Access	Provides primarily for limited access and in rural areas using four wheel-drive vehicles	Two-way, unformed single lane track with limited geometry and possible access restrictions imposed

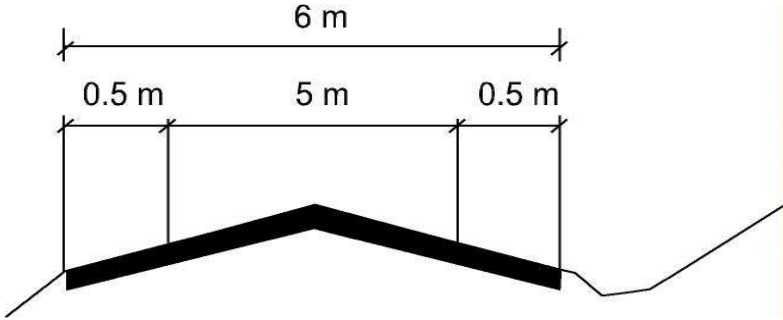
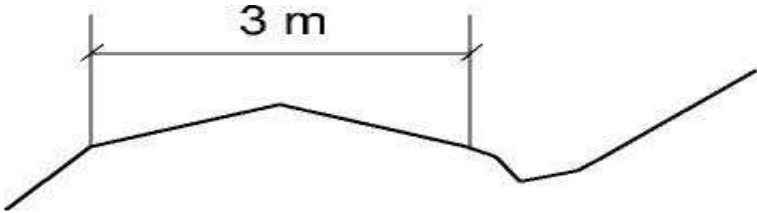
The following tables display the geometric road design guidelines included in the Mornington Peninsula Shire Road Management Plan (2004).

8A Local Urban Arterial			
Further Description	Carriageway Range	Typical Cross Section	Example
Shared paths (bicycle/pedestrian) common in urban arterial road reserves	Two lanes with parking on both sides (up to 11.5m)		
8B Urban Collector			
Further Description	Carriageway Range	Typical Cross Section	Example
Access Roads and Collector Roads are of similar sizes in a number of cases on the Mornington Peninsula	Typical carriageway width in urban areas is 8.5 m including one parking lane		

8C Urban Access Road (Range of carriageway 3.5 m to 6.0 m)			
Further Description Ref: Vic Code	Carriageway Range	Typical Cross Section	Example
(a) Local Access Place • Low speed environment • Low number of houses (often cul-de-sac or terminating street) • May need refuges for passing • Often curvilinear	3.5 m – 4.5 m		
(b) Local Access Street • Low speed environment	4.5 m – 6.0 m		

8D Limited Access Lane			
Further Description Ref: Vic Code	Carriageway Range	Typical	Example
Limited Access Lane Low speed environment	2.5 m - 4.0 m	 The diagram illustrates the cross-section of a Limited Access Lane. It shows a central 3.5 metre wide carriageway with a car positioned in the center. On either side of the carriageway is a concrete rollover kerb and channel. To the left of the kerb is a 1.00 wide x 6.00 long refuge bay, which is paved with brick paving or similar material, intended for cars to pull over at a mid-point. The entire lane is flanked by property boundaries. The road reserve width varies. A one-way crossfall is indicated on the right side of the carriageway.	 A photograph of a residential street that serves as an example of a Limited Access Lane. The street is narrow, with a concrete curb on the left side. The road surface is paved, and there are trees and houses visible in the background.

4A Local Rural Arterial Rd	
Typical Cross Section	Example
	
4B Rural Collector Rd	
Typical Cross Section	Example
	

4C Rural Access Rd	
Typical Cross Section	Example
	
4D Rural Access Track	
Typical Cross Section	Example
	

Conclusion

This strategy has been written to provide Council with an organised, structured and sustainable approach to the construction of unmade roads. The strategy will be used as a communication tool amongst Shire Officers, Council and the community and will ensure the most appropriate roads are selected for construction.

The Mornington Peninsula Shire's Contributory Schemes Policy for Local Roads and Footpaths will be adhered to in the investigation of road construction projects and the initiation of road construction special charge schemes.

Implementation of the Unmade Construction Strategy will enhance the built environment and meet the community's needs for access, ecological protection, amenity and safety. It will allow forward planning for the construction of unmade local roads, ensure efficiency in the expenditure of public funds and will address the environmental, economic, social and cultural impact of the Peninsula's unmade local road network.

References

Australian Rainfall and Runoff. Volume 1. 2001. The Institute of Engineers Australia

Austroroads. 2001. Road runoff & drainage: environmental impacts and management options.

Austroroads Incorporated, Sydney

ARRB Transport Research 2003. Trial of Low Cost Treatments on Stumpy Gully Road – Final

Report. ARRB Transport Research Ltd, Victoria

ARRB. Transport Research 2000. Unmade Roads Manual: Guidelines to Good Practice. ARRB Transport Research Ltd, Victoria

Blue Mountains Urban Runoff Control Program (BMURCP). 1999. Rainfall Simulation Trials

Blue Mountains. University of Western Sydney Nepean, Hawkesbury-Nepean Catchment

Management Trust, Engineering Report CE14.

Cardinia Shire Council, City of Casey, Mornington Peninsula Shire Council. 2004. Sediment Control on Unsealed Roads: A Handbook of Practical Methods for improving Water Quality

EPA website (www.epa.vic.gov.au)

Foley, G., Cropley, S. and Giummarr G.J. (1996). Road Dust Control Techniques – evaluation of chemical dust suppressants' performance. Special Report 54 (ARRB Transport Research, Vermont South)

Mornington Peninsula Shire Contributory Schemes Policy (2002), (www.mornpen.vic.gov.au)

WBM Oceanics Australia. 2002. Mornington Peninsula Shire Council Stormwater Management Plan.

Appendix One: Quick Reference Guide of all Unmade Roads

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	ABBOTSFORD	STREET	SORRENTO	URBAN	157 B11	0.13
B	AILSA	STREET	MOUNT MARTHA	URBAN	145 A12	0.15
C	ALDEN	STREET	TYABB	RURAL	147 J10	0.07
C	ALEXANDRA	AVENUE	SOMERS	RURAL	194 B8	0.06
C	ALEXANDRA	AVENUE	SOMERS	URBAN	194 A10	0.12
A	ALEXANDRINA	ROAD	MOUNT MARTHA	URBAN	151 F3	0.33
B	ALICE	STREET	MOUNT MARTHA	URBAN	145 A10	0.15
B	ALISON	AVENUE	RYE	URBAN	168 C12	0.14
C	ALLORN	ROAD	RED HILL	RURAL	190 H9	0.09
C	ALMA	STREET	MORNINGTON	URBAN	145 C2	0.13
C	ALMOND BUSH	STREET	SOMERVILLE	URBAN	107 J12	0.10
B	ALMORA	AVENUE	RED HILL	URBAN	191 C6	0.16
A	ALOHA	ROAD	RED HILL SOUTH	RURAL	191 B7	0.15
C	ALWYN	STREET	RYE	URBAN	168 D10	0.11
C	AMESBURY	ROAD	MOUNT ELIZA	URBAN	101 J11	0.13
C	ANCRE	AVENUE	BITTERN	URBAN	164 E10	0.07
C	ANDREA	STREET	RYE	URBAN	167 K8	0.09
B	ANDREWS	LANE	RED HILL	RURAL	190 K4	0.13
C	ARCHER	STREET	BLAIRGOWRIE	URBAN	167 A1	0.10
B	ARKWELLS	LANE	RED HILL	RURAL	190 J3	0.13
C	ARNOLD	STREET	BLAIRGOWRIE	URBAN	167 E4	0.12
C	ARNOTT	STREET	SORRENTO	URBAN	157 C11	0.13
B	ARTHURS	AVENUE	MCCRAE	URBAN	159 C10	0.15
B	ARTHURS SEAT ROAD	SERVICE ROAD	DROMANA	RURAL	159 G12	0.13
C	ARUNTA	AVENUE	HASTINGS	URBAN	155 D9	0.09
B	ASHLEY	ROAD	TYABB	RURAL	148 D9	0.12
C	ASHLEY	ROAD	TYABB	URBAN	148 D9	0.10
B	ASQUITH	AVENUE	MOUNT MARTHA	URBAN	150 D8	0.18
A	AUGUSTA	STREET	MOUNT MARTHA	URBAN	145 A9	0.61
A	AUSTIN	ROAD	SOMERVILLE	URBAN	148 C4	0.22
C	AVENUE	THE	FLINDERS	URBAN	262 A8	0.11
B	AVOCA	AVENUE	MOUNT MARTHA	URBAN	150 G1	0.15
C	BACK BEACH ROAD	SERVICE ROAD	PORTSEA	URBAN	156 D5	0.10
B	BAKER	AVENUE	BLAIRGOWRIE	URBAN	167 A2	0.14
C	BALDOCK	ROAD	MORNINGTON	URBAN	105 D12	0.12
C	BALLABIL	STREET	RYE	URBAN	168 F5	0.12
B	BANKSIA	GROVE	MOUNT MARTHA	URBAN	150 J4	0.15
A	BANYAN	STREET	ST ANDREWS BEACH	URBAN	251 F3	0.25
B	BARAK	ROAD	MOOROODUC	RURAL	146 G8	0.12
C	BARBECUE	COURT	HASTINGS	URBAN	155 C9	0.11
B	BARKER	STREET	FLINDERS	URBAN	261 J8	0.15
A	BARKERS	ROAD	MAIN RIDGE	RURAL	255 A3	0.14
A	BARKLY	STREET	MORNINGTON	URBAN	104 D12	0.67

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
B	BARRETTTS	ROAD	BALNARRING BEACH	URBAN	193 C10	0.14
A	BARROW	STREET	MOUNT MARTHA	URBAN	150 F4	0.28
C	BASS	ROAD	PORTSEA	URBAN	156 C5	0.11
C	BAXTER-TOORADIN ROAD	RIGHT OF WAY	BAXTER	URBAN	107 B4	0.07
C	BAYNES	ROAD	RED HILL	URBAN	191 A8	0.12
B	BAYVIEW	AVENUE	ROSEBUD	URBAN	170 G6	0.16
B	BAYVIEW	ROAD	BALNARRING BEACH	URBAN	193 B10	0.16
C	BAYVIEW	ROAD	MERRICKS BEACH	URBAN	192 K12	0.11
C	BAYVIEW EXTENSION	ROAD	HASTINGS	URBAN	155 A6	0.06
B	BAYVIEW ROAD	SERVICE ROAD	MCCRAE	URBAN	159 C10	0.14
C	BEACH	AVENUE	BLAIRGOWRIE	URBAN	167 B2	0.12
C	BEACH	DRIVE	HASTINGS	URBAN	155 C10	0.11
C	BEACH HILL	AVENUE	SOMERS	RURAL	194 A9	0.10
A	BEACH HILL	AVENUE	SOMERS	URBAN	194 A9	0.22
C	BEATTY	AVENUE	BITTERN	URBAN	164 A12	0.07
B	BEAUFORD	ROAD	RED HILL SOUTH	URBAN	191 C6	0.17
B	BEAULIEU	ROAD	RED HILL	RURAL	190 K8	0.13
C	BELAR	ROAD	TOOTGAROOK	URBAN	169 C8	0.11
C	BELINDA	STREET	RYE	URBAN	167 H7	0.12
C	BELLBIRD	LANE	HASTINGS	URBAN	164 F1	0.13
C	BELLINGHAM	ROAD	ARTHURS SEAT	RURAL	171 K3	0.10
B	BEMBRIDGE	ROAD	SOMERVILLE	RURAL	149 J1	0.12
A	BERRY	ROAD	FLINDERS	RURAL	261 B2	0.16
B	BIRDROCK	AVENUE	MOUNT MARTHA	URBAN	145 C7	0.16
B	BIRDWOOD	AVENUE	MORNINGTON	URBAN	104 F10	0.15
C	BISHOP	ROAD	MOOROODUC	RURAL	146 J9	0.06
C	BLACKBURN	STREET	BITTERN	URBAN	164 H8	0.09
C	BLAKE	STREET	SHOREHAM	URBAN	256 G8	0.12
B	BLencaIRN	AVENUE	MOUNT MARTHA	URBAN	145 A12	0.15
B	BLOWHOLE	TRACK	FLINDERS	RURAL	261 D10	0.13
B	BLUFF	AVENUE	FLINDERS	URBAN	262 B6	0.17
C	BLUFF	ROAD	MERRICKS BEACH	URBAN	192 J12	0.13
A	BOES	ROAD	HASTINGS	RURAL	154 C6	0.26
A	BOES	ROAD	HASTINGS	URBAN	154 C8	0.30
C	BONEO ROAD	SERVICE ROAD	CAPE SCHANCK	RURAL	259 D4	0.09
C	BONVIEW	AVENUE	SOMERS	URBAN	194 B9	0.09
C	BOULEVARD	THE	MCCRAE	URBAN	159 B10	0.13
B	BOURKE	ROAD	RED HILL	RURAL	190 C3	0.13
C	BOWEN	STREET	RYE	URBAN	168 F5	0.09
B	BOWRINGS	ROAD	RED HILL	RURAL	161 A12	0.13
A	BOYDS	ROAD	FLINDERS	RURAL	261 D3	0.15
B	BRIGHT	LANE	MAIN RIDGE	RURAL	171 J10	0.11
B	BROWNE	LANE	RED HILL	RURAL	161 B11	0.13
A	BRUCE	STREET	RYE	URBAN	168 D11	0.20

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
B	BUCHER	PLACE	ROSEBUD	URBAN	158 E11	0.14
A	BUCKLEY	STREET	BALNARRING	URBAN	193 C4	0.20
B	BULLDOG CREEK	ROAD	MERRICKS NORTH	RURAL	151 K12	0.13
A	BUNGOWER	ROAD	SOMERVILLE	RURAL	147 F3	0.86
B	BUNURONG	TRACK	ARTHURS SEAT	RURAL	159 D10	0.13
A	BURDOO	WAY	MOUNT MARTHA	URBAN	150 D6	0.30
C	BURKE	ROAD	SOMERS	URBAN	194 F9	0.09
C	BURTON	STREET	BITTERN	URBAN	164 H8	0.09
C	BUXTON	LANE	SHOREHAM	URBAN	256 H6	0.12
B	BYRNE	STREET	MOUNT MARTHA	URBAN	150 E4	0.15
B	BYRON	STREET	MOUNT MARTHA	URBAN	145 A12	0.15
B	CALDWELL	STREET	MORNINGTON	URBAN	104 G10	0.17
A	CALLANANS	ROAD	RED HILL SOUTH	RURAL	191B7	0.46
C	CAMBRIDGE	STREET	TYABB	RURAL	147 J9	0.07
B	CAPITOL	AVENUE	BALNARRING	URBAN	193 D6	0.14
C	CAPRI	GROVE	SORRENTO	URBAN	157 A9	0.13
B	CARAAR CREEK	LANE	MORNINGTON	URBAN	104 H7	0.17
C	CARLTON	COURT	RYE	URBAN	168 K6	0.13
B	CAROL	CRESCENT	MOUNT MARTHA	URBAN	150 D6	0.16
C	CARPENTERS NORTH	LANE	HASTINGS	URBAN	154 A9	0.12
C	CECIL	STREET	SORRENTO	URBAN	157 C9	0.11
A	CENTRAL	AVENUE	BLAIRGOWRIE	URBAN	167 B3	0.50
C	CENTRE	AVENUE	BITTERN	URBAN	164 E11	0.07
C	CHAMPION	STREET	BLAIRGOWRIE	URBAN	167 E4	0.12
A	CHANNEL	STREET	MORNINGTON	URBAN	104 H9	0.26
B	CHERRY	ROAD	RED HILL	RURAL	190 J9	0.11
A	CHURCHILL	ROAD	MOUNT MARTHA	URBAN	150 E8	0.28
B	CLAREMONT	ROAD	TYABB	URBAN	148 B9	0.14
A	CLARENDON	STREET	DROMANA	URBAN	159 D8	0.26
C	CLARKE	STREET	BALNARRING	RURAL	193 E3	0.09
C	CLARKE	STREET	BALNARRING	URBAN	193 F3	0.09
A	CLARKES	AVENUE	MOUNT MARTHA	URBAN	145 B8	0.26
C	CLENDON	CLOSE	MOUNT ELIZA	URBAN	105 E6	0.09
C	CLIFF	ROAD	MERRICKS BEACH	URBAN	193 A12	0.13
C	CLYDE	STREET	ROSEBUD WEST	URBAN	169 H3	0.09
B	COASTAL	DRIVE	FLINDERS	URBAN	262 A7	0.15
A	COBB	ROAD	MOUNT ELIZA	URBAN	105 D8	0.46
C	COLIN	PARADE	CRIB POINT	URBAN	195 A1	0.12
B	COLLINS	STREET	RED HILL	URBAN	190 D3	0.14
C	CONSIDINE	STREET	BITTERN	URBAN	164 F9	0.08
C	CONSTITUTION HILL RD	SERVICE RD	SORRENTO	URBAN	157 B8	0.12
C	COOMA	STREET	CRIB POINT	URBAN	164 K8	0.09
C	COORA	CLOSE	SOMERS	URBAN	194 D11	0.13
C	COOTE	CLOSE	BLAIRGOWRIE	URBAN	167 C3	0.12
B	CORNELL	STREET	MCCRAE	URBAN	159 B10	0.15
A	COVE	COURT	FLINDERS	URBAN	262 A7	0.44

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	COVE	AVENUE	PORTSEA	URBAN	156 D2	0.13
B	COWLEY	STREET	MCCRAE	URBAN	170 J1	0.14
C	COWPER	STREET	BLAIRGOWRIE	URBAN	167 E4	0.12
C	CRAIG AVON	LANE	MERRICKS NORTH	RURAL	161 J11	0.08
B	CREEK	ROAD	MORNINGTON	URBAN	104 G12	0.14
C	CRESWELL	ROAD	BITTERN	URBAN	164 D8	0.09
C	CRESWELL	STREET	CRIB POINT	URBAN	164 J11	0.09
C	CROAD	STREET	SORRENTO	URBAN	156 J6	0.10
C	CROSSMAN	COURT	FLINDERS	URBAN	261 K9	0.13
B	CURZON	ROAD	BONEO	RURAL	253 E7	0.12
B	CUTTING	THE	PORTSEA	URBAN	156 E2	0.15
C	CYPRESS POINT	DRIVE	MOUNT ELIZA	URBAN	101 G8	0.13
C	DALY	STREET	BITTERN	URBAN	164 A11	0.07
C	DANA	AVENUE	BLAIRGOWRIE	URBAN	167 E4	0.12
B	DARK	PARADE	SORRENTO	URBAN	157 B8	0.14
C	DAVIES	STREET	BITTERN	URBAN	164 F8	0.08
B	DAVOS	STREET	MAIN RIDGE	RURAL	171 F8	0.12
B	DEAKIN	DRIVE	MOUNT MARTHA	URBAN	150 F2	0.18
C	DELGANY	AVENUE	PORTSEA	URBAN	156 E2	0.11
C	DENMAN	STREET	CRIB POINT	URBAN	164 K11	0.09
A	DERRIL	ROAD	MOOROODUC SOUTH	RURAL	106 A12	0.14
B	DIAMOND BAY	ROAD	SORRENTO	URBAN	157 B11	0.14
C	DOCRELL	LANE	PORTSEA	URBAN	156 F2	0.13
C	DODSON	COURT	TYABB	RURAL	153 J2	0.07
B	DONALDA	AVENUE	SORRENTO	URBAN	156 K7	0.14
B	DONALDSONS	ROAD	RED HILL	RURAL	191 C4	0.11
A	DRIVER	STREET	PORTSEA	URBAN	156 J4	0.22
C	DROMANA LAWN CEMETRY	ACCESS RD	DROMANA	RURAL	159 E9	0.08
A	DUELLS	ROAD	ROSEBUD	RURAL	170 G8	0.53
A	DUFFY	STREET	PORTSEA	URBAN	156 H5	0.20
C	DUNDAS STREET	SERVICE ROAD	RYE	URBAN	168 E6	0.10
A	DUNNS	ROAD	MOUNT MARTHA	URBAN	145 E9	0.27
C	DUNSTAN	STREET	BITTERN	URBAN	164 H9	0.08
B	DURHAM	PLACE	ROSEBUD	URBAN	158 E11	0.14
A	EASTBOURNE	ROAD	ROSEBUD	URBAN	170 F3	0.48
C	EASTERN GREY	RISE	CAPE SCHANCK	RURAL	254 D12	0.09
B	EATONS CUTTING	ROAD	RED HILL	RURAL	190 E3	0.11
B	EDWARD	GROVE	MOUNT MARTHA	URBAN	150 F3	0.15
C	ELANORA	COURT	ROSEBUD WEST	URBAN	169 G3	0.09
C	ELIZA	STREET	BLAIRGOWRIE	URBAN	167 B2	0.11
A	ELIZABETH	ROAD	PORTSEA	URBAN	156 E5	0.22
C	ELIZABETH	ROAD	RED HILL	URBAN	190 D3	0.13
C	ELIZABETH	STREET	RED HILL	URBAN	190 K8	0.13
A	ELLERINA	ROAD	MOUNT MARTHA	URBAN	150 D9	0.19

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	ELLERY	STREET	HASTINGS	URBAN	154 H7	0.12
B	ELLESMERE	AVENUE	MOUNT MARTHA	URBAN	150 H1	0.15
B	ELMIE	TERRACE	MOUNT MARTHA	URBAN	150 H1	0.15
C	ELVIE	STREET	RYE	URBAN	168 D6	0.11
C	ERAMOSA	ROAD	SOMERVILLE	RURAL	140 E12	0.07
B	ERNEST	STREET	MOUNT MARTHA	URBAN	145A11	0.17
A	ESPLANADE	THE	FLINDERS	URBAN	262 A9	0.47
A	ESPLANADE SR	SERVICE ROAD	MOUNT MARTHA	URBAN	150 C8	0.29
C	EVANS	STREET	RYE	URBAN	168 A8	0.12
C	EYRE	ROAD	SOMERS	URBAN	194 E9	0.09
A	FAIRBAIRN	AVENUE	MOUNT MARTHA	URBAN	150 C7	0.29
C	FARNSWORTH	AVENUE	PORTSEA	URBAN	156 E4	0.08
C	FERMANAGH	GROVE	SORRENTO	URBAN	157 C12	0.11
C	FIELDING	ROAD	ROSEBUD WEST	URBAN	169 H3	0.09
C	FINCH	STREET	MOUNT MARTHA	URBAN	145 B7	0.13
B	FINGAL	ROAD	CAPE SCHANCK	RURAL	259 B8	0.11
A	FINLAYSON	AVENUE	MOUNT MARTHA	URBAN	150 E4	0.33
C	FIONA	COURT	BLAIRGOWRIE	URBAN	167 A2	0.13
A	FIRTH	ROAD	SOMERVILLE	RURAL	147 K1	0.19
C	FISHER	STREET	SHOREHAM	URBAN	256 H7	0.12
A	FITZGERALD	RISE	ARTHURS SEAT	URBAN	159 F11	0.23
B	FLEMING	STREET	MORNINGTON	URBAN	145 B1	0.15
C	FLINDERS	AVENUE	ROSEBUD	URBAN	170 F5	0.12
C	FLOOD	STREET	TYABB	RURAL	148 A10	0.09
C	FLORIDA	AVENUE	SOMERS	URBAN	194 B10	0.11
C	FOAM	AVENUE	BLAIRGOWRIE	URBAN	167 B2	0.13
C	FOAM	STREET	MERRICKS BEACH	URBAN	192 J12	0.11
A	FORESHORE	ROAD	BALNARRING BEACH	URBAN	193 D9	0.27
C	FORESHORE	AVENUE	HASTINGS	URBAN	155 C9	0.11
B	FOREST	DRIVE	MOUNT MARTHA	URBAN	150 F9	0.16
C	FORREST	ROAD	SOMERS	URBAN	194 F8	0.09
A	FOXKEYS	ROAD	MOOROODUC SOUTH	RURAL	151 J11	0.16
C	FOXWOOD	PLACE	SOMERVILLE	URBAN	148 F2	0.09
A	FRANKLIN	ROAD	PORTSEA	URBAN	156 F5	0.47
C	FRANKSTON-FLINDERS	SERVICE ROAD	BALNARRING	URBAN	193 E4	0.11
C	FRANKSTON-FLINDERS	SERVICE ROAD	HASTINGS	URBAN	154 G12	0.09
C	FRANKSTON-FLINDERS	RIGHT OF WAY	BAXTER	URBAN	106 J4	0.07
C	FREDERICK	STREET	RED HILL	URBAN	190 K8	0.11
A	FREEMANS	ROAD	MOUNT ELIZA	URBAN	101 F8	0.28
C	FRENCH	STREET	RYE	URBAN	168 B7	0.11

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	GARDEN	SQUARE	SOMERS	URBAN	194 B10	0.11
B	GARDENS	ROAD	ROSEBUD	RURAL	171 B9	0.11
C	GAVAN	STREET	PORTSEA	URBAN	156 H5	0.10
B	GEORGES	ROAD	FLINDERS	URBAN	262 H9	0.17
B	GIBB	ROAD	RED HILL	RURAL	161 C7	0.12
B	GILLARDS	ROAD	MOUNT ELIZA	URBAN	101 G12	0.15
B	GILLETT	ROAD	TUERONG	RURAL	152 B5	0.11
C	GLEN	ROAD	FLINDERS	URBAN	261 H9	0.11
B	GLENVALE	ROAD	FLINDERS	URBAN	261 G9	0.15
C	GLENVUE	ROAD	RYE	URBAN	168 B9	0.12
C	GLOSSOP	STREET	CRIB POINT	URBAN	165 B11	0.09
B	GODINGS	ROAD	MOOROODUC	RURAL	147 A12	0.12
C	GOLF	LANE	RYE	URBAN	168 E7	0.11
C	GOMAN	ROAD	MOOROODUC	RURAL	146 G9	0.09
C	GORDON	STREET	FLINDERS	URBAN	262 A7	0.11
C	GRAF	ROAD	SOMERVILLE	URBAN	148 D1	0.11
C	GRANT	ROAD	MOUNT ELIZA	RURAL	105 D10	0.09
B	GRASSLANDS	ROAD	BONEO	RURAL	253 E10	0.13
C	GRAY	STREET	MOUNT MARTHA	URBAN	150 G5	0.13
C	GRAY	STREET	RYE	URBAN	167 J8	0.11
A	GRAYDENS	ROAD	TUERONG	RURAL	152 K3	0.19
B	GREEN ISLAND	AVENUE	MOUNT MARTHA	URBAN	145 E6	0.13
C	GREENS	ROAD	MAIN RIDGE	RURAL	254 D3	0.09
C	GREENWOOD	AVENUE	SORRENTO	URBAN	157 A6	0.13
C	GREGORY	STREET	MOUNT MARTHA	URBAN	145 B10	0.13
C	GRICE	AVENUE	MOUNT ELIZA	URBAN	105 E6	0.11
C	GROSVENOR	COURT	PORTSEA	URBAN	156 G3	0.13
A	GUELPH	STREET	SOMERVILLE	URBAN	107 G12	0.69
C	GUNIDA	COURT	ST ANDREWS BEACH	URBAN	251 F3	0.09
B	GWENMARLIN	ROAD	FLINDERS	RURAL	260 F2	0.11
B	HADDOCK	STREET	HASTINGS	URBAN	154 G6	0.13
B	HALL	STREET	MOUNT MARTHA	URBAN	150 E4	0.17
A	HAMILTON	STREET	BITTERN	URBAN	164 G9	0.20
C	HANSENS	LANE	BALNARRING BEACH	URBAN	193 D10	0.13
B	HARLESTON	ROAD	MOUNT ELIZA	URBAN	101 H9	0.15
A	HARRAP	ROAD	MOUNT MARTHA	URBAN	145 F7	0.24
A	HARRISONS	ROAD	DROMANA	RURAL	160 J9	0.53
C	HAVEN	STREET	SOMERS	URBAN	194 C11	0.12
B	HAWKER	STREET	MOUNT MARTHA	URBAN	145 B9	0.14
B	HAYES	AVENUE	SORRENTO	URBAN	157 B8	0.14
B	HEATH	LANE	ARTHURS SEAT	RURAL	190 A3	0.11
B	HELLICARS	ROAD	MERRICKS NORTH	RURAL	192 F9	0.12

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	HEMSTON	AVENUE	PORTSEA	URBAN	156 J4	0.13
C	HEMSTON	AVENUE	SORRENTO	URBAN	156 J4	0.11
B	HENDER	STREET	MOUNT MARTHA	URBAN	150 F4	0.17
B	HENDERSON	ROAD	BAXTER	RURAL	107 D6	0.11
A	HENDERSONS	ROAD	BITTERN	URBAN	164 C9	0.52
A	HENDON	AVENUE	SOMERS	URBAN	194 A10	0.22
B	HENLEY	AVENUE	MOUNT MARTHA	URBAN	144 K12	0.15
C	HENRY	STREET	SOMERVILLE	URBAN	148 E1	0.09
A	HERMAN	STREET	ROSEBUD	URBAN	170 G4	0.23
B	HIGGINS	LANE	SHOREHAM	RURAL	256 C9	0.13
B	HIGGINS	LANE	SHOREHAM	URBAN	256 E9	0.13
C	HIGHLAND	AVENUE	HASTINGS	URBAN	155 C9	0.09
B	HILLCREST	ROAD	MERRICKS	RURAL	256 B2	0.13
C	HILLSIDE	GROVE	MERRICKS	RURAL	191 F4	0.09
C	HILLTOP	COURT	SHOREHAM	URBAN	256 G5	0.09
C	HINKLER	STREET	MOUNT MARTHA	URBAN	145 C9	0.13
C	HISKENS	STREET	SORRENTO	URBAN	157 B8	0.09
A	HODGINS	ROAD	TUERONG	RURAL	152 G9	0.28
B	HOLMES	ROAD	RED HILL	RURAL	190 E2	0.11
C	HOME	STREET	SORRENTO	URBAN	157 C9	0.12
B	HOOPER	GROVE	MOUNT MARTHA	URBAN	150 G4	0.15
A	HOPETOUN	AVENUE	MOUNT MARTHA	URBAN	151 B1	0.50
C	HOPETOUN	STREET	FLINDERS	URBAN	261 K9	0.11
C	HORNE	ROAD	SHOREHAM	RURAL	256 B8	0.09
C	HOTHAM ROAD	SERVICE ROAD	PORTSEA	URBAN	156 E5	0.08
C	HOWARD	STREET	SHOREHAM	URBAN	256 G7	0.12
C	HUBERT	STREET	MOUNT MARTHA	URBAN	150 D7	0.13
C	HUME	STREET	MOUNT MARTHA	URBAN	150 G5	0.13
A	HUNTS	ROAD	HASTINGS WEST	RURAL	162 G3	0.18
A	HUNTS	ROAD	HASTINGS WEST	URBAN	162 G3	0.31
C	HURLEY	STREET	SORRENTO	URBAN	157 A7	0.13
C	HURLEY	STREET	BALNARRING	URBAN	193 C4	0.09
B	HURST	STREET	FLINDERS	URBAN	262 A8	0.15
C	HURSTWOOD	ROAD	SORRENTO	URBAN	156 K6	0.11
B	HYSLOPS	ROAD	MAIN RIDGE	RURAL	171 B12	0.11
C	ILYUKA	COURT	PORTSEA	URBAN	156 K4	0.13
C	INGA	PARADE	MOUNT MARTHA	URBAN	145 D9	0.11
B	INGERSOLL	ROAD	SOMERVILLE	RURAL	107 K8	0.13
C	IRVINE	AVENUE	MOUNT MARTHA	URBAN	150 H2	0.13
C	JACKS	ROAD	CRIB POINT	URBAN	193 B3	0.09
C	JAMES	STREET	SORRENTO	URBAN	157 B11	0.13
C	JAMES	STREET	BAXTER	URBAN	107 B4	0.09
C	JARMAN	COURT	SORRENTO	URBAN	157 C12	0.13

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	JEANNINE	COURT	MOUNT MARTHA	URBAN	145 C7	0.11
C	JEREMIAHS	ROAD	HASTINGS	URBAN	155 B6	0.11
C	JERULA	AVENUE	MOUNT ELIZA	URBAN	101 G9	0.12
A	JOHN ROWELL	LANE	MORNINGTON	URBAN	104 H9	0.33
C	JOHNSON	STREET	BALNARRING	URBAN	193 C3	0.09
C	JONES	ROAD	ROSEBUD	RURAL	171 B8	0.06
C	JONES ROAD	SERVICE ROAD	SOMERVILLE	URBAN	148 E2	0.09
C	JULIA	GROVE	SORRENTO	URBAN	157 B11	0.13
A	JUNCTION	ROAD	MERRICKS NORTH	RURAL	161 H11	0.14
A	JUNCTION	ROAD	BALNARRING BEACH	URBAN	193 B10	0.22
C	KANOWNA	STREET	HASTINGS	URBAN	154 H5	0.11
C	KATANDRA	ROAD	TYABB EAST	RURAL	149 K7	0.09
A	KENTUCKY	ROAD	MERRICKS NORTH	RURAL	191 H1	0.17
C	KERRY	AVENUE	MOUNT MARTHA	URBAN	145 E6	0.09
B	KEYS	ROAD	FLINDERS	RURAL	260 H10	0.11
C	KIAORA	AVENUE	MOUNT MARTHA	URBAN	145 C10	0.09
B	KILBURN	GROVE	MOUNT MARTHA	URBAN	150 H1	0.18
B	KING	STREET	FLINDERS	URBAN	261 H8	0.16
C	KING	STREET	SORRENTO	URBAN	157 B11	0.13
C	KINGSWOOD	COURT	MERRICKS BEACH	URBAN	193 A12	0.13
C	KINNEIL	STREET	SORRENTO	URBAN	157 D9	0.13
A	KINWENDY	ROAD	BONEO	RURAL	170 J11	0.14
C	KIRWOOD	STREET	BLAIRGOWRIE	URBAN	167 D4	0.13
C	KNOX	ROAD	BLAIRGOWRIE	URBAN	167 F5	0.13
C	KOOLYA	COURT	RYE	URBAN	168 C7	0.11
C	KOONYA	AVENUE	BLAIRGOWRIE	URBAN	167 B2	0.13
C	KURRUP	STREET	MOUNT MARTHA	URBAN	145 A12	0.11
C	LANDRA	STREET	RYE	URBAN	167 K8	0.12
A	LATROBE	DRIVE	MOUNT MARTHA	URBAN	145 A12	0.30
A	LATROBE	AVENUE	PORTSEA	URBAN	156 E5	0.21
C	LAYARD	STREET	DROMANA	URBAN	159 E8	0.13
B	LEA	STREET	MOUNT MARTHA	URBAN	145 B8	0.15
C	LEAK	STREET	BITTERN	URBAN	164 G8	0.09
C	LEE	GROVE	FLINDERS	URBAN	261 H9	0.11
C	LEGGATT	CRESCENT	MOUNT MARTHA	URBAN	150 G2	0.11
C	LEGGETT	WAY	SORRENTO	URBAN	157 F10	0.13
C	LENS	STREET	BITTERN	URBAN	164 G11	0.09
B	LENTELL	AVENUE	SORRENTO	URBAN	157 A5	0.15
A	LEURA	CRESCENT	ROSEBUD	URBAN	170 G4	0.23
C	LEYDEN	AVENUE	PORTSEA	URBAN	156 F4	0.09
A	LIMESTONE	ROAD	BONEO	RURAL	253 A4	0.14

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
B	LINDSAY	GROVE	MOUNT MARTHA	URBAN	150 G4	0.15
C	LOCH	STREET	CRIB POINT	URBAN	165 B12	0.10
B	LONG POINT	ROAD	CAPE SCHANCK	RURAL	259 E4	0.12
B	LOOKOUT	ROAD	RED HILL	RURAL	190 E2	0.11
B	LOTRIEL	COURT	MOUNT MARTHA	URBAN	144 K11	0.15
B	LOWER SOMERVILLE	ROAD	SOMERVILLE	URBAN	148 K4	0.15
A	LUMEAH	ROAD	TYABB EAST	RURAL	149 J7	0.33
A	LUTON	AVENUE	DROMANA	RURAL	160 H9	0.16
B	LUXTON	DRIVE	SOMERS	RURAL	193 G7	0.11
C	LYRIC	COURT	SHOREHAM	URBAN	256 H6	0.12
A	MACGREGOR	AVENUE	PORTSEA	URBAN	156 G4	0.26
B	MACPHERSON	LANE	MAIN RIDGE	RURAL	254 F1	0.13
B	MALES	ROAD	MOOROODUC	RURAL	146 D9	0.12
B	MANN	ROAD	MOUNT ELIZA	URBAN	101 J9	0.15
A	MARATHON	DRIVE	MOUNT ELIZA	URBAN	101 G8	0.30
B	MARCHINGTON	AVENUE	MORNINGTON	URBAN	104 F10	0.17
C	MARGARET	STREET	MCCRAE	URBAN	159 A10	0.11
A	MARINE	PARADE	SHOREHAM	URBAN	256 G7	0.46
B	MARK	STREET	MOUNT MARTHA	URBAN	145 B10	0.15
C	MARLO	GROVE	MOUNT ELIZA	URBAN	105 E6	0.10
C	MARMA	AVENUE	RED HILL	URBAN	191 C6	0.11
A	MASON-SMITH	ROAD	BALNARRING BEACH	URBAN	193 D10	0.25
B	MATTHEW	STREET	MOUNT MARTHA	URBAN	145 B11	0.15
A	MAUDE	STREET	MOUNT MARTHA	URBAN	145 A11	0.28
C	MAWARRA	AVENUE	ROSEBUD WEST	URBAN	169 K4	0.09
A	MAXWELL	ROAD	FINGAL	RURAL	252 H6	0.27
C	MAY	STREET	SHOREHAM	URBAN	256 F8	0.11
C	MAY	STREET	MORNINGTON	URBAN	104 D12	0.11
B	MAYNE	AVENUE	HASTINGS	URBAN	154 J7	0.13
B	MCARTHUR	STREET	DROMANA	URBAN	159 E7	0.15
B	MCCOLLS	WAY	PORTSEA	URBAN	156 J3	0.15
B	MCGREGOR	AVENUE	MOUNT MARTHA	URBAN	150 F5	0.17
A	MCILROYS	ROAD	RED HILL	RURAL	160 K12	0.18
B	MCLEAR	ROAD	ARTHURS SEAT	URBAN	159 F12	0.14
A	MCLEOD	ROAD	MOUNT MARTHA	URBAN	150 F4	0.28
C	MCPMAHON	STREET	BLAIRGOWRIE	URBAN	167 A2	0.12
A	MEAKINS	ROAD	FLINDERS	RURAL	260 D4	0.33
B	MECHANICS	ROAD	RED HILL	URBAN	191 B5	0.16
C	MELBOURNE ROAD	SERVICE ROAD	RYE	URBAN	168 B5	0.11
C	MELBOURNE ROAD	SERVICE ROAD	BLAIRGOWRIE	URBAN	167 B2	0.08
B	MELROSE	DRIVE	MOUNT MARTHA	URBAN	150 J2	0.15
C	MENTOR	ROAD	BALNARRING BEACH	URBAN	193 C10	0.13

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	MENZIES	STREET	RYE	URBAN	168 A8	0.11
C	MESSINES	ROAD	BITTERN	URBAN	164 E11	0.09
C	MILNE	STREET	CRIB POINT	URBAN	195 A1	0.09
B	MINNIMURRA	ROAD	RYE	URBAN	168 C5	0.14
C	MINTO	STREET	MERRICKS BEACH	URBAN	192 J12	0.11
B	MIRANG	AVENUE	MOUNT MARTHA	URBAN	144 J12	0.17
B	MITFORD	ROAD	FLINDERS	RURAL	255 C9	0.11
C	MOANA	COURT	ST ANDREWS BEACH	URBAN	251 K7	0.10
C	MONICA	STREET	TOOTGAROOK	URBAN	169 D7	0.09
B	MOORE	STREET	MOUNT MARTHA	URBAN	145 A12	0.15
B	MORELL	STREET	MORNINGTON	URBAN	104 F9	0.17
C	MORETON	STREET	PORTSEA	URBAN	156 J3	0.13
A	MORNINGTON-TYABB	SERVICE ROAD	TYABB	URBAN	148 H10	0.19
C	MORRAH	STREET	HASTINGS	URBAN	154 H7	0.11
A	MORRISONS	AVENUE	MOUNT MARTHA	URBAN	145 C8	0.26
A	MORTON	CRESCENT	BITTERN	URBAN	164 F9	0.24
C	MT ARTHUR	AVENUE	ROSEBUD	URBAN	170 H6	0.11
A	MUNRO	STREET	BLAIRGOWRIE	URBAN	167 E5	0.26
C	MURRAY	DRIVE	POINT LEO	URBAN	257 B4	0.12
C	MURRAYS	ROAD	TYABB	RURAL	147 F9	0.09
A	MUSK CREEK	ROAD	MAIN RIDGE	RURAL	255 A7	0.18
A	MYERS	ROAD	MERRICKS NORTH	RURAL	161 J7	0.14
B	NAMARONG	STREET	PORTSEA	URBAN	156 H3	0.14
B	NELSON	ROAD	TYABB	URBAN	148 B8	0.14
C	NEPEAN HIGHWAY	SERVICE ROAD	MOUNT ELIZA	URBAN	15 H1	0.11
C	NEPEAN HIGHWAY	SERVICE ROAD	DROMANA	URBAN	160 C5	0.08
C	NERISSA	STREET	RYE	URBAN	167 K8	0.11
A	NESTLE	COURT	ARTHURS SEAT	URBAN	159 F11	0.26
C	NETLEY	AVENUE	SORRENTO	URBAN	157 A4	0.13
A	NEWTON	STREET	MOUNT MARTHA	URBAN	145 A10	0.26
C	NOBBY	STREET	POINT LEO	URBAN	257 B4	0.12
A	NORMAN	ROAD	MOUNT MARTHA	URBAN	145 C10	0.22
B	NORMANBY	TERRACE	MOUNT MARTHA	URBAN	150 J1	0.17
C	NORTHCOTE	STREET	FLINDERS	URBAN	261 K9	0.11
C	OAK	GROVE	MOUNT MARTHA	URBAN	150 J4	0.11
A	OAKBANK	ROAD	MOUNT ELIZA	RURAL	105 A10	0.15
C	OCEAN VIEW	AVENUE	RED HILL SOUTH	RURAL	191 A11	0.09
C	OCEAN VIEW	CRESCENT	SOMERS	URBAN	194 B10	0.13
B	OLD COTTONTREE	ROAD	FLINDERS	RURAL	255 C5	0.13
A	OLD MAIN CREEK	ROAD	MAIN RIDGE	RURAL	171 H12	0.14
C	OMAR	STREET	RYE	URBAN	167 K9	0.13

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
B	ONE CHAIN	ROAD	MERRICKS NORTH	RURAL	161 K8	0.12
C	ORAMA	ROAD	SHOREHAM	URBAN	256 E9	0.08
B	ORCHARD	WAY	MAIN RIDGE	RURAL	190 E9	0.11
C	ORCHARD	LANE	MOUNT ELIZA	URBAN	101 G9	0.13
C	OSTEND	STREET	BITTERN	URBAN	164 E10	0.08
B	OSTLERS	LANE	FLINDERS	RURAL	260 D5	0.13
C	OUTLOOK	AVENUE	HASTINGS	URBAN	155 C9	0.07
B	OXFORD	STREET	TYABB	RURAL	147 J8	0.11
C	OXFORD	STREET	SHOREHAM	URBAN	256 F8	0.09
C	OZONE	AVENUE	MOUNT MARTHA	URBAN	145 B9	0.11
C	PALLANT	STREET	BITTERN	URBAN	163 J12	0.08
B	PALM BEACH	GROVE	SOMERS	URBAN	194 B10	0.14
C	PALMERS HILL	ROAD	MERRICKS BEACH	URBAN	192 J11	0.09
C	PANTON	ROAD	FLINDERS	URBAN	261 K9	0.11
B	PARDALOTE	RISE	RED HILL SOUTH	RURAL	190 H7	0.13
C	PARER	STREET	MOUNT MARTHA	URBAN	145 B9	0.13
A	PARK	ROAD	MOUNT MARTHA	RURAL	150 E5	0.19
B	PARK	GROVE	DROMANA	URBAN	159 E8	0.17
A	PARKMORE	ROAD	ROSEBUD	URBAN	158 H12	0.30
A	PASLEY	STREET	DROMANA	URBAN	159 E8	0.26
C	PASS	THE	ROSEBUD	URBAN	170 D2	0.10
C	PATRICIA	AVENUE	BLAIRGOWRIE	URBAN	167 B2	0.13
C	PATTERSON	ROAD	BONEO	RURAL	253 D10	0.10
C	PATTERSON	GROVE	FLINDERS	URBAN	261 K8	0.09
B	PEACH	GROVE	TYABB	URBAN	148 E10	0.15
A	PEACOCK	ROAD	TYABB	URBAN	148 H10	0.44
C	PEARCE	STREET	CRIB POINT	URBAN	164 J12	0.11
C	PEEL	GROVE	MOUNT MARTHA	URBAN	145 B10	0.13
B	PENINSULA	PLACE	MOUNT ELIZA	URBAN	105 E5	0.14
A	PENNY	LANE	MCCRAE	URBAN	159 A9	0.18
A	PENTECOST	ROAD	MORNINGTON	URBAN	145 G1	0.19
A	PERONNE	STREET	BITTERN	URBAN	164 F10	0.22
C	PERRY	LANE	RED HILL	URBAN	191 B6	0.11
C	PETA	COURT	BLAIRGOWRIE	URBAN	167 A1	0.11
C	PICKINGS	LANE	DROMANA	RURAL	160 H2	0.08
A	PICKINGS	ROAD	SAFETY BEACH	URBAN	160 D2	0.20
C	PICNIC	AVENUE	HASTINGS	URBAN	155 C9	0.09
B	PIER	STREET	SHOREHAM	URBAN	256 E9	0.14
C	PIKES	ROAD	TYABB EAST	RURAL	149 E8	0.07
B	PINDARA	ROAD	ARTHURS SEAT	URBAN	159 F12	0.16
C	PINE	AVENUE	RED HILL SOUTH	RURAL	191 A9	0.09
B	PINE	GROVE	SHOREHAM	URBAN	256 G5	0.15

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
B	POINT	COURT	SHOREHAM	URBAN	256 G6	0.15
A	POINT KING	ROAD	PORTSEA	URBAN	157 A4	0.25
A	POINT NEPEAN ROAD	SERVICE ROAD	RYE	URBAN	167 J2	0.31
B	POINT NEPEAN ROAD	SERVICE ROAD	BLAIRGOWRIE	URBAN	157 G12	0.15
A	PONYARA	ROAD	MOUNT MARTHA	URBAN	150 D6	0.29
C	POTTERY	ROAD	SOMERVILLE	URBAN	148 D6	0.08
C	POZIERES	STREET	BITTERN	URBAN	164 F11	0.10
A	PRESCOTT	AVENUE	MOUNT MARTHA	URBAN	150 G2	0.18
B	PROMENADE	THE	SOMERS	URBAN	194 A10	0.15
A	PROSSORS	LANE	RED HILL	RURAL	190 K5	0.14
B	PUNCHBOWL	ROAD	FLINDERS	RURAL	261 A10	0.11
B	PUNTY	LANE	FLINDERS	RURAL	255 E9	0.13
C	QUICKMATCH	STREET	HASTINGS	URBAN	155 D9	0.09
B	RAGLAN	STREET	MORNINGTON	URBAN	145 B2	0.14
C	RAHONA	ROAD	RED HILL SOUTH	RURAL	191 C11	0.09
C	RAILWAY	ROAD	TYABB	RURAL	148 H11	0.08
C	RAILWAY	ROAD	TYABB	URBAN	154 H1	0.08
C	RALPHS	AVENUE	SORRENTO	URBAN	157 C10	0.10
B	RANGE	ROAD	MOUNT MARTHA	RURAL	151 D5	0.13
B	RATHGAEL	AVENUE	MOUNT MARTHA	URBAN	144 K12	0.15
B	RAYMOND	STREET	MOUNT MARTHA	URBAN	150 E5	0.15
B	RAZORBACK	ROAD	FLINDERS	RURAL	261 B9	0.11
C	RECREATION	STREET	BITTERN	URBAN	193 K1	0.09
C	REEVE	STREET	MOUNT MARTHA	URBAN	144 K12	0.13
C	RELPH	AVENUE	PORTSEA	URBAN	156 D2	0.11
B	RESERVE	ROAD	SOMERS	URBAN	193 K10	0.15
A	REST	DRIVE	FLINDERS	URBAN	262 A6	0.56
C	RICHARD	STREET	SORRENTO	URBAN	157 C9	0.13
C	RICKARDS	ROAD	MOOROODUC	RURAL	146 G9	0.09
B	RIDGE	THE	MOUNT ELIZA	URBAN	15 G5	0.14
C	RIDGE	ROAD	BLAIRGOWRIE	URBAN	167 B2	0.11
C	RITCHIE	AVENUE	BLAIRGOWRIE	URBAN	167 E5	0.13
B	ROBERTS	ROAD	MAIN RIDGE	RURAL	190 B12	0.11
A	ROBERTS	ROAD	MORNINGTON	URBAN	146 C2	0.33
B	ROBINSON	STREET	MOUNT MARTHA	URBAN	150 F5	0.18
C	ROBINSON	PLACE	PORTSEA	URBAN	156 D4	0.11
C	ROGERS	ROAD	CAPE SCHANCK	RURAL	253 H12	0.07
C	ROSE	STREET	SORRENTO	URBAN	157 C9	0.13
B	ROSEBUD	AVENUE	ROSEBUD	URBAN	170 H5	0.15
C	ROSEVILLE	AVENUE	BLAIRGOWRIE	URBAN	167 D3	0.13
C	ROSINA	STREET	RYE	URBAN	167 J8	0.11
C	ROSLYN	STREET	RYE	URBAN	167 K4	0.11

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
B	ROTHESAY	AVENUE	MORNINGTON	URBAN	104 H9	0.15
C	ROYADIE	ROAD	BLAIRGOWRIE	URBAN	167 F5	0.13
A	ROYAL	STREET	MORNINGTON	URBAN	104 D11	0.28
B	ROYSTON	COURT	MOUNT ELIZA	RURAL	105 A5	0.13
C	RUDDUCK	STREET	DROMANA	URBAN	159 C10	0.13
B	RUSSELL	STREET	RED HILL	RURAL	190 H10	0.12
A	RUSSELL	CRESCENT	SORRENTO	URBAN	157 B10	0.48
B	RUTH	AVENUE	SORRENTO	URBAN	157 B7	0.15
C	RYMER	AVENUE	SAFETY BEACH	URBAN	150 F12	0.13
B	SAIL	STREET	SHOREHAM	URBAN	256 G5	0.15
C	SAMUEL	STREET	BLAIRGOWRIE	URBAN	167 A2	0.13
C	SANDARA	COURT	MOUNT ELIZA	URBAN	101 D10	0.13
A	SANDY	ROAD	FINGAL	RURAL	252 F5	0.50
C	SAYVON	COURT	DROMANA	URBAN	159 H9	0.11
C	SCENIC	PLACE	ARTHURS SEAT	URBAN	159 G11	0.13
B	SCENIC VIEW	DRIVE	MOUNT MARTHA	URBAN	150 H5	0.15
B	SEAL	STREET	POINT LEO	URBAN	257 A5	0.14
C	SEAL ROCK	AVENUE	ARTHURS SEAT	URBAN	159 E12	0.13
A	SEAMISTS	DRIVE	ARTHURS SEAT	RURAL	171 D2	0.15
B	SEASIDE	PARADE	MOUNT MARTHA	URBAN	150 D6	0.18
A	SEAVIEW	ROAD	TYABB	RURAL	148 D8	0.22
C	SEAVIEW	AVENUE	TUERONG	RURAL	163 E1	0.09
A	SEAVIEW	ROAD	TYABB	URBAN	148 D8	0.25
A	SEPPELT	AVENUE	MOUNT MARTHA	URBAN	145 B12	0.35
C	SEYCHELLES	ROAD	SHOREHAM	URBAN	256 K5	0.13
A	SHANDS	ROAD	MAIN RIDGE	RURAL	190 B12	0.61
A	SHANNS	AVENUE	MOUNT MARTHA	URBAN	145 C7	0.48
C	SHARPLEY	AVENUE	SAFETY BEACH	URBAN	150 E10	0.08
C	SHASTA	WAY	PORTSEA	URBAN	156 E4	0.09
B	SHAW	ROAD	TYABB	RURAL	147 G9	0.13
B	SHEEHANS	ROAD	RED HILL	RURAL	190 G3	0.11
B	SHEOAK	GROVE	MOUNT MARTHA	URBAN	150 D8	0.17
B	SHERGOLDS	LANE	DROMANA	RURAL	160 F6	0.11
B	SHIRE	ROAD	DROMANA	URBAN	159 D9	0.17
A	SHOTTON	ROAD	MOUNT ELIZA	RURAL	105 B9	0.24
C	SHOUT	STREET	BITTERN	URBAN	164 G9	0.09
C	SIMPSON	STREET	RED HILL	URBAN	191 A8	0.13
C	SINCLAIR	STREET	BLAIRGOWRIE	URBAN	167 E4	0.11
A	SMITH	STREET	MOUNT MARTHA	URBAN	145 B8	0.26
A	SOMERS	AVENUE	MOUNT MARTHA	URBAN	150 J3	0.33
C	SOMERS CLOSE	SERVICE ROAD	ROSEBUD	URBAN	171 A1	0.12
B	SOMERSET	AVENUE	PORTSEA	URBAN	156 K3	0.17
A	SOUTH BOUNDARY	ROAD	SOMERVILLE	RURAL	140 E8	0.16

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
	EAST					
A	SOUTH BOUNDARY WEST	ROAD	SOMERVILLE	RURAL	140 B6	0.15
C	SOVEREIGN	DRIVE	HASTINGS	URBAN	154 G9	0.09
A	SPEEDWELL	STREET	SOMERVILLE	RURAL	107 G10	0.21
A	SPEEDWELL	STREET	SOMERVILLE	URBAN	107 F10	0.50
A	SPENCER	STREET	MOUNT MARTHA	URBAN	150 F4	0.30
A	SPINDRIFT	AVENUE	FLINDERS	URBAN	262 B6	0.28
C	SPRAY	STREET	MERRICKS BEACH	URBAN	192 J11	0.11
C	SPRAY POINT	ROAD	BLAIRGOWRIE	URBAN	167 B2	0.11
C	SPRINGFIELD	ROAD	MERRICKS	RURAL	192 D10	0.07
B	ST ANNS	ROAD	FLINDERS	URBAN	262 A8	0.17
C	ST JOHNS	LANE	MOUNT ELIZA	URBAN	101 H11	0.12
A	ST JOHNS WOOD	ROAD	BLAIRGOWRIE	URBAN	167 E3	0.31
C	ST REMO	PLACE	DROMANA	URBAN	160 B8	0.11
A	STANLEY	CRESCENT	MOUNT MARTHA	URBAN	150 C6	0.31
C	STANMORE	AVENUE	SOMERS	URBAN	194 A9	0.11
A	STATION	STREET	BAXTER	URBAN	107 B4	0.22
C	STATION	ROAD	RED HILL	URBAN	191 C5	0.11
B	STAWELL	STREET	DROMANA	URBAN	159 E8	0.15
C	STEANE	AVENUE	ARTHURS SEAT	URBAN	159 E12	0.13
C	STENT	STREET	BAXTER	URBAN	107 B3	0.09
A	STILES	STREET	MOUNT MARTHA	URBAN	150 E4	0.28
C	STOKES	STREET	FLINDERS	URBAN	262 J8	0.11
C	STOKES STREET	SERVICE ROAD	FLINDERS	URBAN	262 J8	0.10
A	STONY CREEK	ROAD	RED HILL	RURAL	190 F7	0.16
C	STONY POINT ROAD	RIGHT OF WAY	CRIB POINT	URBAN	195 A2	0.09
A	STUART	ROAD	TYABB	RURAL	148 C12	0.24
A	STUART	ROAD	TYABB	URBAN	148 C12	0.26
B	STUART	ROAD	SORRENTO	URBAN	157 B8	0.14
A	STUMPY GULLY	ROAD	BALNARRING	RURAL	193 D3	0.16
C	STURT	ROAD	SOMERS	URBAN	194 E8	0.09
C	STURT	STREET	BITTERN	URBAN	163 K12	0.07
C	SULLIVAN	STREET	SORRENTO	URBAN	156 K9	0.13
C	SUMMONER	STREET	BLAIRGOWRIE	URBAN	167 D4	0.13
C	SUMMONS	ROAD	FLINDERS	URBAN	261 K7	0.11
C	SUMNER	ROAD	BAXTER	RURAL	106 D8	0.10
A	SUMNER	LANE	MORNINGTON	URBAN	104 D10	0.24
B	SUNSET	CRESCENT	MOUNT ELIZA	URBAN	105 H2	0.15
B	SUNSHINE	DRIVE	MOUNT MARTHA	URBAN	150 F3	0.17
C	SURF	STREET	MERRICKS BEACH	URBAN	192 J12	0.13
C	SURF	ROAD	RYE	URBAN	251 D2	0.09

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
B	SYDNEY	ROAD	SHOREHAM	URBAN	256 F8	0.15
C	SYDNEY	STREET	RYE	URBAN	168 D12	0.11
B	TALLIS	DRIVE	MORNINGTON	URBAN	104 H9	0.14
C	TANTI SR	SERVICE ROAD	MORNINGTON	URBAN	104 F10	0.13
C	TAROOK	WAY	MORNINGTON	URBAN	145 D1	0.10
B	TASMA	LANE	MORNINGTON	URBAN	104 D10	0.14
C	TAYLOR	CRESCENT	MOUNT MARTHA	URBAN	144 K11	0.13
C	TAYLOR	STREET	BITTERN	URBAN	164 F8	0.09
C	TERRY	AVENUE	SORRENTO	URBAN	157 D9	0.13
B	THE BRIARS PARK	ACCESS RD	MOUNT MARTHA	RURAL	145 D11	0.12
A	THOMAS	ROAD	RED HILL SOUTH	RURAL	191 D6	0.86
A	THOMAS	ROAD	RED HILL	URBAN	191 D6	0.59
C	THOMPSONS	LANE	MERRICKS	RURAL	192 B9	0.09
C	THORNELLS	ROAD	TYABB EAST	RURAL	149 A11	0.09
B	THORNTON	ROAD	MOUNT ELIZA	URBAN	101 J9	0.15
C	THROSSELL	STREET	BITTERN	URBAN	164 F8	0.09
A	TINTAGEL	COURT	MOUNT ELIZA	URBAN	101 F8	0.28
A	TONKINS	ROAD	RED HILL SOUTH	RURAL	191 K7	0.15
C	TOWER HILL	ROAD	ARTHURS SEAT	URBAN	159 F9	0.13
B	TOWNSEND	LANE	MORNINGTON	URBAN	104 C11	0.15
C	TRAFALGAR	STREET	BITTERN	URBAN	164 D9	0.09
C	TRITON	AVENUE	CRIB POINT	URBAN	164 H8	0.09
C	TUBB	STREET	BITTERN	URBAN	164 H9	0.09
A	TUCKS	ROAD	MAIN RIDGE	RURAL	190 E8	0.17
A	TUERONG	ROAD	MOOROODUC SOUTH	RURAL	152 C1	0.37
A	TURNERS	ROAD	HASTINGS WEST	RURAL	152 K12	0.14
A	UPLANDS	DRIVE	MAIN RIDGE	RURAL	254 H3	0.14
A	UPSNDOWNS	ROAD	DROMANA	RURAL	161 H2	0.15
B	VALE	STREET	FLINDERS	URBAN	261 G9	0.15
B	VALLEY VIEW	LANE	MAIN RIDGE	RURAL	254 H2	0.13
C	VENDETTA	STREET	HASTINGS	URBAN	155 D10	0.11
A	VICTORIA	CRESCENT	MOUNT MARTHA	URBAN	144 K11	0.29
C	VICTORIA	AVENUE	SOMERS	URBAN	194 A10	0.13
B	VIEW	COURT	SHOREHAM	URBAN	256 G5	0.15
C	VOYAGER	STREET	HASTINGS	URBAN	155 D9	0.09
C	WAKOOL	STREET	ROSEBUD	URBAN	171 A8	0.11
B	WALLACES	ROAD	DROMANA	RURAL	161 C3	0.11
C	WALLER	PLACE	MCCRAE	URBAN	159 A11	0.13
C	WALPOLE	STREET	MOUNT MARTHA	URBAN	145 C10	0.11
B	WARATAH	AVENUE	MORNINGTON	URBAN	104 H8	0.15
B	WARIBA	LANE	MORNINGTON	URBAN	104 C12	0.14
C	WARRAMUNGA	DRIVE	HASTINGS	URBAN	155 D9	0.09

PRIORITY	NAME	TYPE	TOWNSHIP	URBAN/RURAL	MELW REF	TOTAL SCORE
C	WARRAWEENA	ROAD	SORRENTO	URBAN	157 A5	0.12
A	WATERFALL GULLY	ROAD	ROSEBUD	RURAL	170 K6	0.31
A	WATERFALL GULLY	ROAD	ROSEBUD	URBAN	170 K6	0.33
A	WATSON	ROAD	MOUNT MARTHA	URBAN	145 A12	0.32
B	WATTLE	AVENUE	MOUNT MARTHA	URBAN	144 K12	0.15
C	WATTS	ROAD	SORRENTO	URBAN	157 B7	0.09
C	WAVE	STREET	MERRICKS BEACH	URBAN	192 J12	0.11
C	WAVERLY	STREET	SORRENTO	URBAN	157 B11	0.11
B	WEBB	STREET	RED HILL SOUTH	RURAL	190 H10	0.13
C	WEBBS	LANE	SOMERVILLE	RURAL	148 A4	0.10
C	WEBBS	LANE	SOMERVILLE	URBAN	148 A4	0.08
A	WEEROONA	STREET	RYE	RURAL	168 H5	0.15
C	WEIR	COURT	PORTSEA	URBAN	156 F3	0.09
C	WELLAND	DRIVE	SORRENTO	URBAN	156 K8	0.11
B	WELLINGTON	ROAD	SOMERVILLE	URBAN	148 B8	0.14
C	WELLINGTON	ROAD	BITTERN	URBAN	194 A1	0.08
A	WESTERN PARK	ROAD	SOMERS	URBAN	194 F11	0.28
B	WHITBY	STREET	MORNINGTON	URBAN	104 F10	0.15
C	WHITEHALL	ROAD	FLINDERS	RURAL	255 A11	0.09
B	WHITES	ROAD	ARTHURS SEAT	RURAL	171 G3	0.13
B	WHITNEYS	ROAD	TYABB EAST	RURAL	149 H9	0.12
B	WILFRED	STREET	ROSEBUD	URBAN	158 H11	0.14
C	WILGUL	WAY	MORNINGTON	URBAN	145 E1	0.09
A	WILLIAM	ROAD	RED HILL	RURAL	190 C3	0.15
B	WILLIAMS	ROAD	MORNINGTON	URBAN	104 C12	0.15
C	WILLS	STREET	HASTINGS	URBAN	154 H6	0.09
B	WILSON	ROAD	ARTHURS SEAT	RURAL	171 G6	0.12
C	WINSTON	COURT	MOUNT MARTHA	URBAN	150 J2	0.11
C	WONDAREE	STREET	RYE	URBAN	168 C7	0.11
C	WONDERLAND	AVENUE	TUERONG	RURAL	153 E12	0.09
A	WONDERLAND	TERRACE	MOUNT MARTHA	URBAN	150 D6	0.56
C	WONGA	LANE	MCCRAE	URBAN	159 B10	0.13
C	WOOD	STREET	FLINDERS	URBAN	261 K9	0.11
C	WOOD STREET	SERVICE ROAD	FLINDERS	URBAN	261 K8	0.11
A	WOODLANDS	ROAD	TUERONG	RURAL	152 E6	0.14
C	WOODS	ROAD	SOMERVILLE	RURAL	140 B6	0.10
C	WOODTHORPE	AVENUE	ROSEBUD WEST	URBAN	169 H2	0.12
C	WRIGHT	STREET	HASTINGS	URBAN	154 J6	0.09
C	WUNDA	COURT	ST ANDREWS BEACH	URBAN	251 E3	0.09
B	YARINGA	ROAD	TYABB EAST	RURAL	149 J8	0.11
B	YOUNG	STREET	FLINDERS	URBAN	262 B6	0.17

