



Yarriambiack
SHIRE COUNCIL

FOOTPATH HIERARCHY

YARRIAMBIACK SHIRE COUNCIL FOOTPATH HIERARCHY

INTRODUCTION:

This hierarchy will be used as a tool in the management of all footpaths in the Yarriambiack Shire for which the Yarriambiack Shire has management responsibility.

The hierarchy will determine basic standards for the footpaths and will assist Council and its officers to plan for maintenance works and reconstruction works to be carried out in a cost effective manner that provides “best value” for the money spent.

MAPS:

This hierarchy applies to thirteen towns in Yarriambiack Shire. Two maps of each town form part of the document.

Existing conditions Maps

These maps show the type of footpath that existed in each location at December 2016.

Accurate knowledge of existing conditions is necessary to determine the classification of paths in the FOOTPATH HIERARCHY.

This information will also be useful when footpath maintenance programs and footpath reconstruction programs are being developed.

Existing Paths are shown in the following groupings:

- Concrete.
- Pavers.
- Concrete squares 600 x 600 mm. Paths constructed of this material have been identified separately as the condition of many of these paths is of concern. The paths are old and many require extensive maintenance or in some cases replacement.
- Bitumen seal or hotmix or premix.
- Unsealed: Crushed rock or gravel.
- Path in use – not constructed. This indicates a path that has not been formally constructed, but is used by pedestrian traffic.

Footpath Hierarchy Maps

These maps show the Hierarchy classifications that have been assigned to each section of footpath.

HIERARCHY CATEGORIES:

Footpaths have been divided into the following three categories:

Category 1

These are the footpaths with the greatest amount of use and typically they include:

- The central shopping area in the larger towns
- The more important paths that link focal points such as shopping areas, medical centres, schools, recreation facilities etc.
- Paths in area immediately surrounding the central shopping area in the larger towns that are used by pedestrians to access the central shopping area.

Category 2

Generally, these paths are in residential areas. And they are regularly used by a medium number of pedestrians.

This category includes all paths that have been constructed with an impervious surface that are not Category 1.

Category 3

This category includes paths in residential areas which are used by pedestrian traffic but where a low volume of pedestrians indicates a standard lower than category 2 is appropriate. Some of the paths have been constructed with gravel or crushed rock while others have never been constructed.

This category also includes paths that are primarily used for recreational purposes which are the responsibility of Yarriambiack Shire Council.

STANDARD OF FOOTPATHS:

Council will endeavour to provide footpaths of suitable standard for the pedestrian traffic that uses them. Within the funding available Council will formulate programs that over time will provide footpaths which meet the following minimum standards.

Category 1

In areas that are predominately commercial with significant pedestrian traffic the path will generally be constructed full width to the back of kerb.

Where commercial development does not exist or where pedestrian traffic is light a narrower path may be constructed that has a width appropriate for the expected use.

If approved streetscape plans are in place footpath construction will conform to these plans.

New footpaths that are category 1 shall be constructed of one of the following materials with a default width of 1.5m:

- Concrete
- Concrete or clay pavers
- Premix / Hotmix or asphalt
- Gravel pavement with bitumen seal

Category 2

Paths in this category will provide a surface that is suitable for the expected pedestrian traffic.

In areas where the traffic is relatively high, a path that is suitable for use in all weather should be provided. These paths may be constructed of any of the materials specified for category 1 paths, but in areas of medium pedestrian traffic an unsealed surface such as gravel or crushed rock may be provided.

The design width for these paths will usually be 1.5 metres unless replacing a small section joining the existing path which could be 1.2m

In areas where the traffic is relatively low, a well maintained nature strip or levelled natural surface may be deemed suitable.

Category 3

Generally for this category a well maintained nature strip or level natural surface will be deemed suitable. In cases where specific circumstances are shown to exist, Council may agree to provide a footpath of a higher standard.

General:

In some instances footpaths already exist which are of a higher standard than that required by the hierarchy. In this situation Council will maintain the existing footpath while this can be done in a cost effective manner. When an existing footpath deteriorates to a point that it can no longer be maintained in a cost effective manner it may be replaced by a footpath of a lower standard.

In other instances the hierarchy indicates that a path of a higher standard is appropriate. It is acknowledged that with current levels of funding this may take many years to achieve.

CONFORMANCE WITH ROAD MANAGEMENT PLAN

In response to the ROAD MANAGEMENT ACT 2004 Yarriambiack Shire has produced a ROAD MANAGEMENT PLAN for its road and footpath assets.

In regard to footpaths, the Road Management Plan (Clause 5.9.3) sets out a schedule of regular safety/defect inspections. The frequency of inspections for an individual footpath is governed by the Category given to it in this hierarchy.

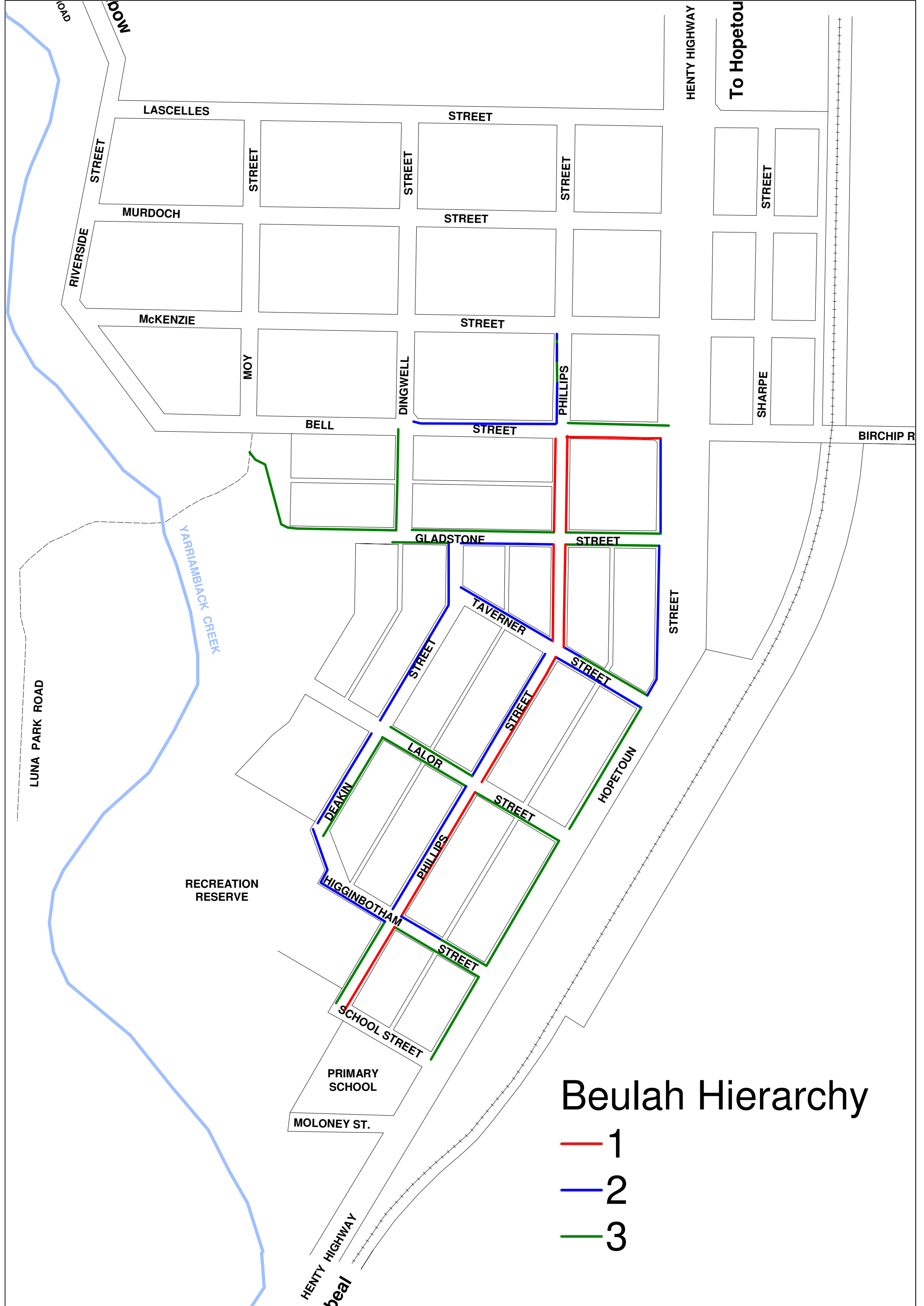
Appendix A of the Road Management Plan provides details of what defects are to be recorded during the inspections and identifies time frames within which Council should take appropriate action to address the defect.

REVIEW

This hierarchy will be reviewed by Council every two years.

INDEX TO MAPS

| TOWN | MAP NUMBER |
|---------------|-------------------|
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HENTY HIGHWAY

To Hopetou

LASCELLES STREET

STREET

MURDOCH STREET

STREET

McKENZIE STREET

STREET

MOY STREET

DINGWELL STREET

PHILLIPS STREET

BELL STREET

STREET

BIRCHIP R

GLADSTONE STREET

STREET

STREET

TAVERNER STREET

STREET

STREET

DEAKIN STREET

LALOR STREET

STREET

HOPETOUN STREET

HIGGINBOTHAM STREET

STREET

SCHOOL STREET

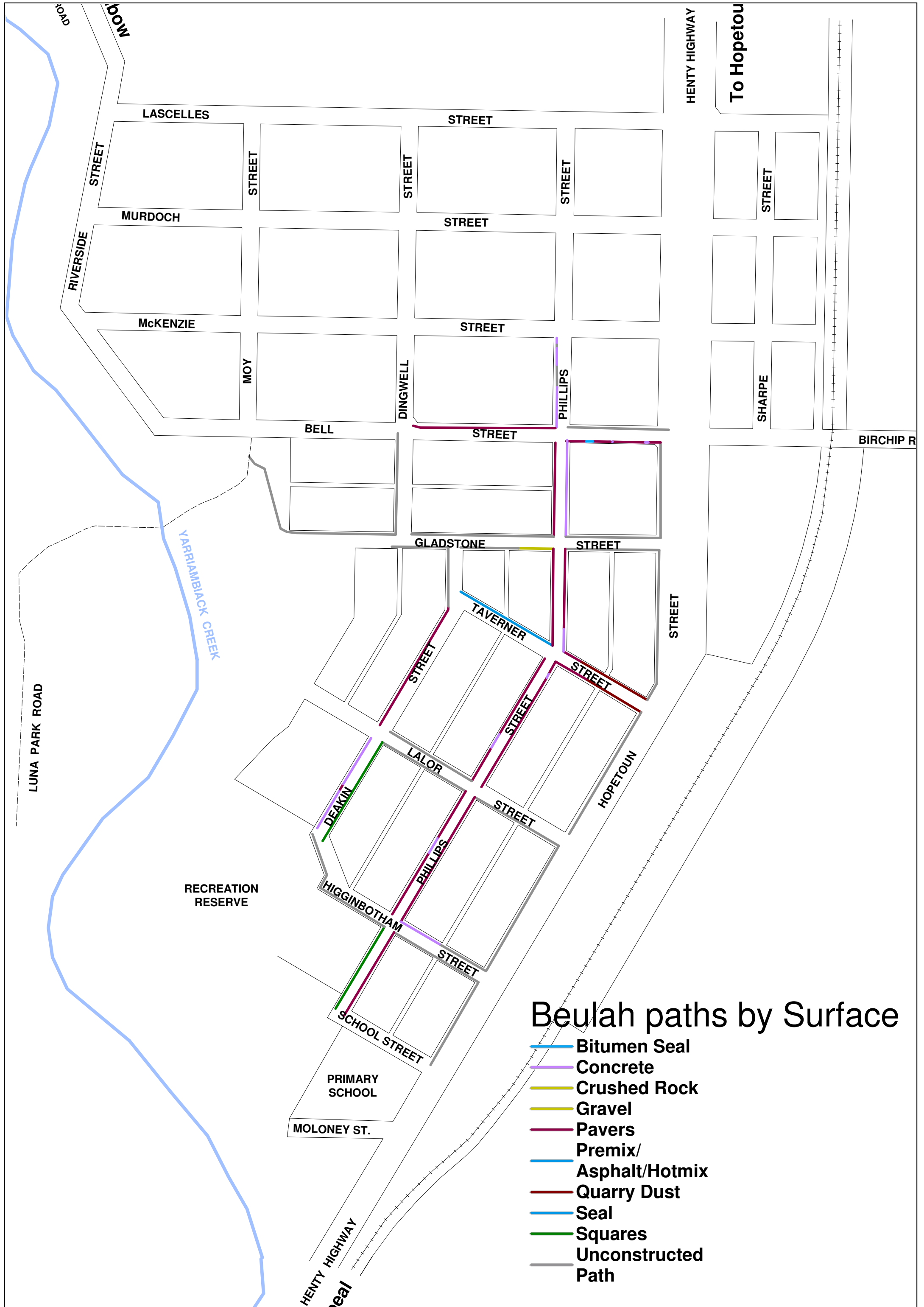
PRIMARY SCHOOL

MOLONEY ST.

HENTY HIGHWAY
beal

Beulah Hierarchy

- 1
- 2
- 3

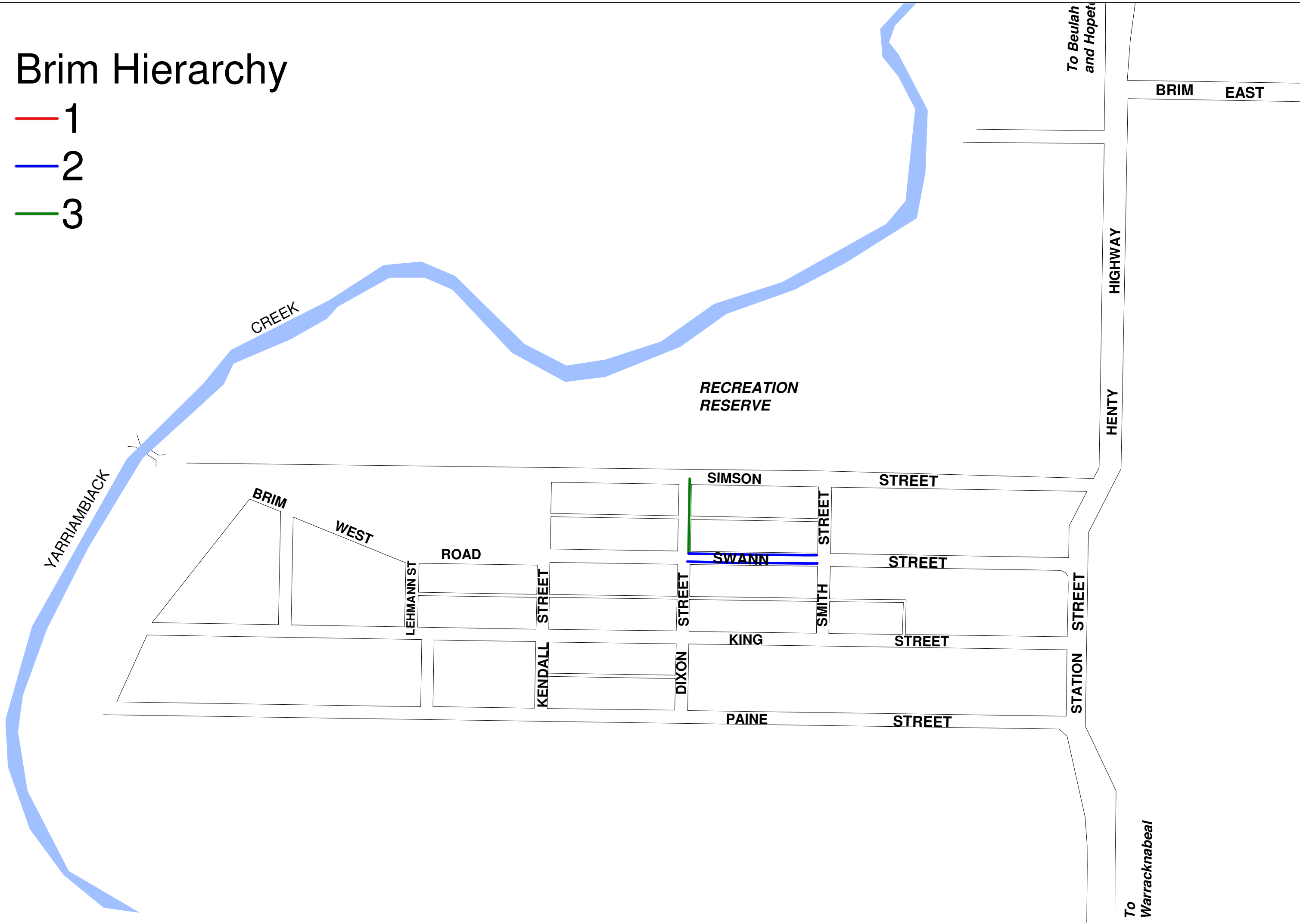


Beulah paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/
Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed
- Path

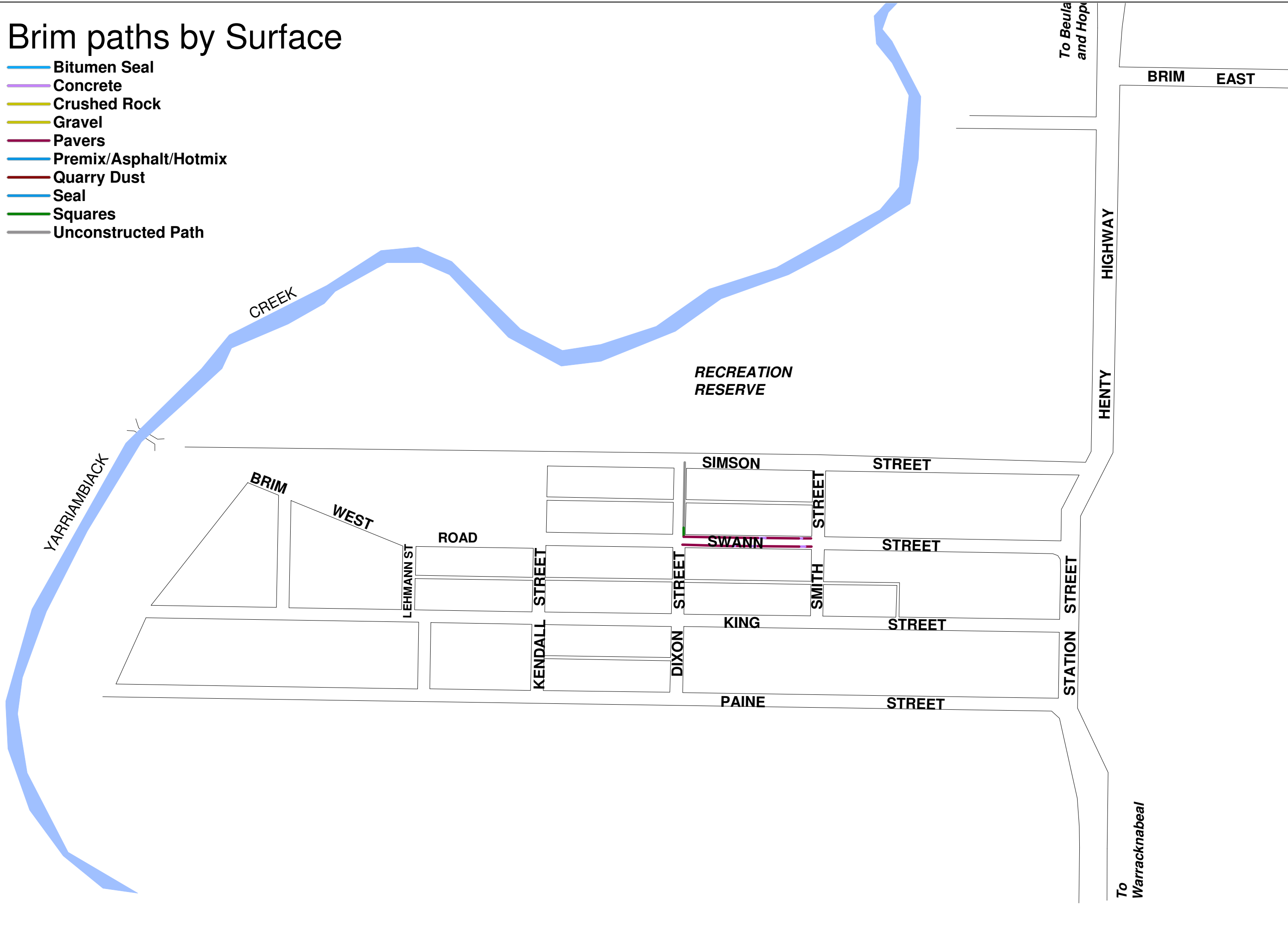
Brim Hierarchy

- 1
- 2
- 3



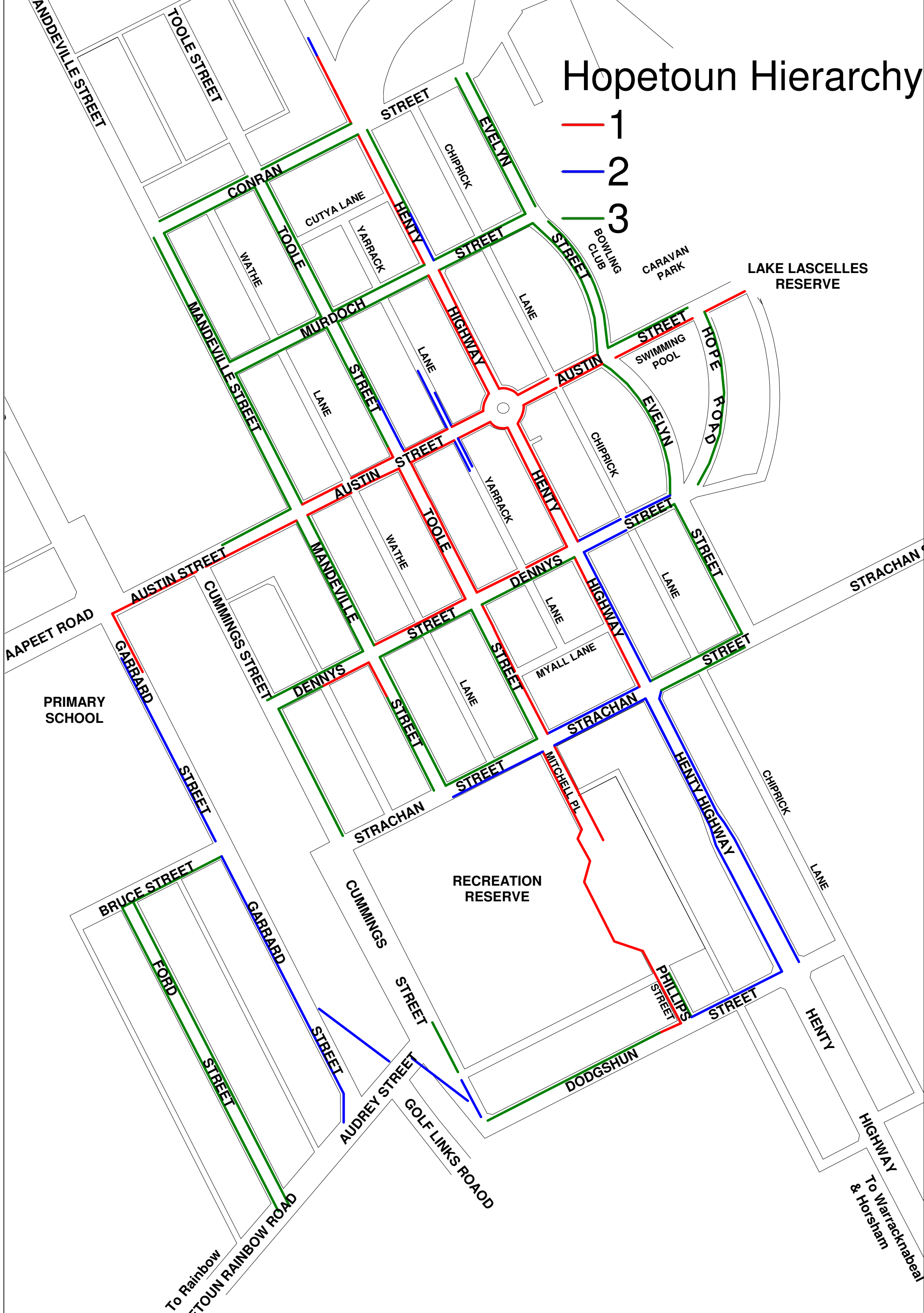
Brim paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path



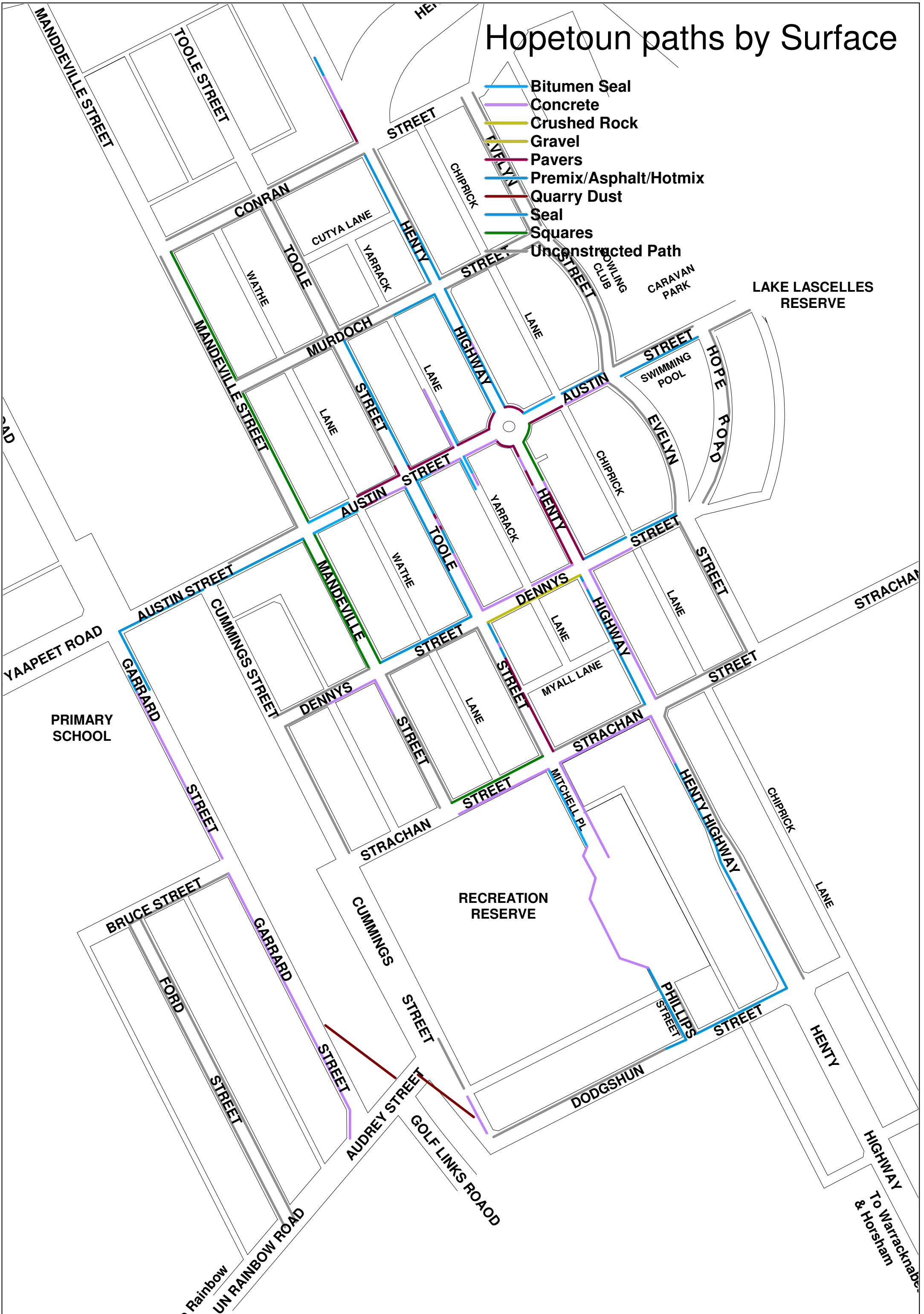
Hopetoun Hierarchy

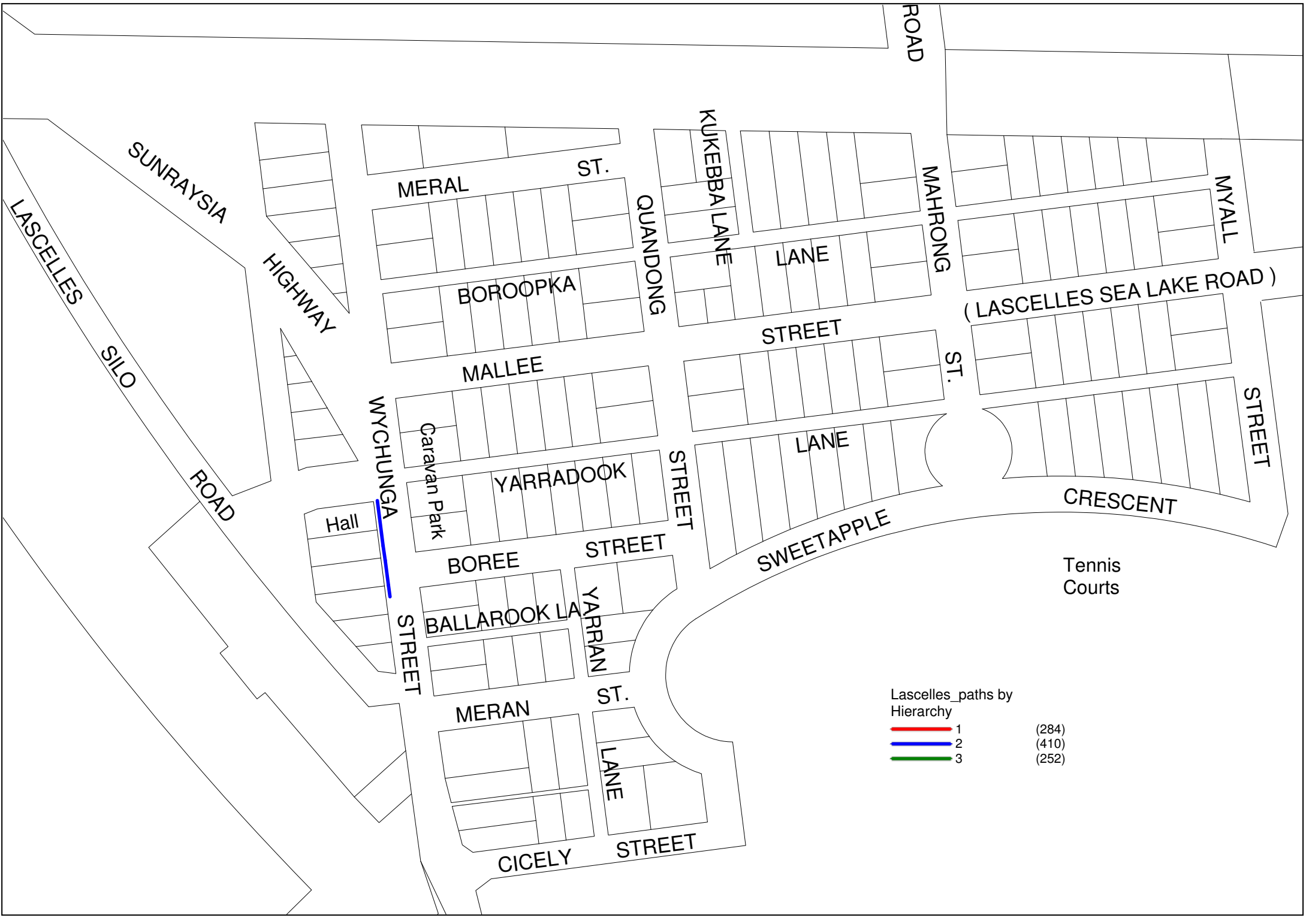
- 1
- 2
- 3



Hopetoun paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path





Lascelles_paths by Hierarchy

| | |
|---|-------|
| 1 | (284) |
| 2 | (410) |
| 3 | (252) |



SUNRAYSIA

HIGHWAY

MERAL

ST.

BOROOPKA

QUANDONG

KUKEBBA LANE

LANE

MAHRONG

MYALL

(LASCELLES SEA LAKE ROAD)

LASCELLES SILO ROAD

MALLEE

STREET

ST.

Caravan Park

YARRADOOK

STREET

LANE

STREET

Hall

WYCHUNGA

SWEETAPPLE

CRESCENT

BOREE

STREET

Tennis Courts

BALLAROOK LANE

YARRAN

Lascelles_paths by Surface

- Bitumen Seal (50)
- Concrete (306)
- Crushed Rock (39)
- Gravel (18)
- Pavers (130)
- Premix/Asphalt/Hotmix (72)
- Quarry Dust (20)
- Seal (1)
- Squares (18)
- Unconstructed Path (296)

MERAN

ST.

CICELY

STREET

LANE

STAWELL WARRACKNABEAL RD.

DONALD

Minyip Hierarchy

- 1
- 2
- 3



ROAD
PLEASANT
MOUNT

DONALD MURTOA ROAD

RESERVOIR

ROAD

MINYIP

STAWELL WARRACKNABEAL RD.

DONA

Minyip paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path



DONALD MURTOA ROAD

RESERVOIR

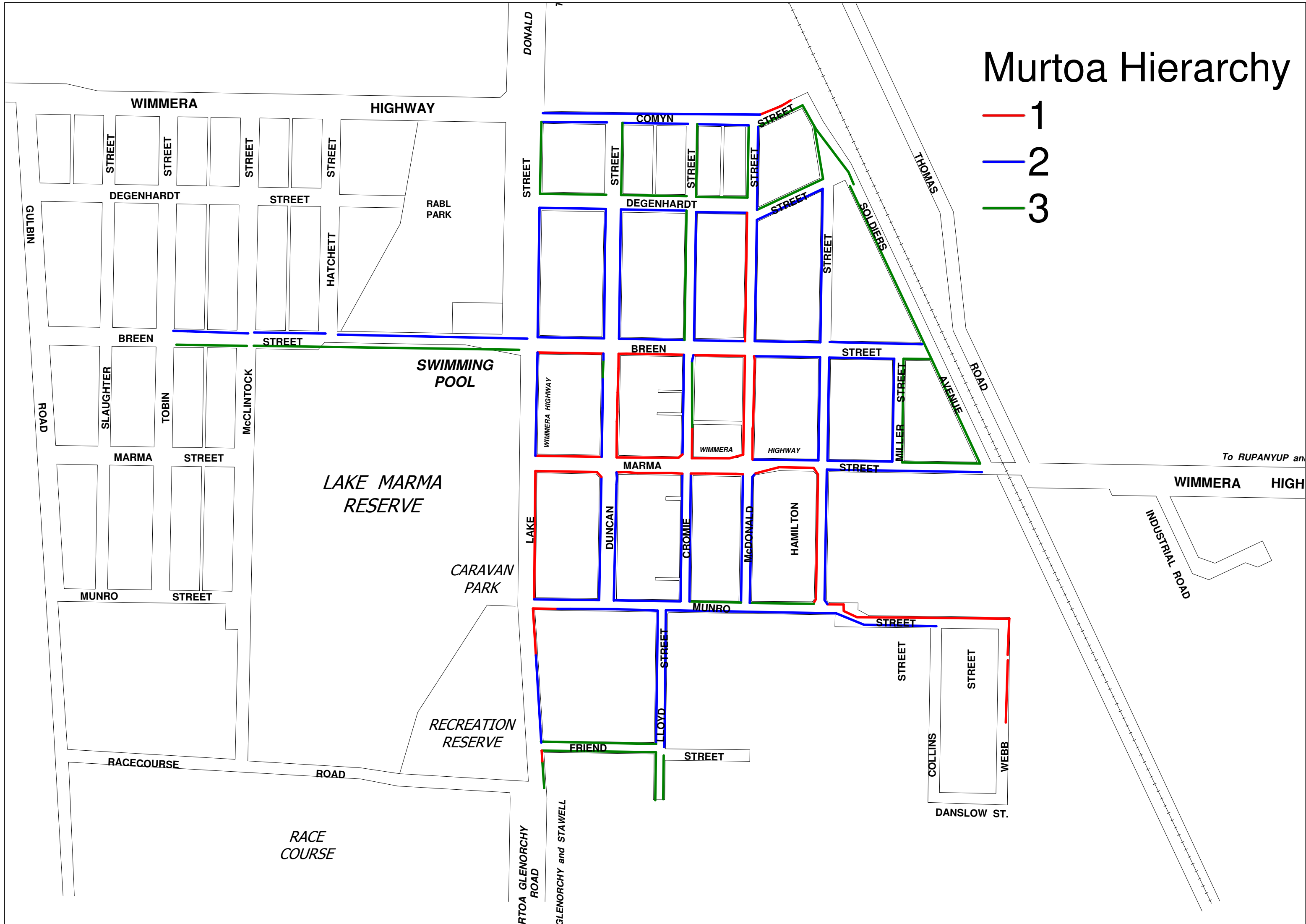
ROAD

ROAD
PLEASANT
MOUNT

MINYI

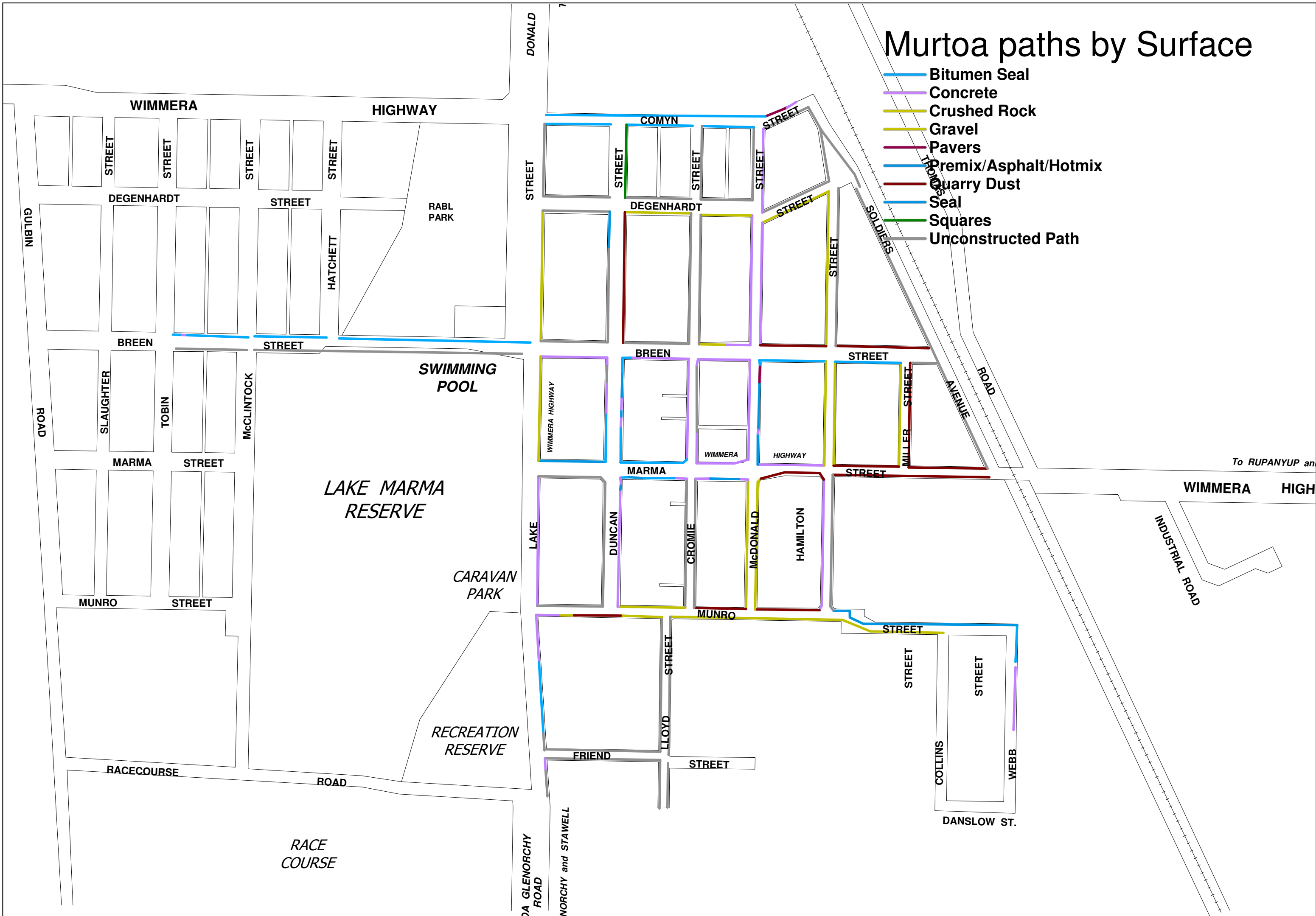
Murtoa Hierarchy

- 1
- 2
- 3



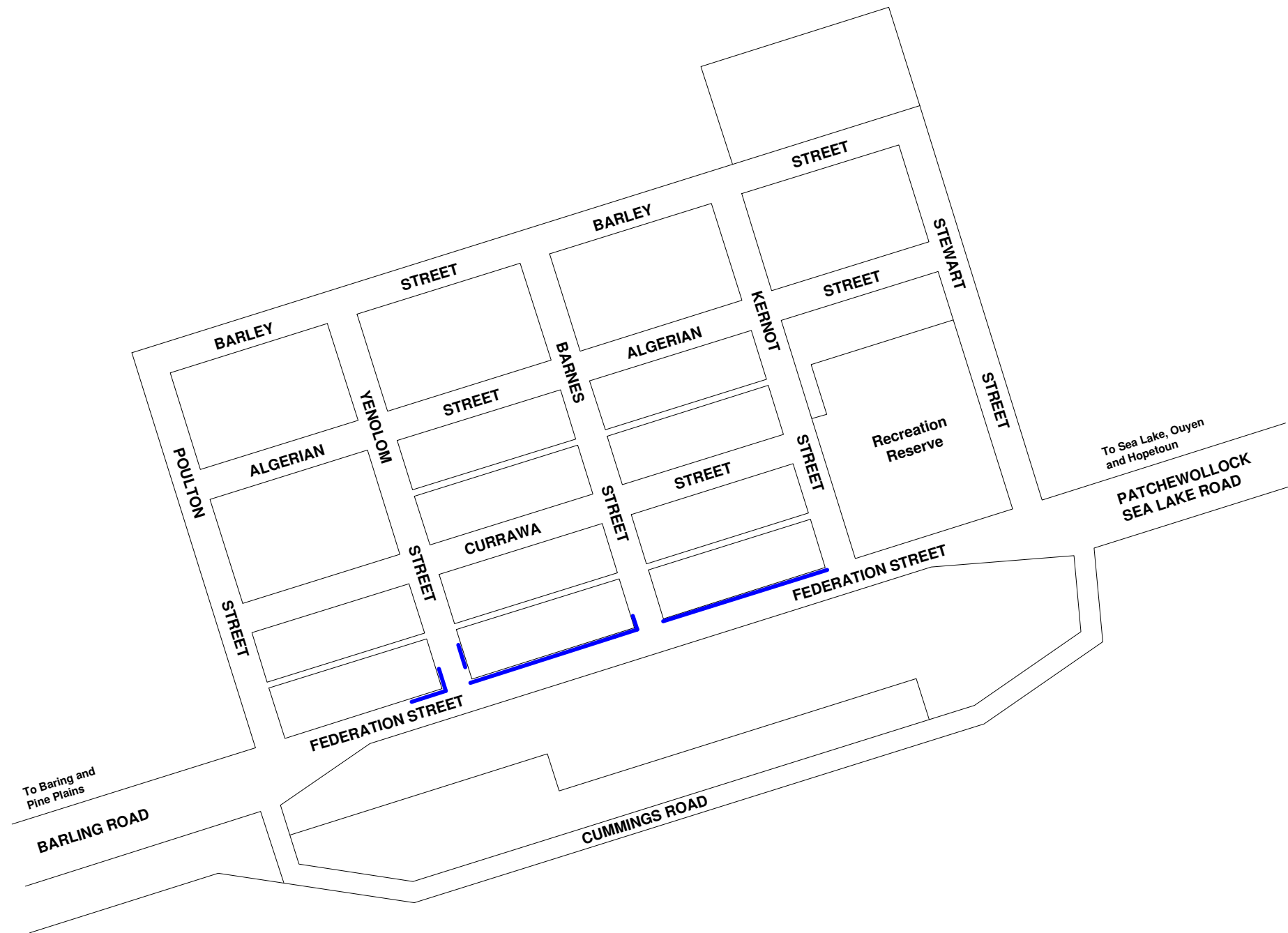
Murtoa paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path



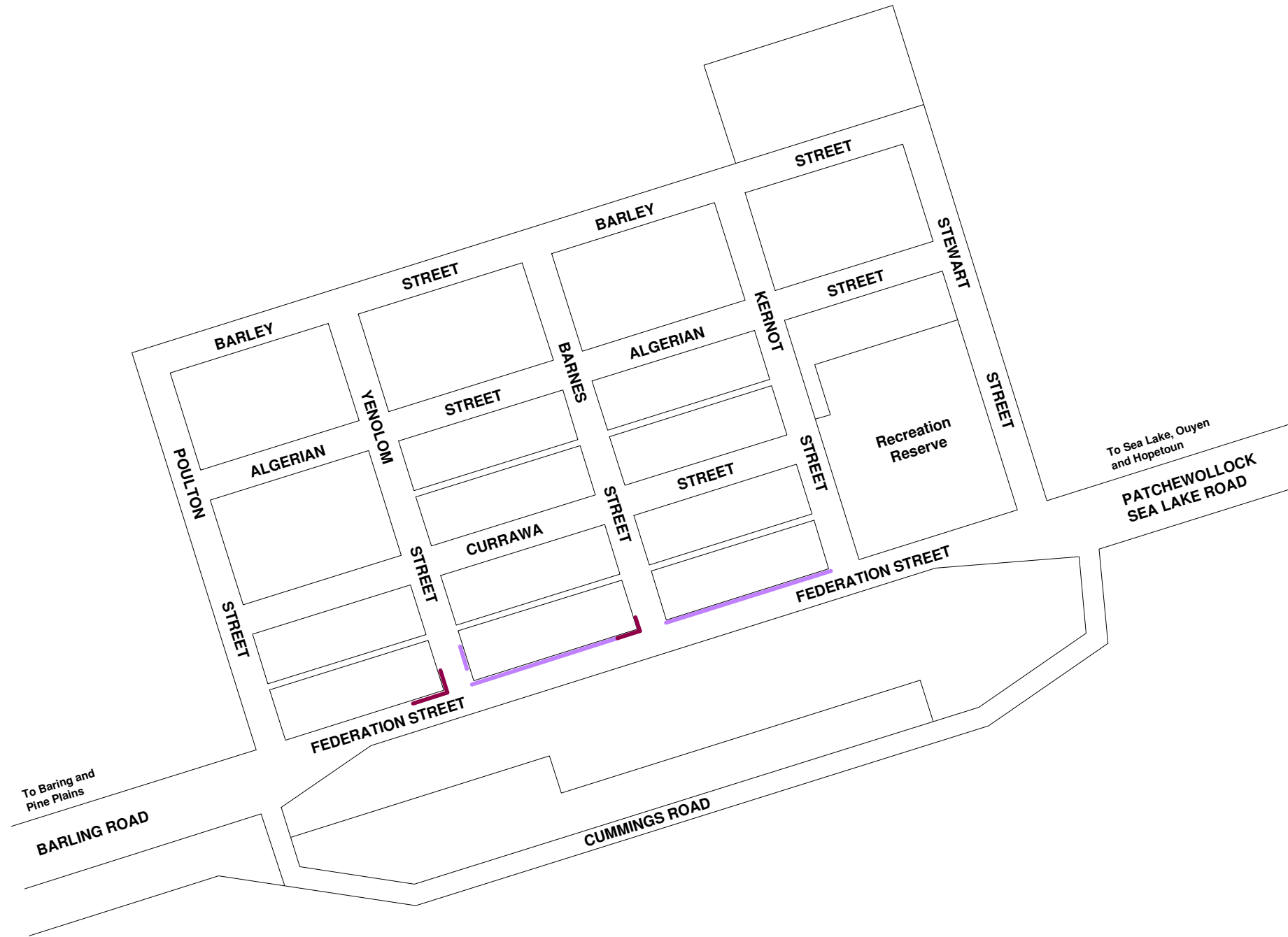
Patchewollock Hierarchy

- 1
- 2
- 3



Patchewollock paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path

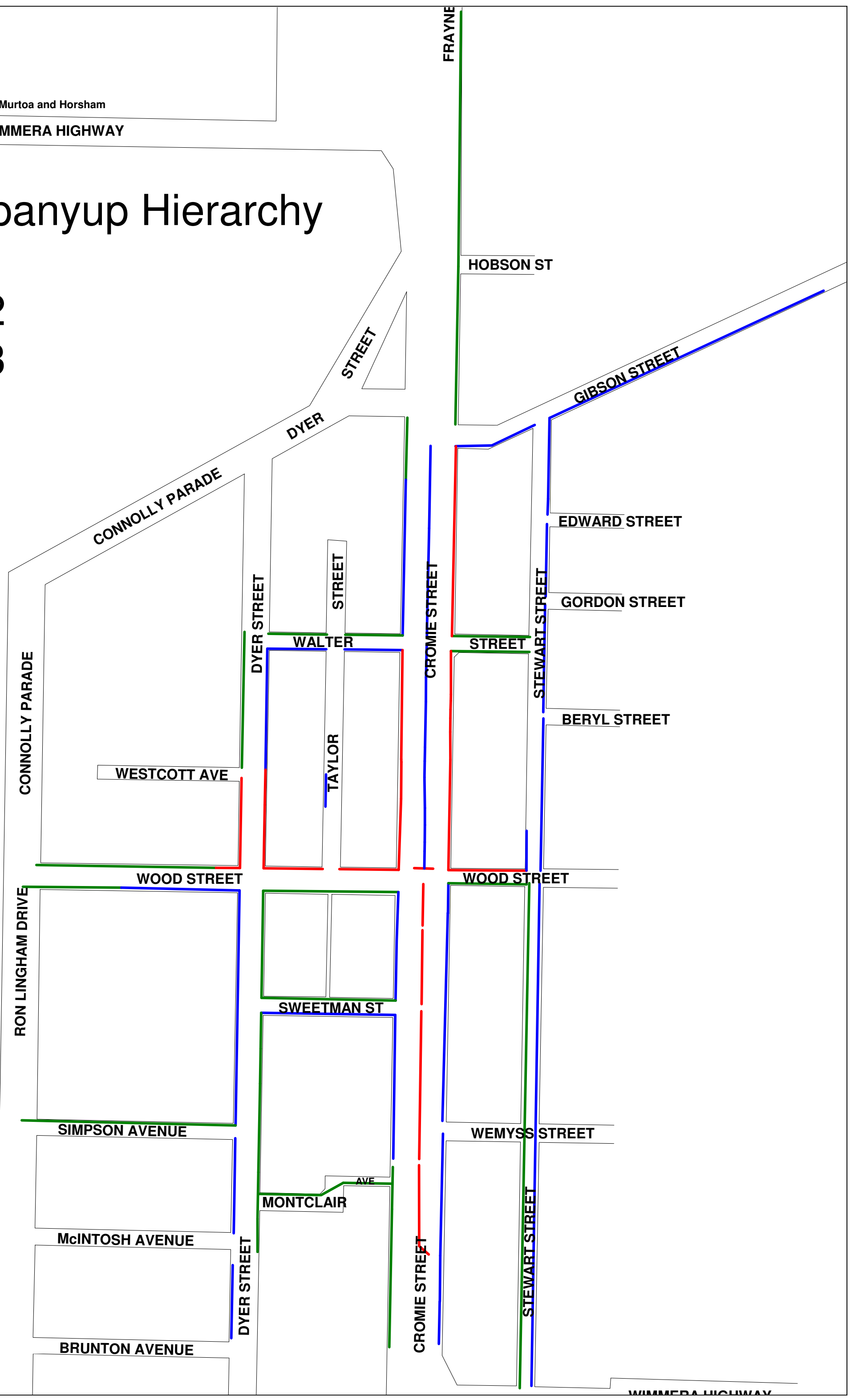


To Murtoa and Horsham

WIMMERA HIGHWAY

Rupanyup Hierarchy

- 1
- 2
- 3

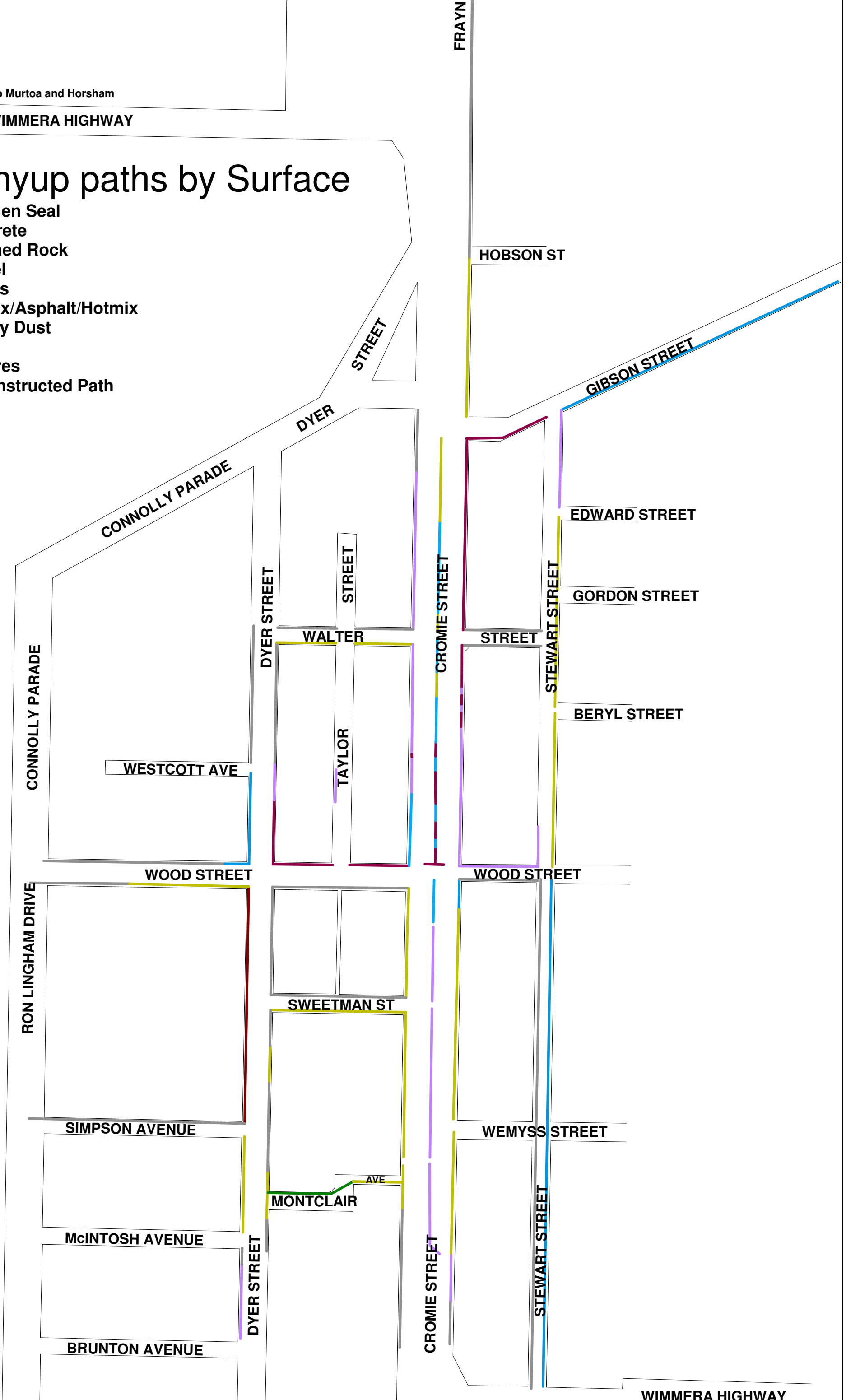


To Murtoa and Horsham

WIMMERA HIGHWAY

Rupanyup paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path

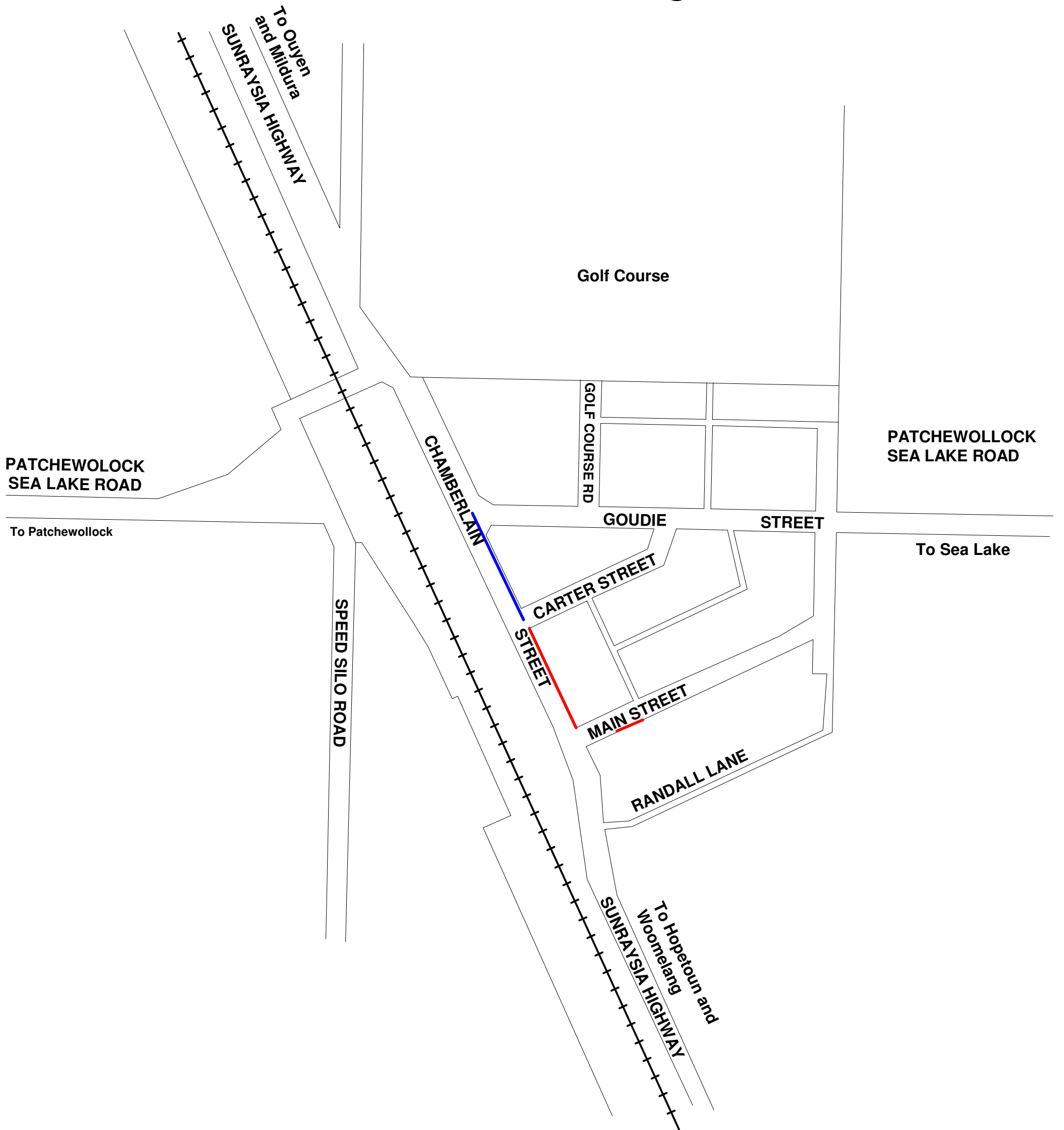


Speed Hierarchy

— 1

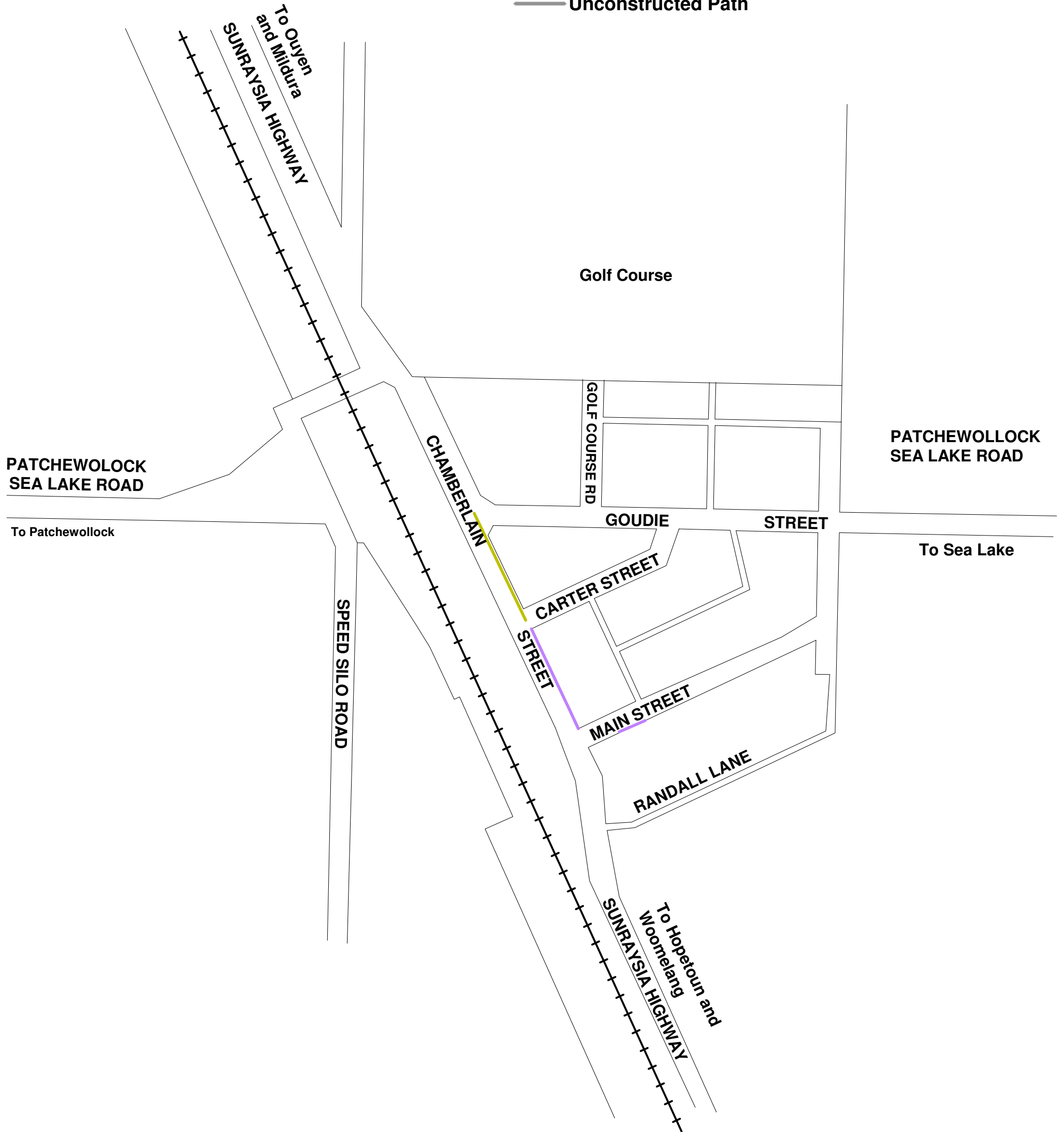
— 2

— 3



Speed paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path

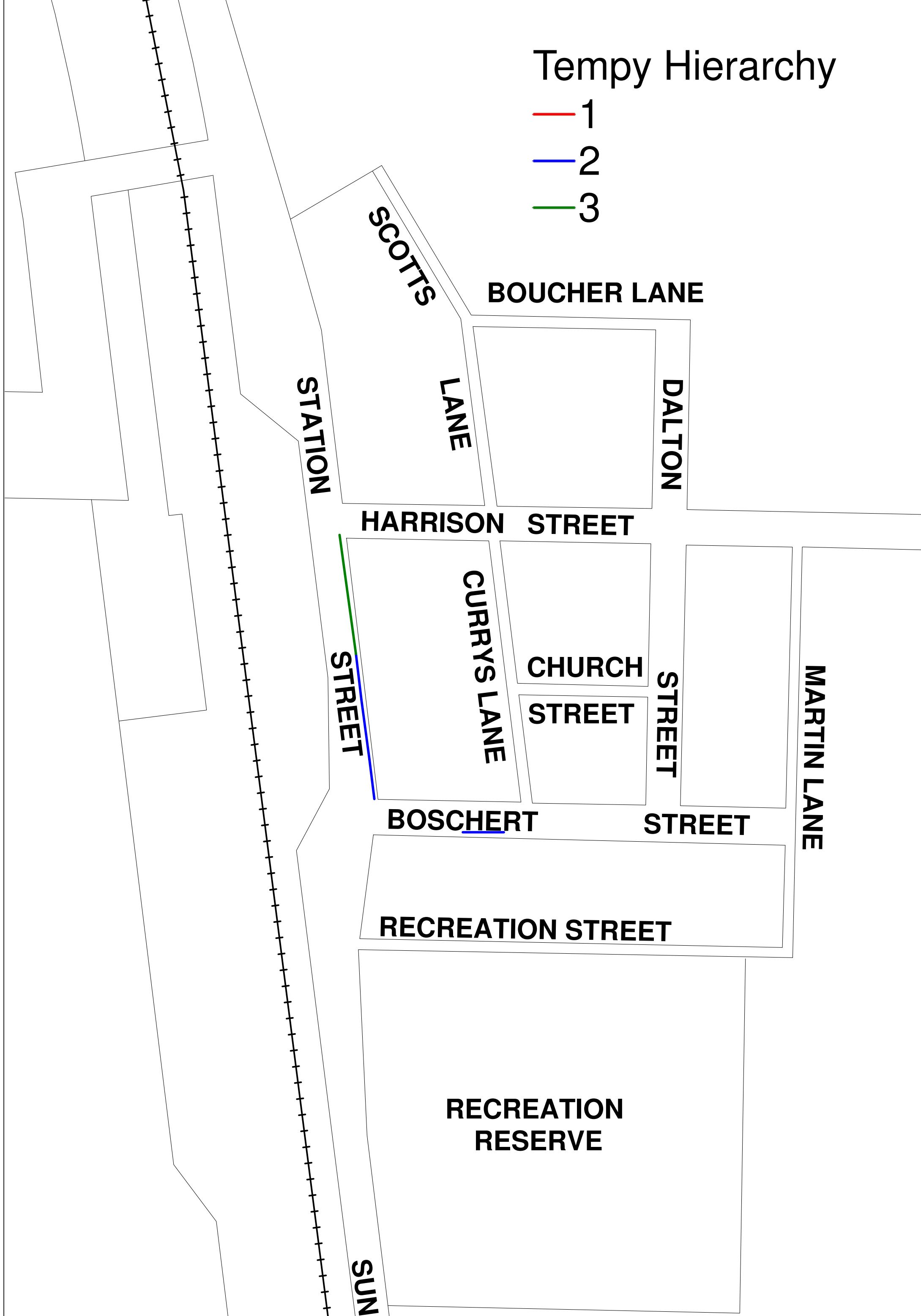


Tempy Hierarchy

1

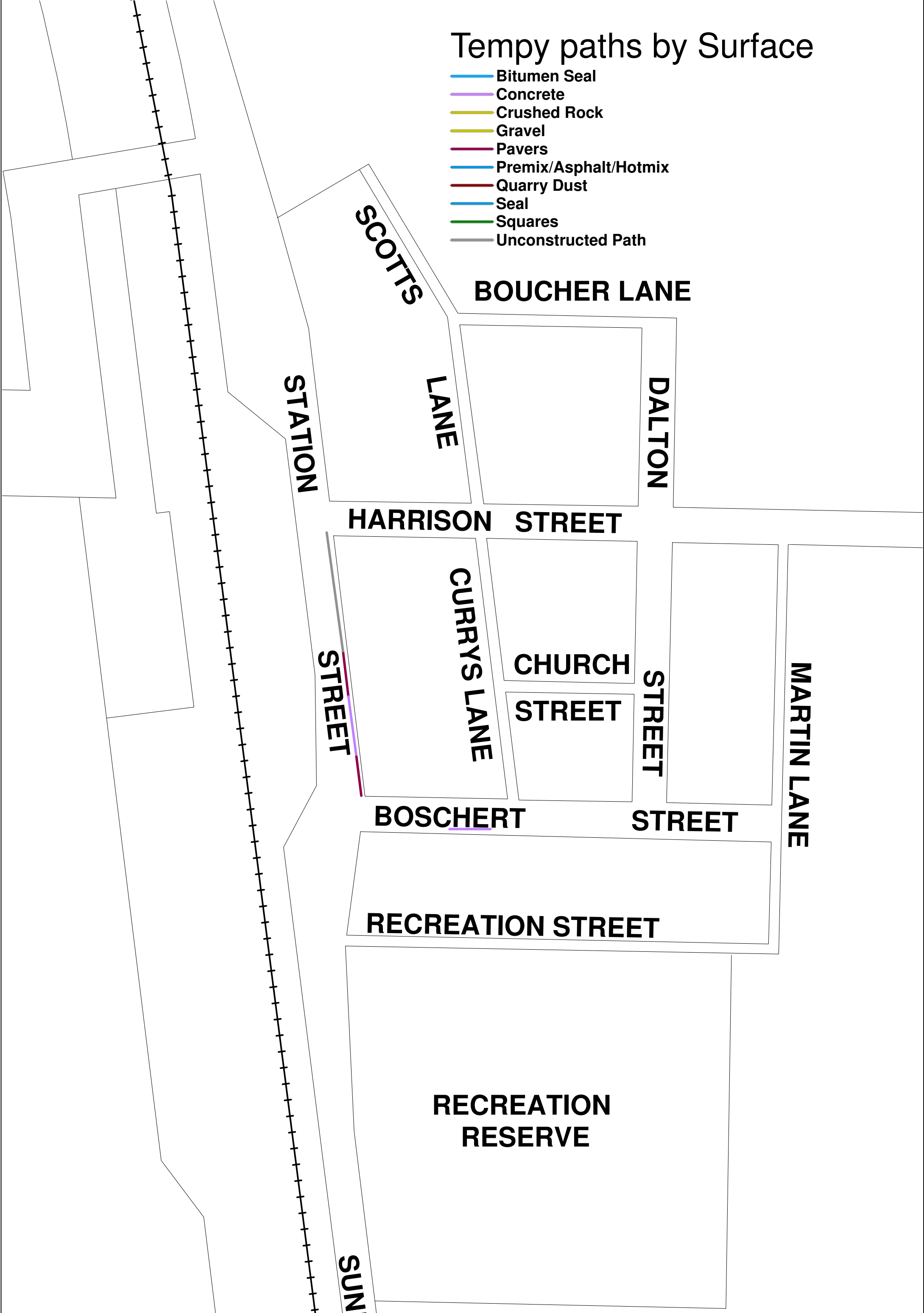
2

3



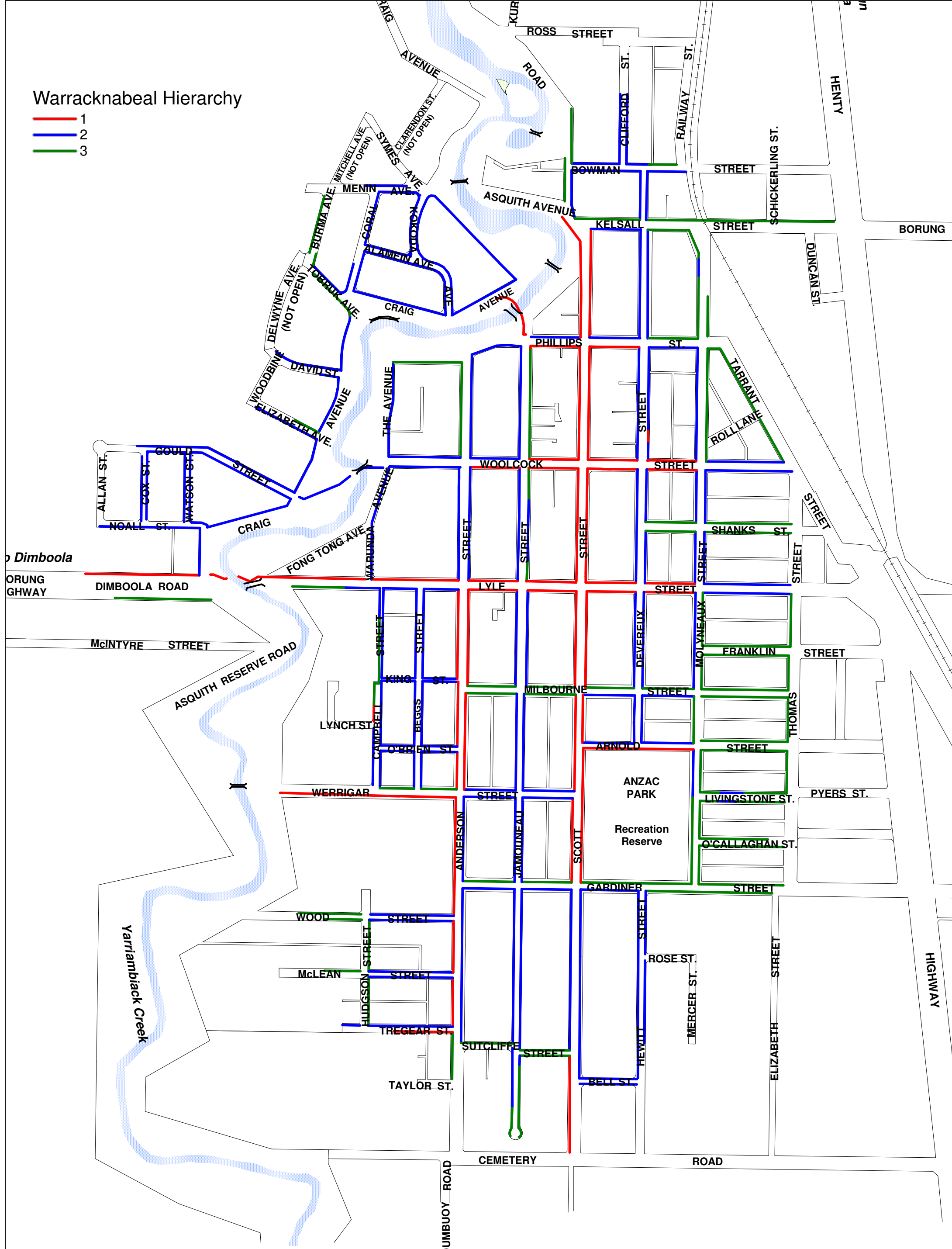
Tempy paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path



Warracknabeal Hierarchy

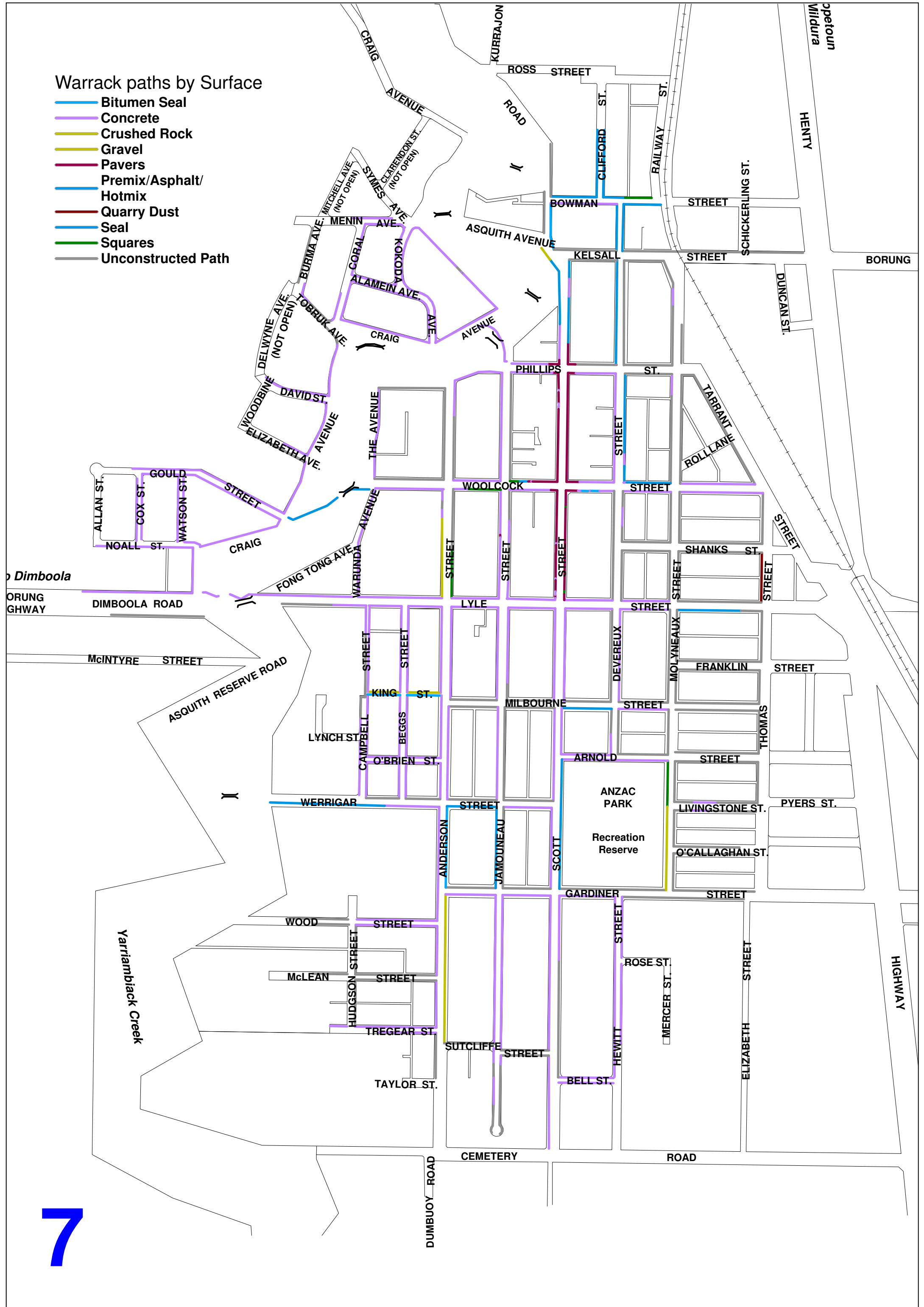
- 1
- 2
- 3



WARRACKNABEAL

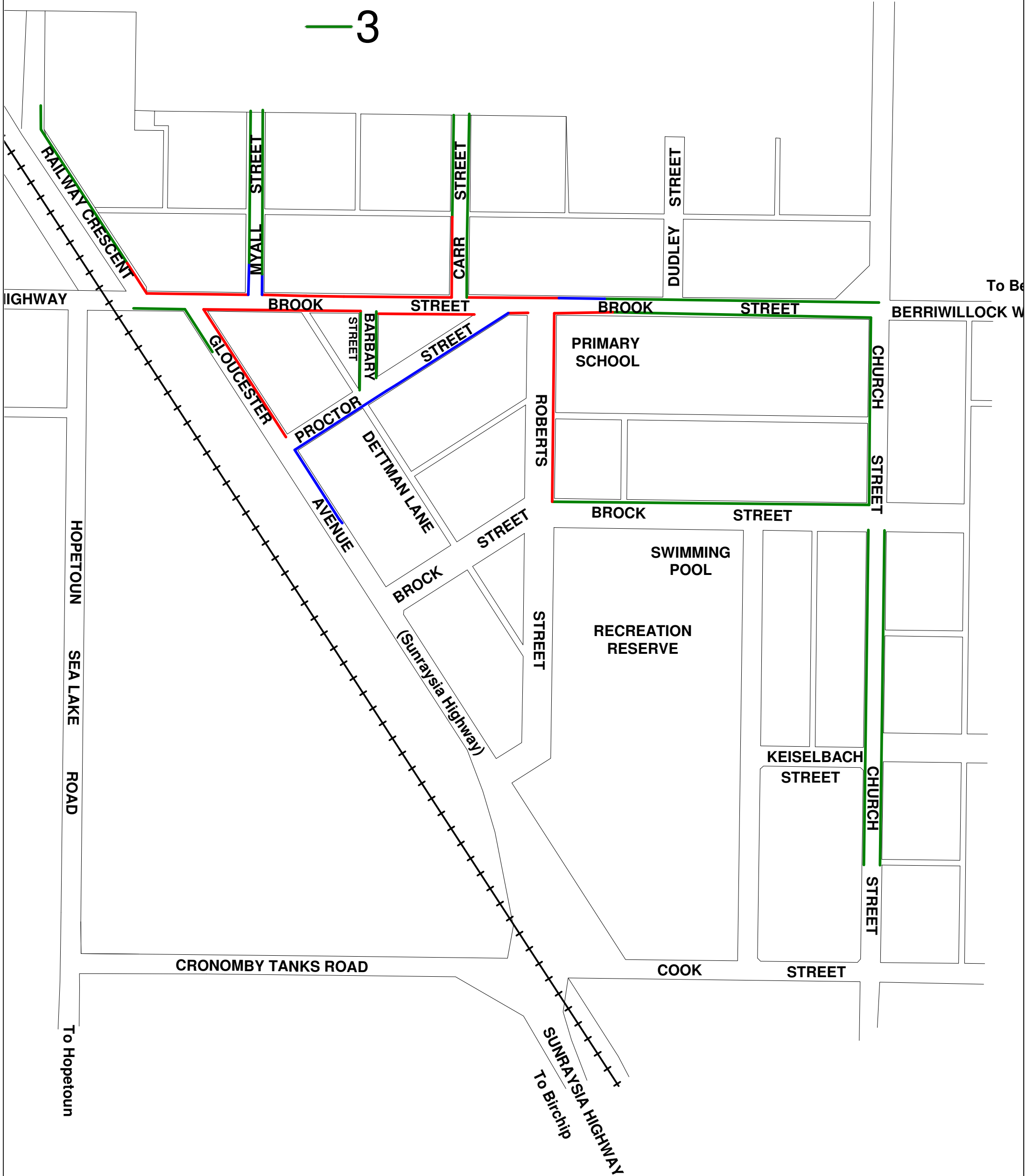
Warrack paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path



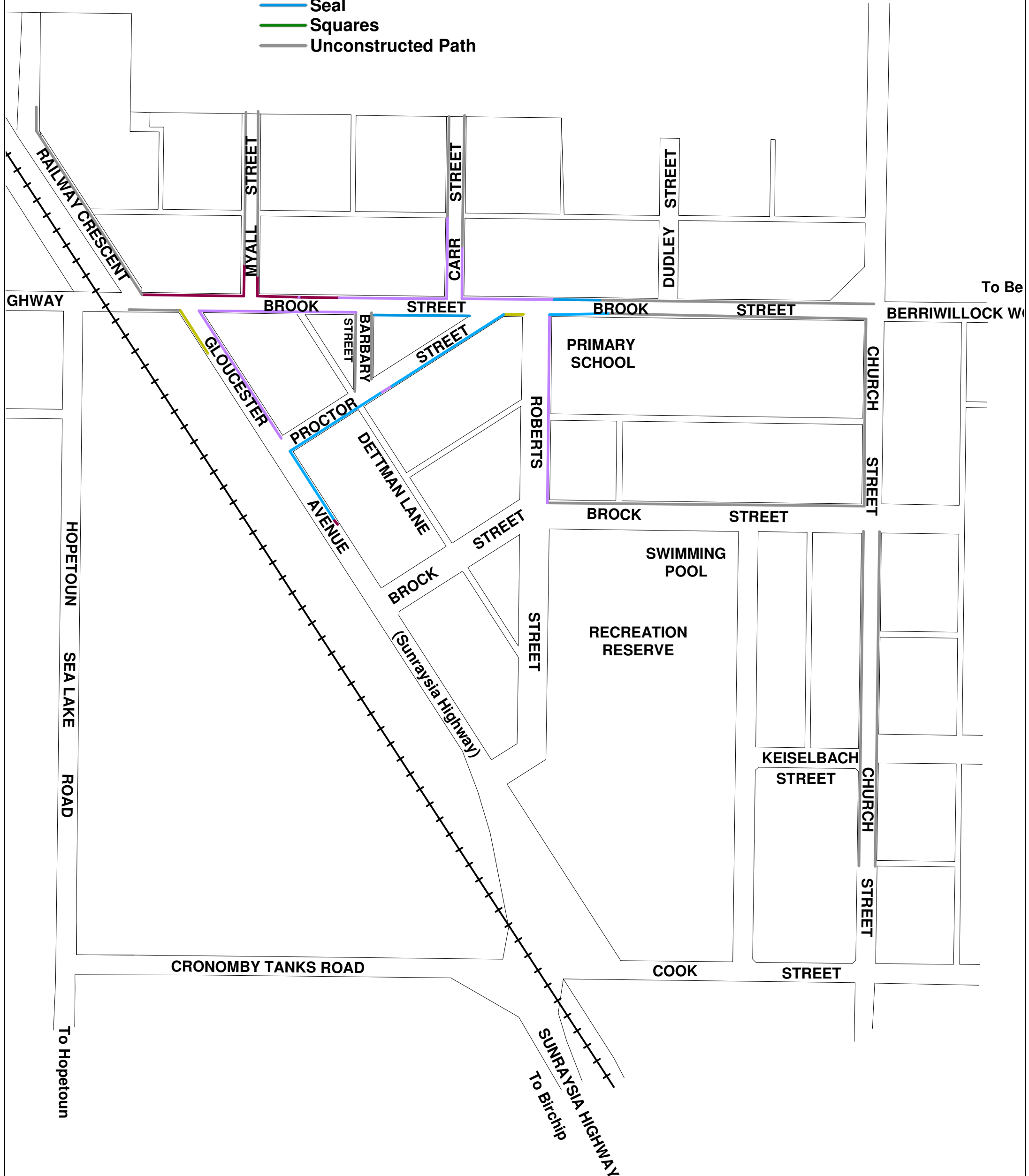
Woomelang Hierarchy

- 1
- 2
- 3



Woomelang paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path

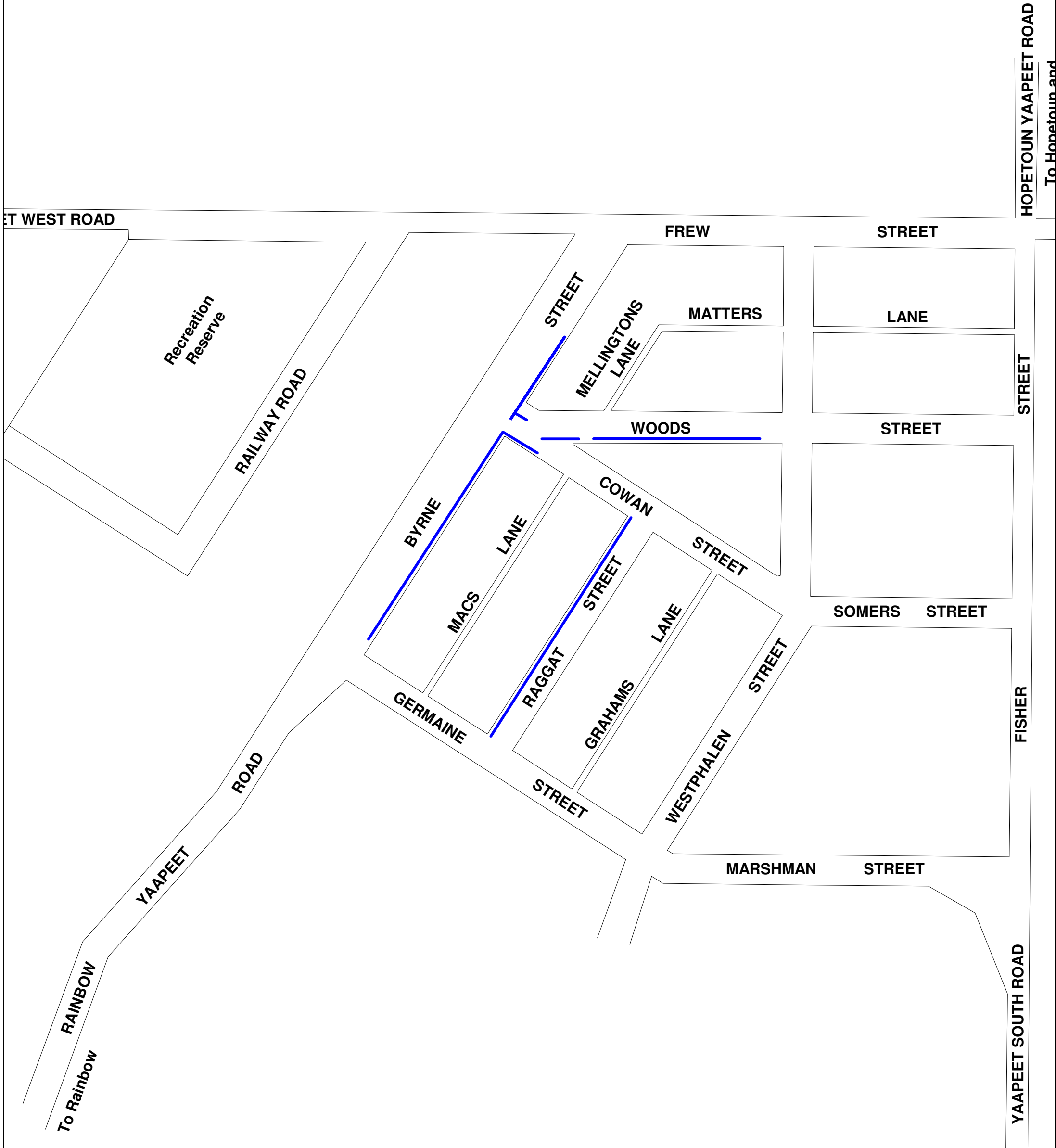


Yaapeet Hierarchy

— 1

— 2

— 3



Yaapeet paths by Surface

- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Seal
- Squares
- Unconstructed Path

