

On-Road Dining Policy

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1 Introduction

1.1 Purpose

This document provides an overview of the Department of Transport and Planning's (DTP) On-road Dining Policy (the Policy). The Policy establishes clear objectives and criteria for allowing on-road dining on State declared roads in Victoria and defines when approval DTP is required for on-road dining using local roads. The Policy aims to enable alternative uses of road space for on-road dining while minimising safety risks, retaining the performance of the road network and maintaining local amenity and the function of the location as a place.

1.2 Policy scope and objectives

The Policy applies to State declared roads or any on-road dining that impacts these roads, including traffic signals, major traffic control devices and any clearways. The policy sets out the circumstances and requirements which must be met in order for councils to apply to DTP for a permit and licence that allows for the road space to be used for on-road dining.

The objectives of the policy are:

- Maximising the benefits of road space for precincts and communities, prioritising traffic movement while increasing the amenity and attraction of local retail and hospitality locations.
- Safety. The safety of road users and pedestrians is at the forefront of all traffic management and road planning aspects as outlined in the *Road Safety Act 1986* (RSA). Any change to road space allocation must consider the safety of road users, people using or working in the road space as well as pedestrians and users of on-road modes of public transport.
- Streamlining the administrative processes by providing clear criteria for on-road dining that reduces inappropriate applications and the administrative burden on councils, businesses and DTP resources.

1.3 Legislative framework

The policy relies on Sections 99A and 99B of the *Road Safety Act 1986* and clause 9, schedule 5 of the *Road Management Act 2004*. This legislative framework supports the Policy by providing the legal authority and safety requirements necessary for the safe and effective implementation of on-road dining on State declared roads.

1.3.1 Road Safety Act 1986 (RSA)

Section 99A: This section mandates that any person wishing to conduct non-road activities, such as on-road dining, on a state-controlled road must adhere to specific safety requirements. These include:

- Having a Traffic Management Plan designed and implemented by appropriately trained and qualified persons.
- Giving appropriate warnings to road users.
- Engaging appropriately trained and qualified persons to carry out the works or manage the non-road activities or direct traffic.
- Giving appropriate directions to the persons engaged in carrying out the works or non-road activities.

Section 99B: This section authorises the Head, Transport for Victoria, as the coordinating road authority, to issue permits for non-road activities on highways. It also allows for the closure of highways to all or specific types of traffic for events such as festivals. Additionally, the Minister may, by notice published in the Government Gazette, declare that certain provisions of the RSA and its regulations do not apply to the non-road activity specified in the notice.

1.3.2 Road Management Act 2004 (RMA)

Clause 9, Schedule 5: Under this clause, the Head, Transport for Victoria, may grant a lease or licence for the use of any part of a road reserve of a road administered by the Head, Transport for Victoria for a period not exceeding 40 years if the Head, Transport for Victoria, is satisfied that the lease or licence will not significantly affect the primary use of the road.



1.4 Definitions

Clearways are sections of a road where parking and stopping is not allowed at the times shown on the clearway sign.

Declared roads are classified under the Road Management Act 2004 (RMA) as Freeways, Arterial Roads, and Non-Arterial State Roads.

Local Roads are roads managed by local councils. DTP approvals may be required for certain activities, such as placing major traffic control devices, speed reductions to below 40km/h on local roads, using a local road with a clearway or in case of any potential impacts on public transport.

Major traffic control devices are traffic control devices such as signals or barriers that regulate movement and traffic on arterial and certain local roads.

Movement and Place (M&P) is a decision-making framework that translates and expresses land use and transport plans into one integrated network vision to guide strategic network planning, network development and network operations in a coordinated way. It is a way of thinking about the roles and challenges facing our transport system now and into the future. The M&P approach recognises that transport links perform two functions: movement of people and goods and serving as a place (a destination in its own right). <https://www.vic.gov.au/movement-and-place-victoria>.

Non-road activity means an activity to be conducted on a road which will significantly interfere with the normal use of a road by road users in accordance with the *Road Safety Act 1986* and the regulations made under this Act. It does not include any activity to be conducted on a road by a police officer or a member of any emergency services agency arising out of the performance of a function or exercise of a power of that police officer or member. A non-road activity would include the use of a road for the shooting of a film, a bicycle event, a street festival or a street market.

On-road dining refers to the use of an area of active road space (a car park, clearway, lane, or entire road) that has been converted for the purpose of creating additional outdoor dining space for restaurants, cafes, and pubs. It most often involves the loss of car parking replaced with an on-road dining 'parklet' for hospitality purposes.

Parklets are spaces created by repurposing on-street car parking bays. Parklets can range from raised platforms placed in a parking bay to simple fixed planter barriers along a car parking space.

Principal Freight Network (PFN) is the strategic network of current and recognised future freight places and connecting movement corridors that are of national, state, or regional significance and accommodate freight of significant volume, value, or importance.

Road Safety Audit is a process intended to assist in achieving a safer road network through the application of sound road safety practice. A Road Safety Audit is a formal examination of a future road or traffic project or an existing road or road related area, in which an independent, qualified team reports on the project's crash potential and actual safety performance, respectively.

Traffic Management Plan (TMP) is a required document that outlines how traffic will be safely managed during on-road dining activities. A TMP must comply with Section 99A of the Road Safety Act 1986 and be independently reviewed by a DTP prequalified Road Safety Auditor. A TMP includes diagrams or drawings of the specific location, the nature and duration of the activity, risk assessments, and traffic control arrangements, including providing warnings to road users and engaging trained personnel to manage the activities.



2 Policy statement

2.1 Policy overview and rationale

The Department of Transport and Planning (DTP) introduced a temporary policy in 2020 to allow on-road dining on State declared roads during the pandemic, and this proved popular among councils and local communities. On-road dining generated economic and social benefits for both community and individual businesses including broader economic benefits for other businesses, improved streetscape appearance and increased community cohesion.

DTP conducted extensive consultations with councils, revealing continued strong support for on-road dining. Councils highlighted the value of on-road dining as a tool for urban renewal, enabling them to test how roads can transition from traditional movement corridors to places where people gather and socialise. This flexibility allows for temporary trials that, if successful, can lead to permanent redesigns of road and footpath spaces, enhancing the local amenity and adapting the road network to meet evolving community needs. On-road dining is most popular on local roads, but there are circumstances where State roads act like local roads with low speeds and where they function as a place of destination and not just a corridor of movement.

Given these benefits and the ongoing support for on-road dining from councils and communities, the Policy has been developed to outline the conditions under which on-road dining will be considered on State declared roads.

To balance local benefits with DTP's responsibility to manage the road network, on-road dining will only be permitted under the following conditions:

1. Where safety risks have been mitigated.
2. Where there is minimal impact on the performance of the road network.
3. Where on-road dining is in keeping with local amenity and the particular function of the location as a place.

The policy outlines the details of how these conditions will need to be met when an application is made to DTP for the use of State road space for the non-transport purpose of on-road dining.

2.2 Council responsibility

The Policy makes clear that local councils are responsible for applying for and managing on-road dining sites, including ensuring compliance with safety guidelines. Councils must develop on-road dining proposals in collaboration with local businesses, ensuring alignment with local amenity and other local impacts.

Councils must submit a detailed Traffic Management Plan (TMP) and Road Safety Audit with their application, which includes the appropriate use of barriers to protect diners from traffic. The design and type of barriers must be recommended by road traffic experts within the TMP, adhering to DTP safety guidelines. The TMP must be independently reviewed and verified by a DTP prequalified Road Safety Auditor. Any findings from the audit must be addressed and signed off before the application is lodged with DTP.

Councils must also maintain ongoing oversight to ensure sites comply with the approved TMP and safety requirements. Councils have the authority to issue sub-licences to local businesses, and the relationship and compliance with permit conditions are managed by the council.

Councils must ensure appropriate insurance coverage for on-road dining sites, listing the Head, Transport for Victoria as an interested party. This ensures that all parties are adequately protected in the event of an incident.

3 Overview of criteria for on-road dining

3.1 Making an application

Only councils may apply to DTP for the use of State road space for on-road dining. Hospitality businesses seeking to establish an on-road dining parklet must apply through their local council, which may apply for the relevant permit and licence.

Applications must be made via the process outlined under the [on-road dining section of Transport Victoria's website](#).



3.2 Location criteria

On-road dining will only be permitted on roads that meet specific location criteria to ensure safety and minimal disruption to the road network. These criteria include:

- The road must have an existing speed limit of 50km/h or less, with a mandatory temporary speed limit reduction to 40km/h if the road does not already have a permanent 40km/h speed limit.
- The location must not impact active lanes or include road sections with clearways (i.e. it should be parklet).
- The location must not impede pedestrian access to tram or bus stops.
- The location must not be within 10 metres of an un-signalised intersection and within 20 metres of a signalised intersection.
- The road must already function as a place of destination with a significant level of street activity and must not be a major route for high movement of general traffic, heavy vehicles, or freight (see section 5 for details).

3.3 Permit duration and renewal

Permits and licences will have default expiration intervals of 12 months, with a maximum of 18 months. Renewals require a resubmitted application, including TMP, Road Safety Audit and insurance documentation. Parklets and other dining structures must be temporary and easily removable to accommodate road works and maintenance.

3.4 Local roads requiring DTP approval for on-road dining

Local road on-road dining locations may need DTP approval if they involve:

- Traffic control devices to be placed on a declared road to facilitate local road or off-road outdoor dining.
- Major traffic control devices that require DTP approval for use on local roads.
- A reduction of speed limits to below 40km/h on local roads.
- Use of a local road with a clearway.
- Any potential impacts on public transport, such as road closures, detours, service cancellations, stop relocation or closure, delays due to closed lanes or lowered speed limits.
- Any impact on the function of traffic signals (causes may include road closures, closed turn lanes, signal changes for detour routes).

3.5 Public transport access

Local councils must ensure that on-road dining does not impact pedestrian access to tram or bus stops.

For locations near tram stops, sites must comply with the requirements set out in the [Yarra Trams guidance available on the Yarra Trams website \(PDF\)](#).

This guidance currently includes requirements that parklets alongside tramways must (among other criteria):

- not exceed 10.8m in length.
- remove any residual designated parking bays within the 30-metre offset.
- be no closer than 3 metres on the departure side of a tram stop flag.
- have a minimum gap of 1.85m between the outside rail and the closest structural extremity of a parklet for stops within 30m of a stop, and 1.42m for all others to ensure a clear 1.2m passage for tram passengers.

3.6 Technical guidelines

DTP may provide additional technical guidelines to ensure the engineering and safety standards for on-road dining parklets are met. These guidelines would supplement the Policy and provide further detailed guidance beyond what is included in the Policy.



4 On-road dining guidelines

4.1 Traffic management plan (TMP)

As per Section 99A of the RSA, for each location covered by an on-road dining permit, councils must:

- have in operation traffic management plans;
- provide appropriate warnings to road users;
- engage appropriately trained and qualified persons to carry out works, manage non-road activities or direct traffic; and
- give appropriate directions to persons engaged to carry out the works or non-road activities.

All TMP's are to be prepared by appropriately trained and qualified persons. A TMP is to include the following site-specific details:

- Clear identification of where on-road dining is proposed.
- Clear identification of all traffic control devices to be erected, displayed, placed, removed, or altered such as barriers, temporary speed reductions, and advance warning devices.

4.2 Road Safety Audit

Councils must ensure that the TMP is accompanied by a Road Safety Audit completed by a DTP prequalified Road Safety Auditor. The Audit will independently review the TMP and proposed layout to assess various risks associated with the on-road dining facility, with any audit findings responded to by Council and signed off by the independent reviewer.

The requirement for road safety audits has been included to ensure road safety risks have been adequately considered for the specific site and mitigated where possible. DTP prequalified Road Safety Auditors can be found via <https://www.vic.gov.au/road-safety-auditors>

4.3 Parklet guidelines

The use of parklets adjacent to traffic must be implemented in a manner to ensure the safety of all road users. Parklets will be considered on a case-by-case basis for implementation on roads with relatively straight geometry in parallel, angled or 90-degree parking zones.

Criteria for the implementation of parklets:

- Located in speed zones no greater than 40 km/h.
- Parklets shall be located at least 10 m from an un-signalised intersection and 20 m from a signalised intersection.
- Access for essential and/or emergency vehicles to abutting land, driveways and other access points along the road shall be maintained.
- Parklets should be visible during both day and night conditions.
- Parklets shall be temporary in nature, and removable at short notice for works and maintenance.
- Parklet infrastructure shall not be fixed to the roadway.
- All elements of the parklets shall be stable with consideration to high winds, nuisance knocks etc.
- All parklets shall have a kerb outstand, be adequately separated from trafficable lanes by parking space/s or an appropriate barrier on the approach side to a parklet or group of parklets.
- Drainage of the area shall not be adversely impacted.

4.4 Barriers

On-road dining areas (excluding on-road dining areas on closed roads) will be utilising road space that is normally allocated to motorists. Barrier treatments must therefore be implemented to provide a physical separation between diners and people working in the on-road dining area and traffic or vehicles entering/exiting adjacent parking.

The use of barriers for on-road dining will be assessed against the following three functions and a combination of devices should be considered to achieve safety:

- Delineation – reduces the likelihood of an errant vehicle.
- Physical impediment – reduces the consequence of an errant vehicle.

- Physical obstruction – mitigates the risk of an errant vehicle.

The classification of a barrier treatment as a physical impediment or physical obstruction would be dependent on the speed limit of adjacent traffic and the barrier's ability to protect on-road diners from an accidental errant vehicle.

4.4.1 Delineation

Delineation devices will not provide physical protection to diners from impacts of an errant vehicle, and therefore must not be used in isolation around on-road dining areas. Delineation provides protection by increasing visibility of on-road dining set-ups and increase motorist awareness to proceed in a safe manner. Delineation may be incorporated with devices acting as a physical impediment or physical obstruction. All delineation devices shall meet the requirements of the relevant Australian Standard.

Typical delineation devices include:

- flexible bollards;
- plastic channelizing devices;
- lane separators;
- temporary kerbing; and
- temporary fencing to manage pedestrians.

4.4.2 Physical impediment

Barriers acting as physical impediments against errant vehicles should be able to sustain relatively low speed impacts and remain in place away from diners while helping slow vehicles. This form of barrier should be provided at the minimum if physical obstruction around the entire boundary of on-road dining is not practical.

Whilst these treatments may provide some level of protection, they are not considered an 'Accepted Road Safety Barrier Product' and are only deemed acceptable based on the site-specific conditions, including adjacent speeds. These devices must not snap or break away during impact and project into nearby pedestrians or vehicles. Where the device must be anchored/attached to the existing road pavement, necessary repairs must be undertaken after disassembly.

It is important to note that the classification of a barrier treatment as a physical impediment or physical obstruction would be dependent upon the speed limit of adjacent traffic and the installation conditions.

Examples of physical impediments include: short, connected lengths of plastic water-filled barrier and a 500mm tall structurally supported wall.

4.4.3 Physical obstruction

Barriers acting as physical obstructions will mitigate the risk of patrons on the other side of the barrier being hit by errant vehicles as they are designed to stop or redirect vehicles.

Physical obstruction devices may include:


- crash tested bollards;
- crash tested safety barriers with relevant anchorage; or
- other impact engineered physical obstruction.¹

The most vulnerable location of on-road dining set-ups is the approach side, with increased vulnerability where there is no kerb extension to provide protection. Physical obstructions must be installed at these locations, at the minimum, to prevent and stop a motorist whose attention is drawn elsewhere and unaware of travelling too close on the approach. Selection of the treatment needs careful consideration so the material will not snap or break away with impact and project into nearby pedestrians or vehicles.

Criteria for the implementation of barriers:

- Barriers should be visible during both day and night conditions.
- Barriers should be continuous (i.e. no gaps).
- Barriers should not have any unsecured objects attached to or placed on or adjacent to them.

¹ Devices that are not listed on DTPs Road Design Note 06-04 - Accepted Safety Barrier Products will require a detailed engineering assessment by a suitably qualified engineer.

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- Heights of non-transparent barriers should allow all road users to be able to sight each other whilst using the road.
 - Temporary wheel stops should be installed within adjacent parking bays.

As per Section 99A of the Road Safety Act it is required that applicants:

- Have in operation traffic management plans.
- Provide appropriate warnings to road users.
- Engage appropriately trained and qualified persons to carry out works, manage non-road activities, or direct traffic.
- Give appropriate directions to persons engaged to carry out the works or non-road activities.

Applicants shall be aware of the performance and any risks associated with barriers that they select for use as part of an on-road dining TMP. The use of non-crash tested safety barriers requires an appropriately trained and qualified person to exercise professional judgement and knowledge in selecting such products for use.

4.5 Ongoing maintenance

Once on-road dining has been established, it is important to ensure that the on-road dining space remains safe for all road users, including diners and workers in the on-road dining area, pedestrians, cyclists, and users of adjacent trafficable lanes. Throughout the duration of the arrangement, appropriate audit / surveillance activities should be conducted by councils on a regular basis (both during and outside of business operating hours). This includes:

- Ensuring temporary infrastructure remains in place.
- Ensuring all associated traffic management arrangements remain in place.
- Ensuring furniture and equipment in the on-road dining area does not become a hazard to road users or block essential and/or emergency vehicles.
- Ensuring litter isn't blocking drainage infrastructure.
- Ensuring the site is free of debris which could impact passing road or footpath users. Where any issues are encountered, they must be rectified promptly to ensure the safety of road users.

5 Applying the movement and place framework

State declared roads are not just high speed roads. State roads also include lower speed roads with high place function such as strip shopping centres, areas of high pedestrian and/or public and active transport movement. On-road dining may be appropriate in such locations.

The use of road space for on-road dining should not significantly impact on the ability of the transport network (or public transport network) to perform its functions and the enablement of active transport such as walking and cycling. An on-road dining parklet should not have an impact on the overall network movement and travel times from A to B. In cases where it is unclear which use of the road space provides the greatest community benefit; transport movement generally should have the priority.

To apply for on-road dining, Councils must attest that the road fits the descriptions outlined below from Movement & Place. The Policy draws on the methodology provided by the Movement and Place framework and uses selected Movement and Place classifications for identifying preferred on-road dining locations. More detail can be found in the Movement and Place Handbook accessible on the DTP website.²

5.1 General Traffic volumes and movement of freight

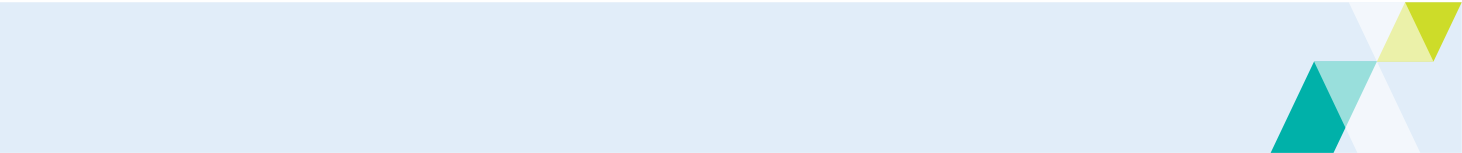
On-road dining should not be located on roads with high traffic volumes and freight movement, even if they are low speeds. On-road dining in high general traffic and freight areas will be unappealing for customers as well as posing greater safety risks. It also has the potential to reduce network efficiency.

Therefore, councils must attest that the road on which an on-road dining application is submitted is consistent with a Movement (M) description consistent with a rating between 3 and 5 **or** General Traffic movement (GT) description consistent with a rating between 2 and 5.

Table 1: Movement and General Traffic definitions (from Movement and Place Victoria)

Classification	Definition
M1	Mass movement of people and/or goods on routes with a state or national-level movement function or provides primary access to state-level places (P1).
GT1	Mass movement of people by private vehicles on routes with a state or national-level movement function or provides primary access to state-level places (P1).
M2	Significant movement of people and/or goods on routes connecting across multiple municipalities or provides primary access to regional-level places (P2).
GT2	Significant movement of people by private vehicles on routes connecting across multiple municipalities or provides primary access to regional-level places (P2).
M3	Moderate movement of people and/or goods on routes connecting municipalities or provides primary access to municipal-level places (P3).
GT3	Moderate movement of people by private vehicles on routes connecting municipalities or provides primary access to municipal-level places (P3).
M4	Movement of people and/or goods within a municipality (P4).
GT4	Movement of people by private vehicles within a municipality or providing primary access to Neighbourhood level places (P4).
M5	Local movement.
GT5	Local movement.

² Department of Transport with VicRoads, *Movement and Place Handbook*, February 2019 [Movement and Place in Victoria | vic.gov.au \(www.vic.gov.au\)](https://www.vic.gov.au/movement-and-place-in-victoria)



Additionally, the Council must attest that the road on which an on-road dining application is submitted is consistent with a Freight rating of at least an F3 or below, which essentially means that the road is not on the Principal Freight Network (PFN) (<https://www.vic.gov.au/principal-freight-network>), and that the road in does not carry a high volume of freight vehicles in general.

Table 2: Freight classifications (from Movement and Place Victoria)

Classification	Definition
F1	Mass movement of goods at high speed (All freeways and Nationally Significant routes on the PFN)
F2	Routes that facilitate significant movement of goods where higher speeds are not achievable due to a constrained operating environment (arterial roads on the PFN)
F3	Freight access routes where provision for freight vehicles is important however freight is not a priority movement.
FS	Special freight routes required for the movement of goods by unique freight vehicles.

5.2 Place of Street activity

On-road dining must be in locations of moderate to high place and amenity value. Applications will not be considered for locations in the PA5 category. These should be areas with differing street-based activity such as areas with retail and public uses.



Table 3: Metro Places of Street Activity (PA) (from Movement and Place Victoria)

PA Classification	Places of Street Activity (PA): Definition	Typical Planning scheme Zones	Geographical Boundary examples
PA1	Nationally and state significant place of activity. People travel from across the country and state to experience and use the place. The place has a very large number of on-street staying activities e.g. shops and alfresco dining.	Capital City Zone (CCZ) (Schedule 1-6) and, Docklands Zone (DZ) (Schedule 1-3), including Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community), Public Park & Recreation Zone (PPRZ) within CCZ & DZ zoned areas.	N/A. Zoning extents and as noted adjacent
PA2	Regionally significant place of activity. People travel from adjoining municipalities to experience and use the place. The place has a large number of on-street staying activities e.g. shops and alfresco dining.	Activity Centre Zone (ACZ), Commercial 1 Zone (C1Z), Mixed Use Zone (MUZ), Comprehensive Development Zone (CDZ), Priority Development Zone (PDZ), Residential Growth Zone, Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community), Public Use Zone –Schedule 6 (PUZ6) (Local Government), Public Use Zone –Schedule 7 (Other Public Use) (PUZ7) and Public Park & Recreation Zone (PPRZ).	Metropolitan Activity Centres (Plan Melbourne) Or Within the defined boundaries of the National Employment & Innovation Clusters (NEIC)
PA3	Municipal level of significant place of activity. People travel from across the municipality to experience and use the place. The place has visible on-street staying activities such as public seating and alfresco dining.	Activity Centre Zone (ACZ), Commercial 1 Zone (C1Z), Mixed Use Zone (MUZ), Comprehensive Development Zone (CDZ), Residential Growth Zone (RGZ), Priority Development Zone (PDZ), Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community), Public Use Zone –Schedule 6 (PUZ6) (Local Government), Public Use Zone –Schedule 7 (Other Public Use) (PUZ7) and Public Park & Recreation Zone (PPRZ).	Major Activity Centres (500 metre radius from Plan Melbourne defined point)
PA4	Neighbourhood level of significant place of activity, serving people from immediate neighbourhoods, e.g. milkbars and local shops.	Activity Centre Zone (ACZ), Commercial 1 Zone (C1Z), Commercial 2 Zone (C2Z), Residential Growth Zone (RGZ), Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community).	All remaining zoning as noted in areas outside of P1, P2 and P3 areas.
PA5	Local level of significant place of activity. Places are generally quiet and a destination for people accessing residential properties	Urban Growth Zone (UGZ), Rural Activity Zone (RAZ), General Resident Zone (GRZ), Neighbourhood Residential Zone (NRZ) Low Density Residential Zone (LDRZ), Rural Living Zone (RLZ), Township Zone (TZ), Mixed Use Zone (MUZ), Green Wedge Zone (GWZ), Green Wedge A Zone (GWAZ), Rural Conservation Zone (RCZ), Farming Zone (FZ), Residential Activity Zone (RAZ), Public Use Zone – Schedule 5 (Cemetery/Crematorium) Public Use Zone – Schedule 6 (PUZ6) (Local Government), Public Use Zone – Schedule 7 (Other Public Use) (PUZ7) and Public Park & Recreation Zone (PPRZ).	All remaining zoning areas as noted outside of P1, P2, P3 and P4 areas.



Table 4: Regional Places of Street Activity (PA) (from Movement and Place Victoria)

PA Classification	Places of Street Activity (PA): Definition	Typical Planning scheme Zones	Geographical Boundary examples
PA1	State significant place of activity. People travel from across the country and state to experience and use the place. The place has a very large number of on-street staying activities e.g. shops and alfresco dining.	Activity Centre Zone (ACZ), Commercial 1 Zone (C1Z), Mixed Use Zone (MUZ), Comprehensive Development Zone (CDZ), Priority Development Zone (PDZ), Residential Growth Zone (RGZ), Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community), Public Park & Recreation Zone (PPRZ) with CCZ & DZ zoned areas.	In Centre (1km Radius) of Urban Locality of Geelong, Bendigo, and Ballarat
PA2	Regionally significant place of activity. People travel from adjoining municipalities to experience and use the place. The place has a large number of on-street staying activities e.g. shops and alfresco dining.	Activity Centre Zone (ACZ), Commercial 1 Zone (C1Z), Mixed Use Zone (MUZ), Comprehensive Development Zone (CDZ), Priority Development Zone (PDZ), Residential Growth Zone, Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community), Public Use Zone – Schedule 6 (PUZ6) (Local Government), Public Use Zone –Schedule 7 (Other Public Use) (PUZ7) and Public Park & Recreation Zone (PPRZ).	In Centre (500m Radius) of Urban Locality of Shepparton, Albury-Wodonga (Wodonga part), Mildura-Buronga (Mildura Part), Warrnambool, Traralgon, Wangaratta, Morwell
PA3	Municipal level of significant place of activity. People travel from cross the municipality to experience and use the place. The place has visible on-street staying activities such as public seating and alfresco dining.	Activity Centre Zone (ACZ) (Schedule 1-3), Commercial 1 Zone (C1Z), Mixed Use Zone (MUZ), Special Use Zone (SUZ), Comprehensive Development Zone (CDZ), Priority Development Zone (PDZ), Residential Growth Zone (RGZ), Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community), Public Use Zone (PUZ7) (Other Public Use) Public Park & Recreation Zone (PPRZ).	In Centre (500m Radius) of Urban Locality of Ocean Grove-Barwon Heads, Bacchus Marsh, Torquay-Jan Juc, Horsham, Moe, Newborough, Warragul, Sale, Lara, Bairnsdale, Echuca-Moama (Echuca Part), Drysdale-Clifton Springs, Colac, Drouin, Leopold, Swan Hill, Portland, Castlemaine, Gisborne, Benalla, Hamilton, Wallan, Healesville, Wonthaggi, Yarrawonga-Mulwala (Yarrawonga Part), Maryborough, Kilmore, Ararat, Portarlington-St. Leonards, Lakes Entrance, Kyabram, Seymour, Stawell, Cobram, Leongatha, Inverloch
PA4	Neighbourhood level of significant place of activity, serving people from immediate neighbourhoods, e.g. milk bars and local shops.	Commercial 1 Zone (C1Z), Commercial 2 Zone (C2Z). Mixed Use Zone (MUZ), Comprehensive Development Zone (CDZ), Priority Development Zone (PDZ), Regional Growth Zone (RGZ), Public Use Zone Schedule 2 (PUZ2) (Education), Public Use Zone Schedule 3 (PUZ3) (Health & Community).	All remaining zoning as noted in areas outside of P1, P2 and P3 areas.



PA Classification	Places of Street Activity (PA): Definition	Typical Planning scheme Zones	Geographical Boundary examples
PA5	Local level of significant place of activity. Places are generally quiet and a destination for people accessing residential/rural properties.	Urban Growth Zone (UGZ), Rural Activity Zone (RAZ), General Resident Zone (GRZ), Neighbourhood Residential Zone (NRZ), Low Density Residential Zone (LDRZ), Rural Living Zone (RLZ), Green Wedge Zone (GWZ), Green Wedge A Zone (GWAZ), Rural Conservation Zone (RCZ), Farming Zone (FZ), Residential Activity Zone (RAZ), Public Use Zone – Schedule 5 (Cemetery/Crematorium) Public Use Zone – Schedule 6 (PUZ6) (Local Government), Public Use Zone – Schedule 7 (Other Public Use), Public Park & Recreation Zone (PPRZ).	All other areas

5.3 Preferred locations for on-road dining

Preferred locations for on-road dining will also generally have high classifications for **Movement Transport Modes** (Tram (T1-T3), Bus (B1-B4), Cycling (C1-C3), Walking (W1-W3)), and evidence supporting high movement from walking or public transport will be valuable in assessing the suitability of the on-road dining application.

Table 5: Movement and place mode classifications (from Movement and Place Victoria)

Movement and Mode Classification Type	Classifications
Movement (collective)	M1-M5
Tram	T1-T3
Bus	B1-B4
Cycling	C1-C3
Walking	W1-W3
General Traffic	GT1-GT5