



Route Description:						Route 1	
Attributes		Weighting	Standards			Score	
Attributes			Preferred (9-10)	Good (6-8)	Average (3-5)	Less than Average (1-2)	To be entered
On-Street Risks	Road Type and Function	7%	Established truck route with more than one lane in each direction, with each lane a minimum of 3.3m wide.	Established truck route with single lanes in each direction of width 3.3 or more.	Road is suited for truck traffic, but currently has low volumes of truck traffic.	Predominantly local roads that rarely see truck traffic. Lanes less than 3.3m wide and/or no marked lane separation.	
	Left-hand Turns	14%	Left turns are controlled in such away so that pedestrians/cyclists have precedence (or protection) and are unlikely to come into conflict with trucks (i.e. going straight when trucks are turning) or intersections where trucks are turning left have very little or no active transport traffic.	Cyclists going straight through the intersection are on a separated shared/bike path that is set back from the intersection.	Left turn lane is on the left side of the on-road bike lane or bike head start box present at intersection.	Bike lane on the left side of the left turn lane or no bike lane present but moderate to high active transport traffic is present.	
	Active Transport	15%	Limited bicycle (and other AT) traffic.	Bicycle route with mode separation.	Bicycle route with disconnected dedicated lanes.	High bicycle use, popular cycle route with or without on road infrastructure.	
	On Route Holding/Staging Areas	6%	Holding/staging areas are off-street on major arterial roads. All movements in and out of holding/staging areas are controlled by signals and traffic controllers.	Holding/staging areas are off-street in areas of high VRU activity. All movements in and out of holding/staging areas are controlled by signals and/or traffic controllers.	On-street holding/staging areas on streets with little to no VRU activity and/or are only used only infrequently as overflow.	Holding/staging areas on-street with high VRU activity.	
	On Route Bus Stops	7%	No bus stops along route.	Bus stops do not share carriageway with the heavy vehicles along route/very infrequent services/single local bus route (Over 30mins between services).	Buses have dedicated bus bays at the stops and pedestrian movements across road are controlled by traffic signals.	Buses stop in parking or otherwise active traffic lane. No formal crossing for pedestrians (pedestrians may walk out from in front of bus).	
	On Route Tram Stops	7%	No tram stops along route.	Super stops with complete separation between pedestrians and vehicle traffic. Access to the stop is via a controlled signal.	Tram stop separated from traffic by a barrier, zebra crossing to access the stop.	Passengers alight directly into traffic lane.	
Off-Street Predictors of Increased Activity	Hospitals and Emergency Services Access	8%	No hospitals or medical facilities such as age care or clinics on the route.	Off-street parking and/or speed limit control and pedestrian separation to access point (e.g. barriers, traffic islands, signalised crossings).	Limited off-street parking, most access is from on-street parking.	No off-street parking, Primary hospital access fronts onto the road.	
	Childcare, Schools and Other Education Institutions	7%	No schools or education facilities on the route.	Schools along the route have no access gates fronting onto route. Pedestrian separation, speed controls and signalised/assisted intersections as also provide access to gates.	Schools along the route have secondary access gates fronting onto route. Speed control present, but no signalised crossings.	: School main access gates front directly onto route with no speed control.	
	Retail and Entertainment Precinct	15%	No retail or entertainment precincts along the route.	Retail and/or entertainment precinct with little to no street access. Dedicated off-street parking and pedestrian access. Delivery areas not accessed via route. (e.g. large shopping centre like Chadstone)	Retail and entertainment precinct with some street frontage. Limited off-street parking and many controlled pedestrian crossing points. On-street deliveries for businesses.	Retail and entertainment environment with on-street parking, high levels of store visits, and mixed uses retail and commercial. (e.g. Shopping strip)	
	Sporting and Recreational Facilities	6%	No sporting or recreational facilities on the route.	Sports/recreational facilities with ample off-street parking and signalised pedestrian access.	Sports/recreational facilities with limited off-street parking and limited pedestrian protections.	Sports/recreation facility with main frontage onto route, on-street parking and limited pedestrian protections.	
	Railway Stations	8%	No railway stations near the route.	Railway station with primary access on road not on the route.	Small/medium railway station with primary access on the route.	Large intermodal hub with high pedestrian volumes crossing the route.	
HIRA overall score							