



FOOTPATH HIERARCHY

Revised version adopted by Council 25th July 2018

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 April 2018.

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 require replacement with concrete or another suitable surface.
- Bitumen seal
- Premix / hotmix / asphalt.
- Unsealed: Crushed rock / gravel / quarry dust.

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 two categories:

Category 1- High use

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

- Main routes between key destinations
- High use by general public and/or vulnerable users
- Pathways in CBD/commercial precincts and in the vicinity of schools, tourist areas or attractions, hospitals, medical centre, aged care facilities and public transport terminals/stops
- Primarily pathways that provide connections between key destinations
- Typically wider paths suitable for more than one person with excellent separation or clearance from the traffic lanes
- Typically located on both sides of a street

Category 2- Medium use

These are in high density residential areas & are less used:

- Medium use by general public and/or vulnerable users
- Paths that provide a networking function between other destinations and category 1 paths.
- Often associated with arterial and link roads and located on both sides of a street.
- Pathways in courts, low density, fringe residential streets and industrial areas with minimal through traffic
- Typically located on one side of a street only

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.

Category 3

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

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 have a major review by Council every four years.

INDEX TO MAPS - Hierarchy & Surface

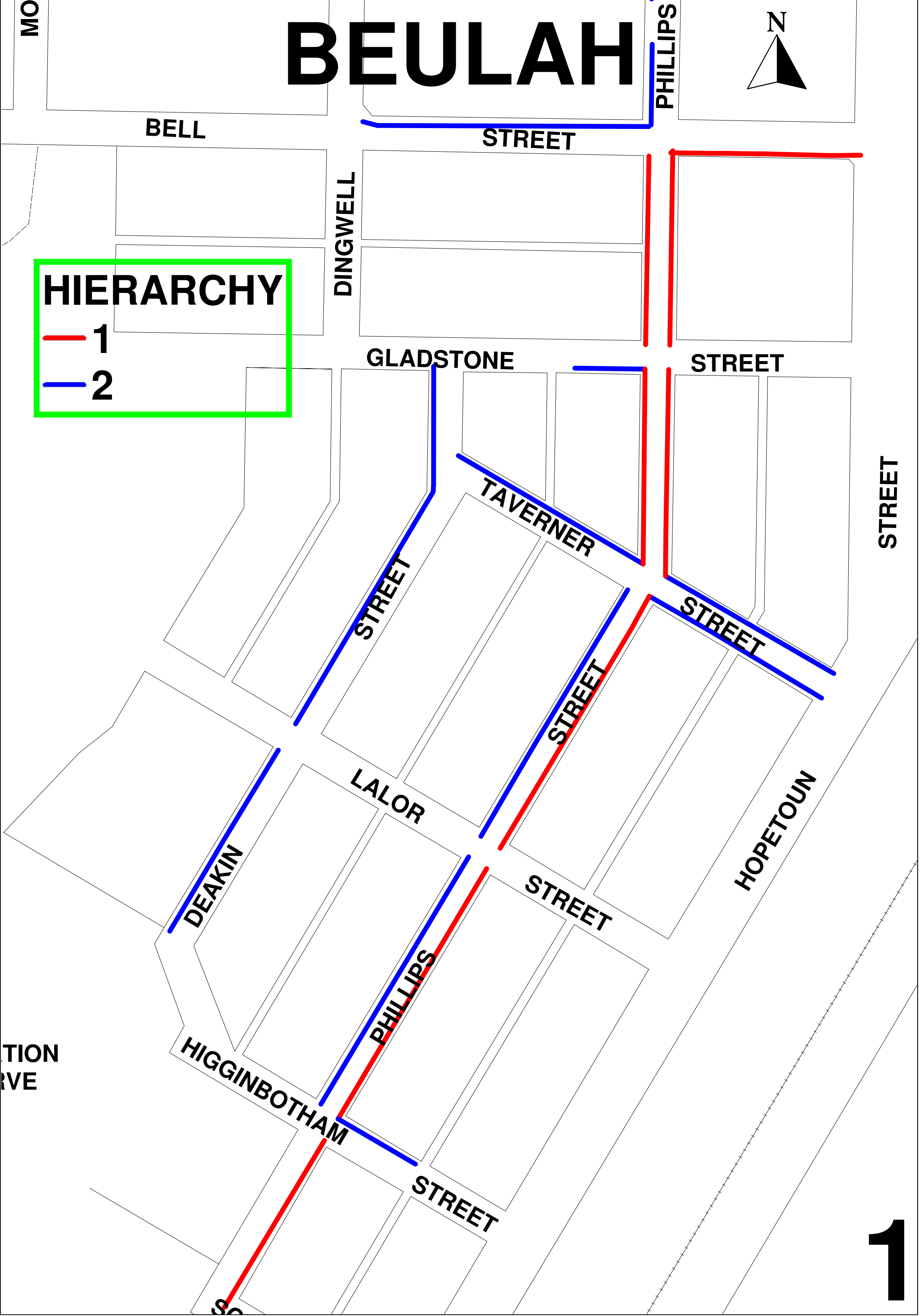
TOWN	MAP NUMBER
BEULAH	1 & 2
BRIM	3 & 4
HOPETOUN	5 & 6
LASCELLES	7 & 8
MINYIP	9 & 10
MURTOA	11 & 12
PATCHEWOLLOCK	13 & 14
RUPANYUP	15 & 16
SPEED	17 & 18
TEMPY	19 & 20
WARRACKNABEAL	21 & 22
WOOMELANG	23 & 24
YAAPEET	25 & 26

BEULAH

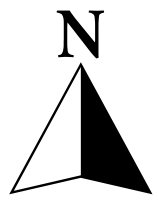


HIERARCHY

- 1
- 2



BEULAH



MC

BELL

STREET

PHILLIPS

DINGWELL

GLADSTONE

STREET

SURFACE

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

STREET

TAVERNER

STREET

STREET

LALOR

STREET

HOPETOUN

DEAKIN

PHILLIPS

HIGGINBOTHAM

STREET

SC

TION
RVE

BRIM

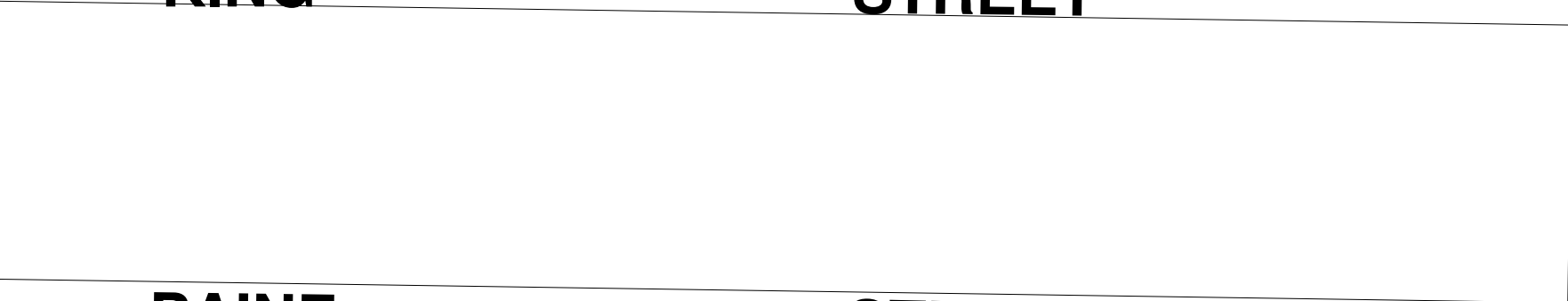
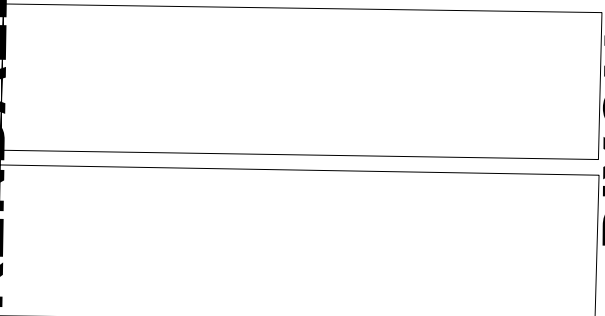
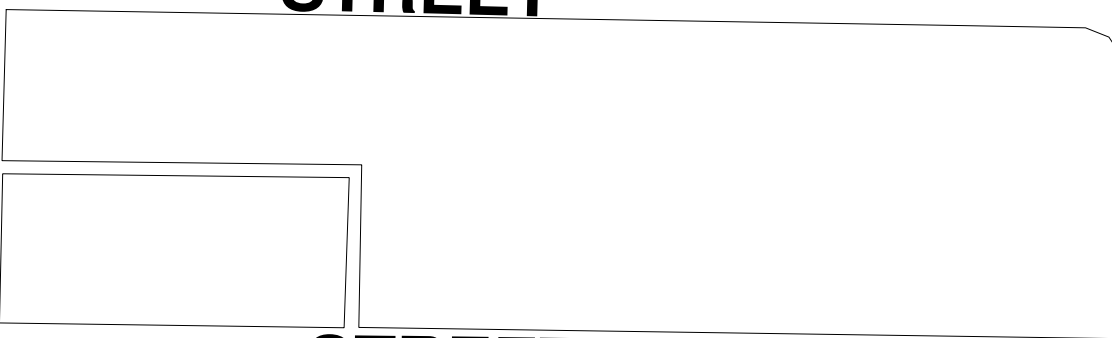
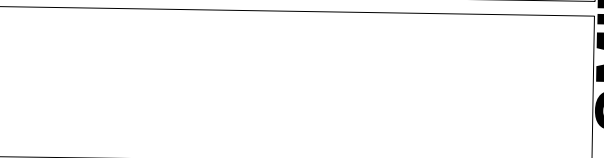
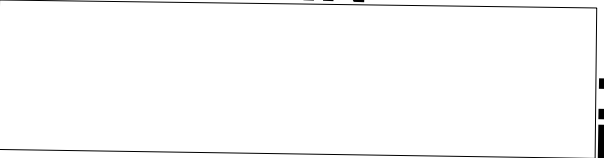
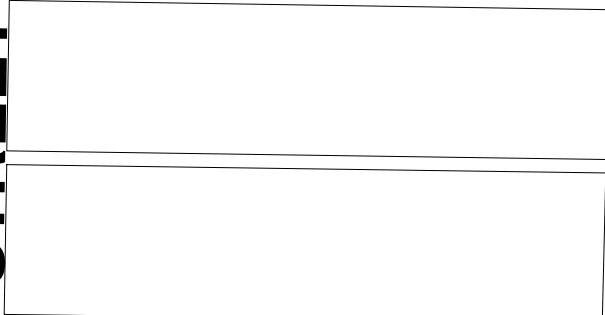
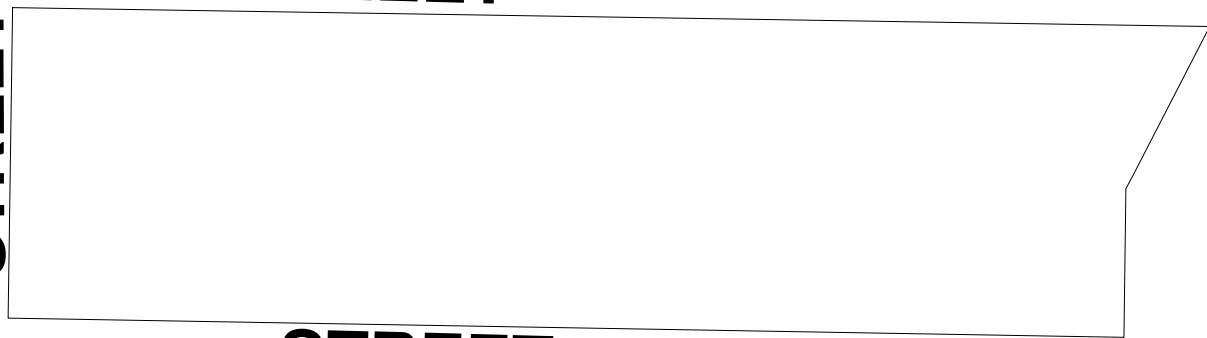
*RECREATION
RESERVE*

HIERARCHY

- 1
- 2



HIC
HENTY



STREET

STREET

STREET

STREET

STREET

STREET

STREET

STREET

SIMSON

STREET

SWANN

STREET

KING

STREET

PAINE

STREET

BRIM

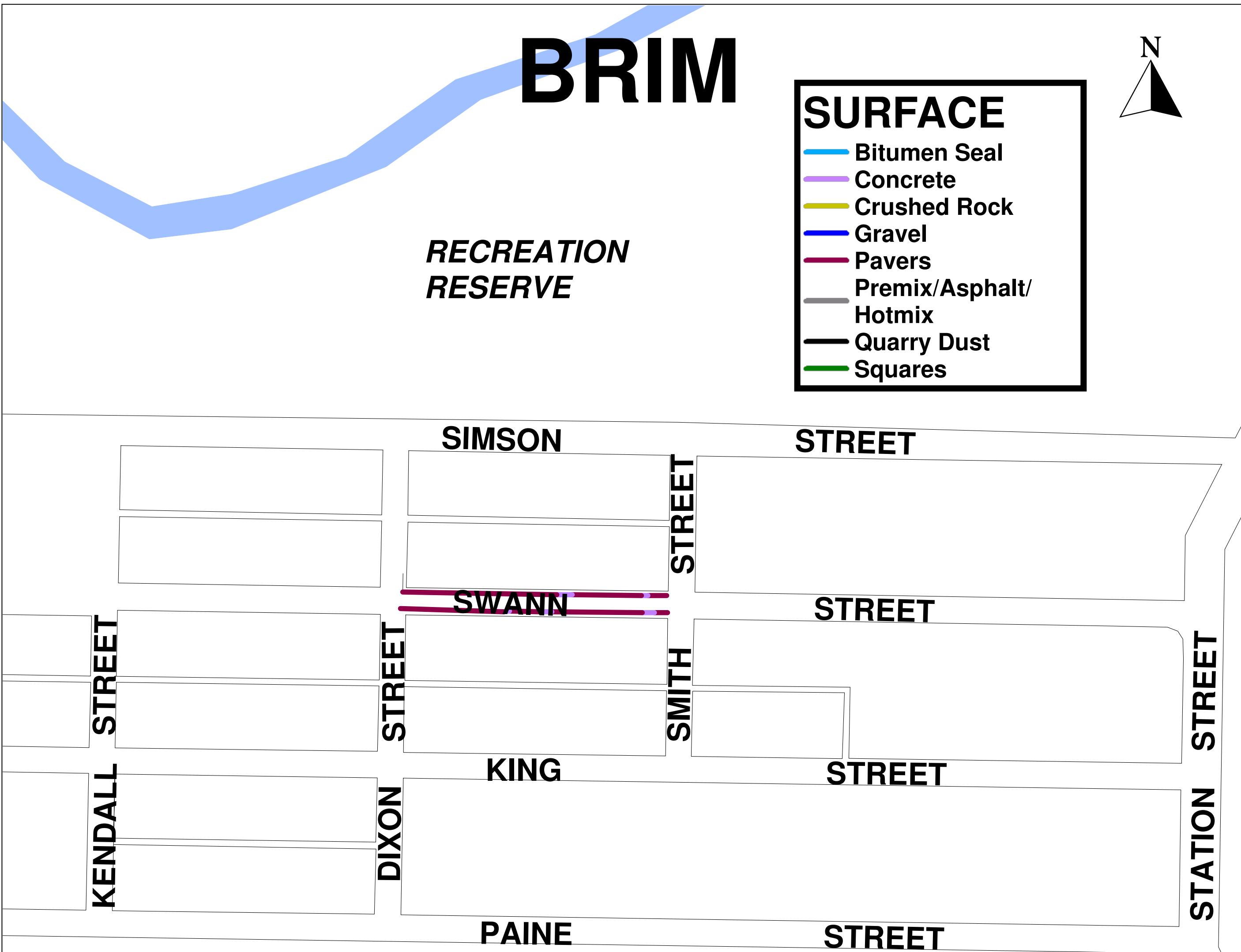
*RECREATION
RESERVE*

SURFACE

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



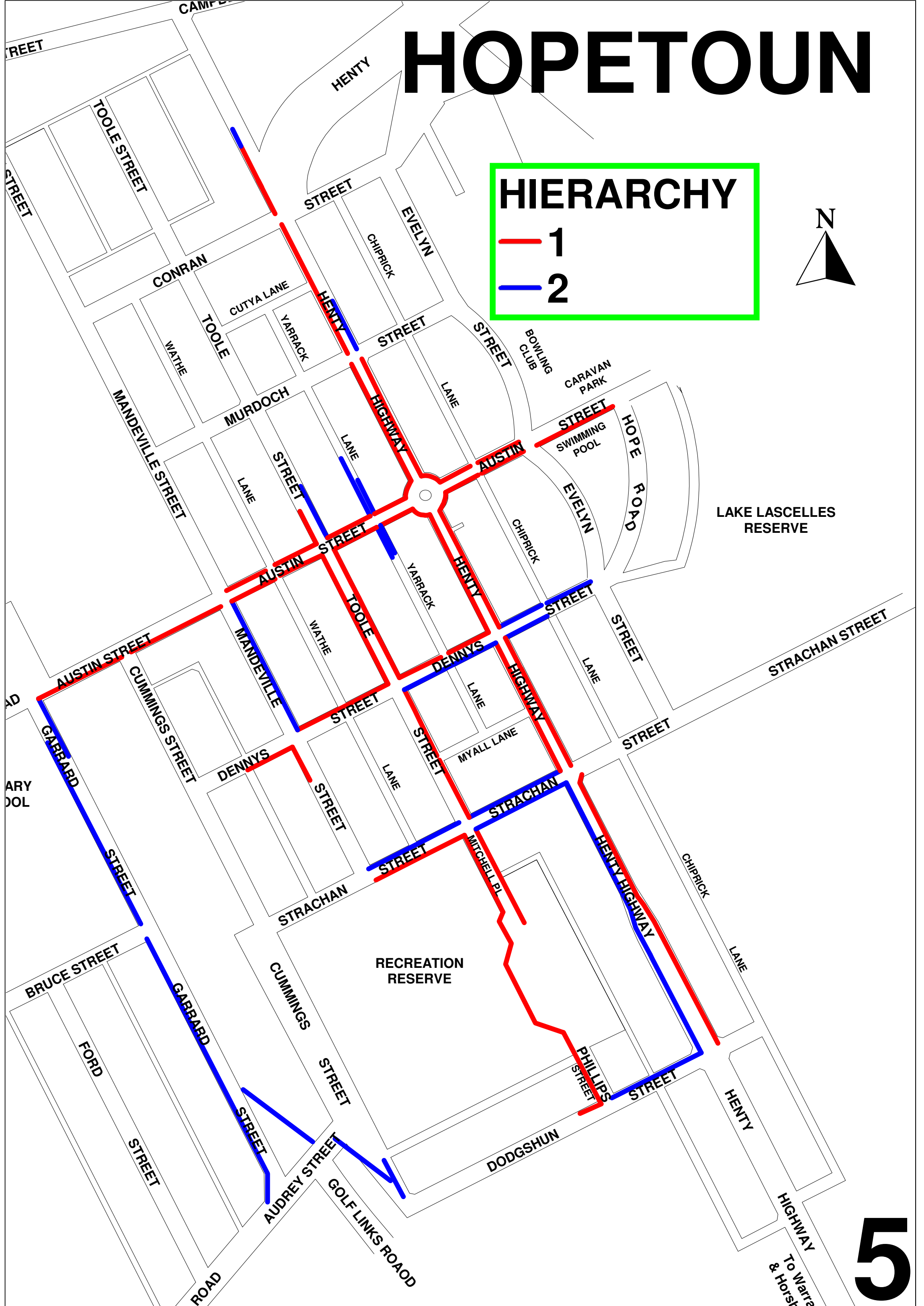
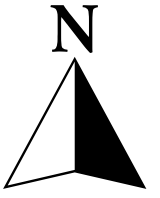
HIG
HENTY



HOPETOUN

HIERARCHY

- 1
- 2



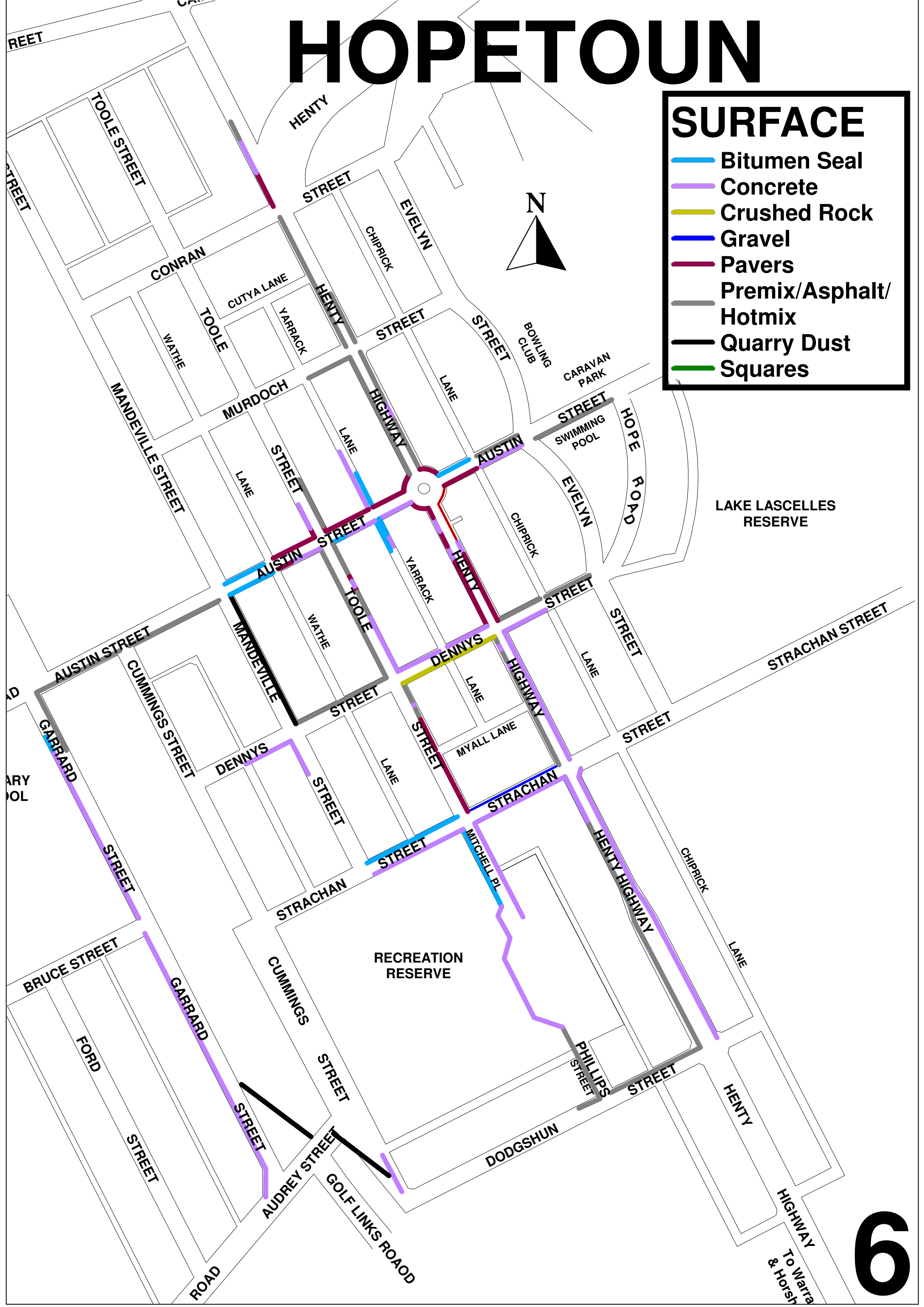
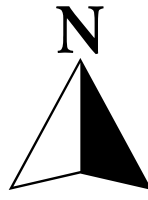
LAKE LASCELLES RESERVE

RECREATION RESERVE

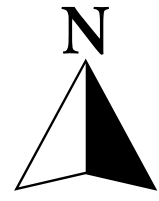
HOPETOUN

SURFACE

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



LASCELLES



HIERARCHY

- 1
- 2

HIGHWAY

SUNRAYSLIA

WYCHUNGA

MALLEE

QUANDONG

STREET

STREET

BOREE STREET

SWEETAPPLE

STREET

LASCELLES



SURFACE

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

SUNRAYSLIA
HIGHWAY

WYCHUNGA

MALLEE

BOREE STREET

MERAN STREET

QUANDONG

STREET

STREET

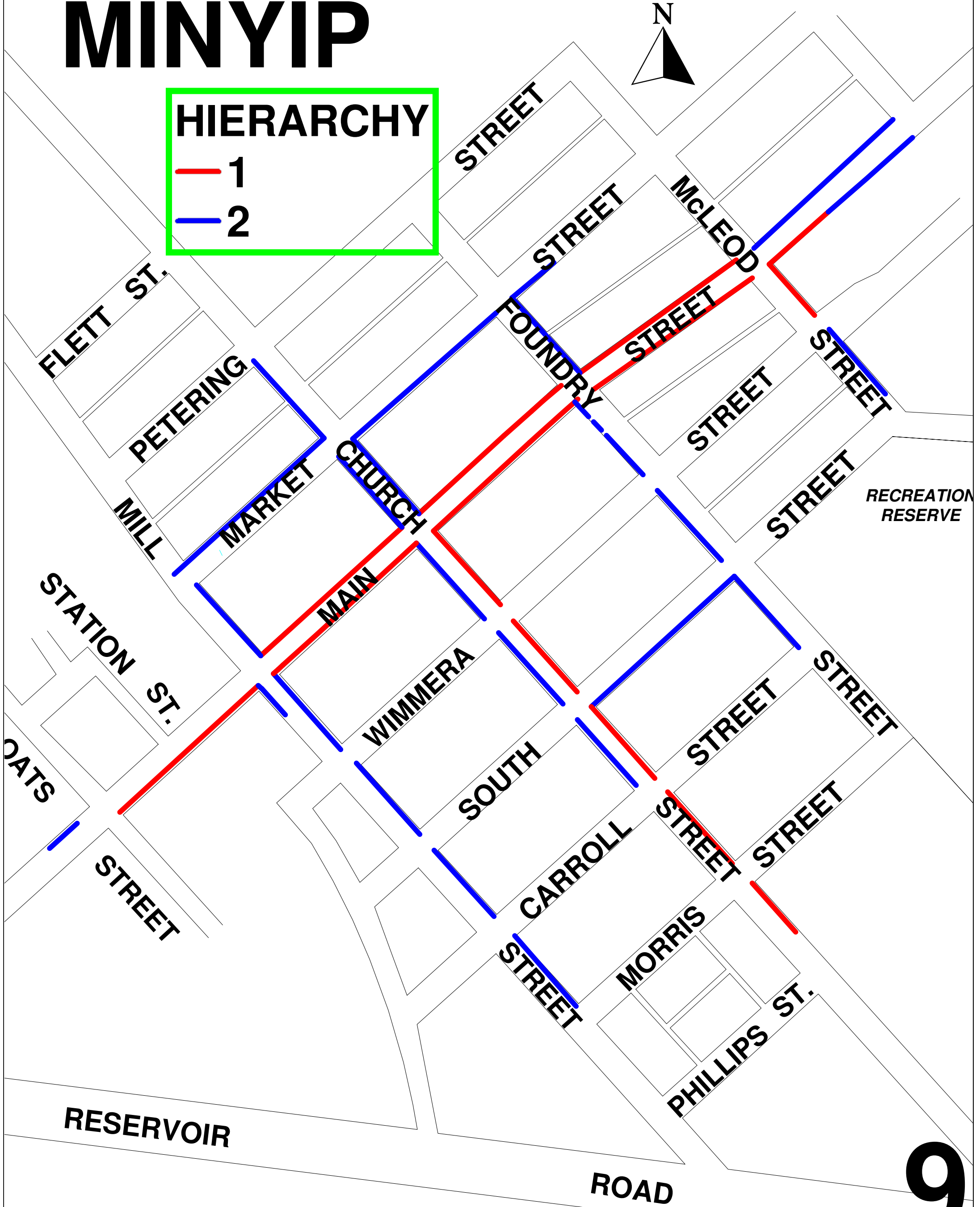
SWEETAPPLE

MINYIP



HIERARCHY

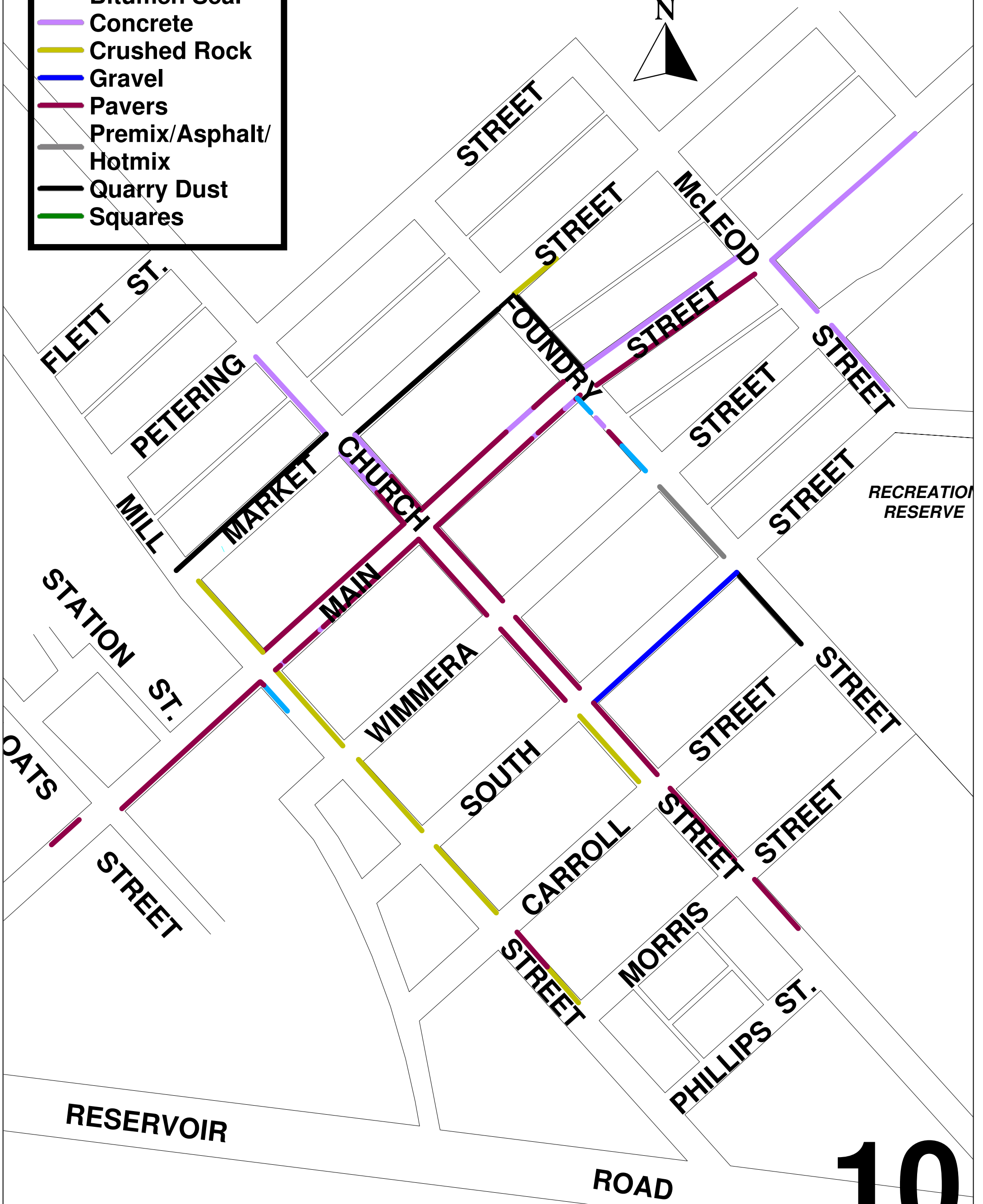
- 1
- 2



SURFACE

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

MINYIP



MURTOA

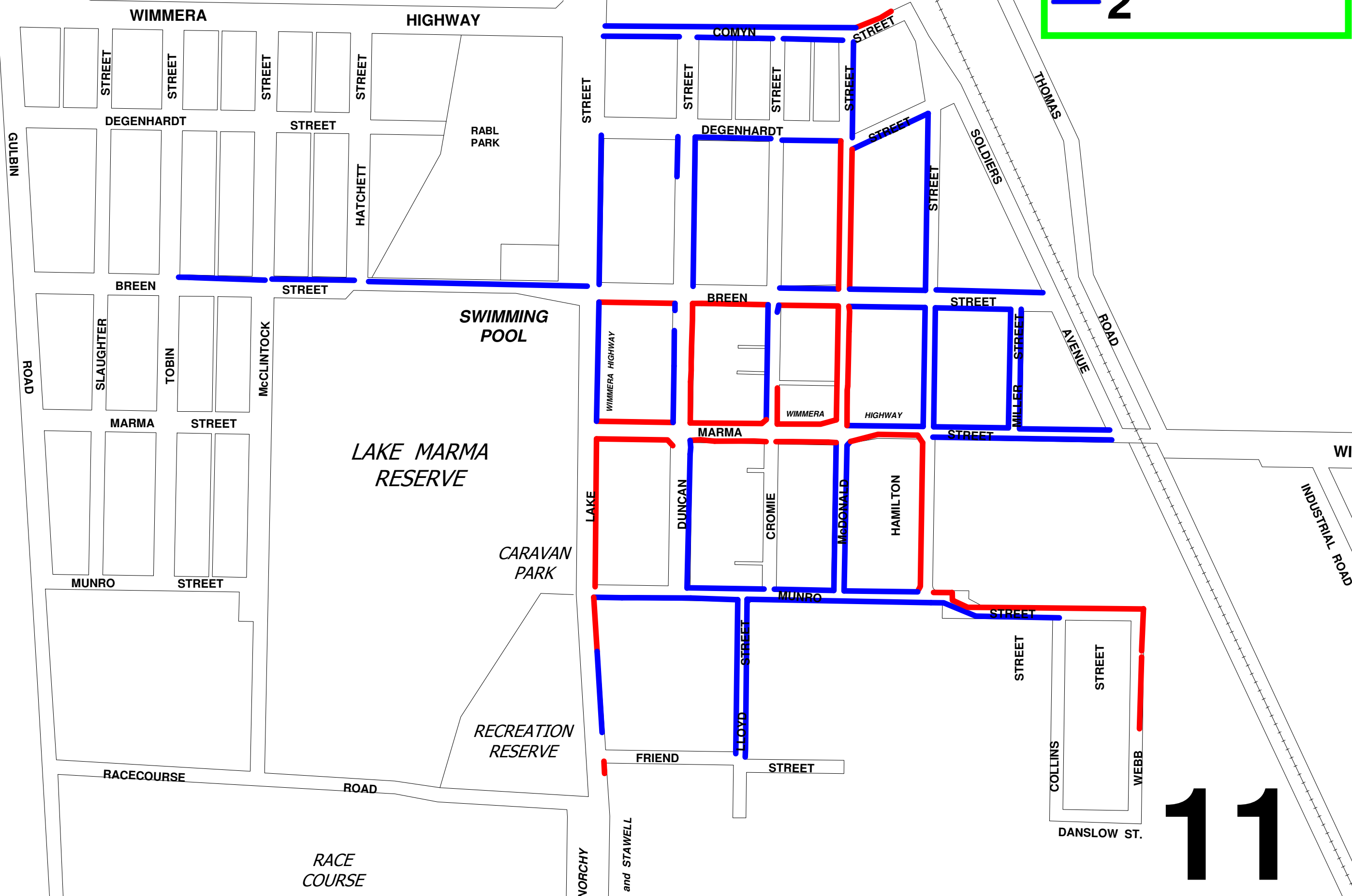
To HORSHAM

DONALD MURTOA
To MINYIP a



HIERARCHY

- 1 (Red line)
- 2 (Blue line)



MURTOA

To HORSHAM

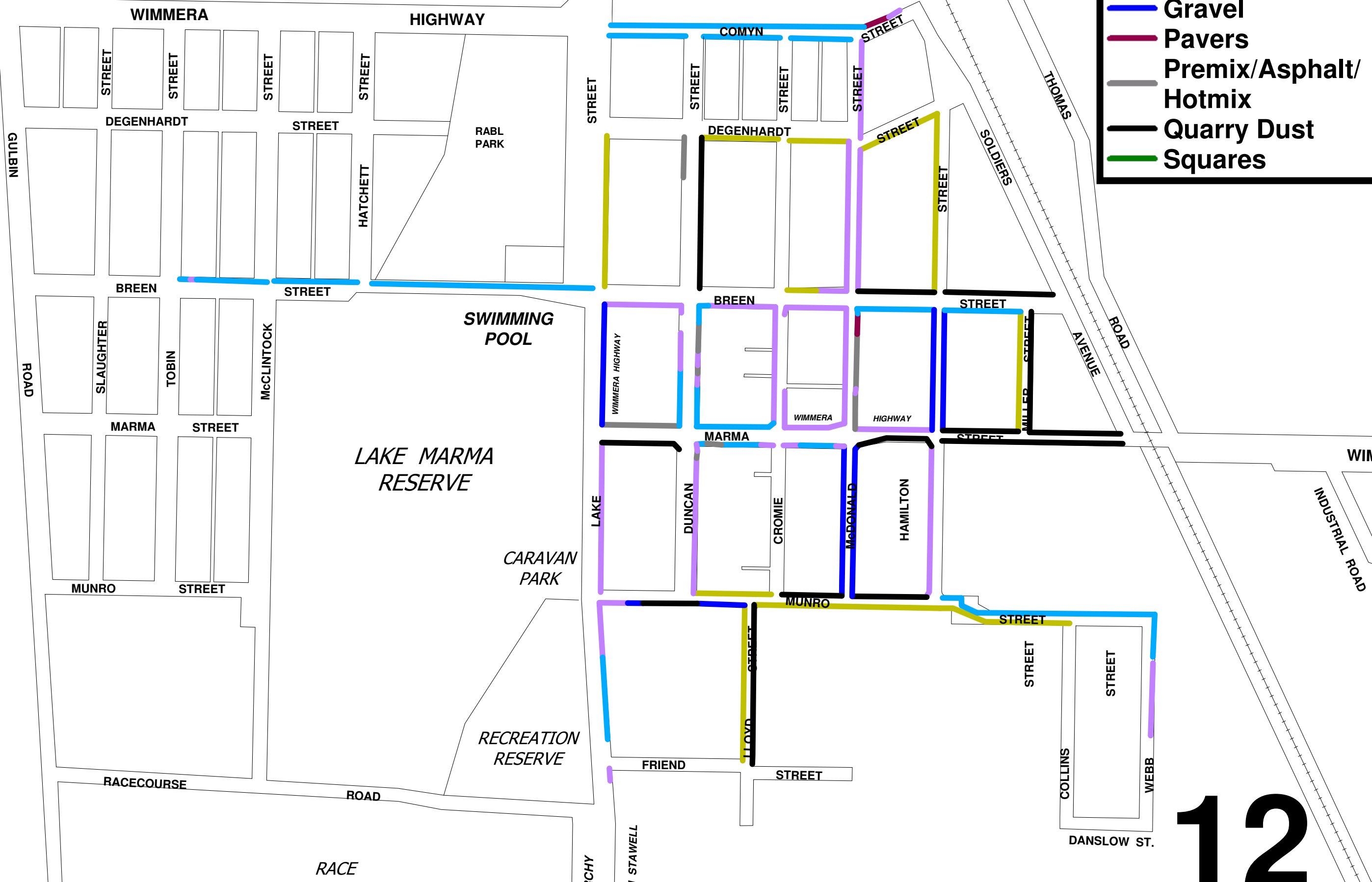
DONALD MURTOA

To MINYIP at

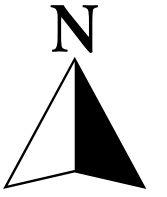


SURFACE

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

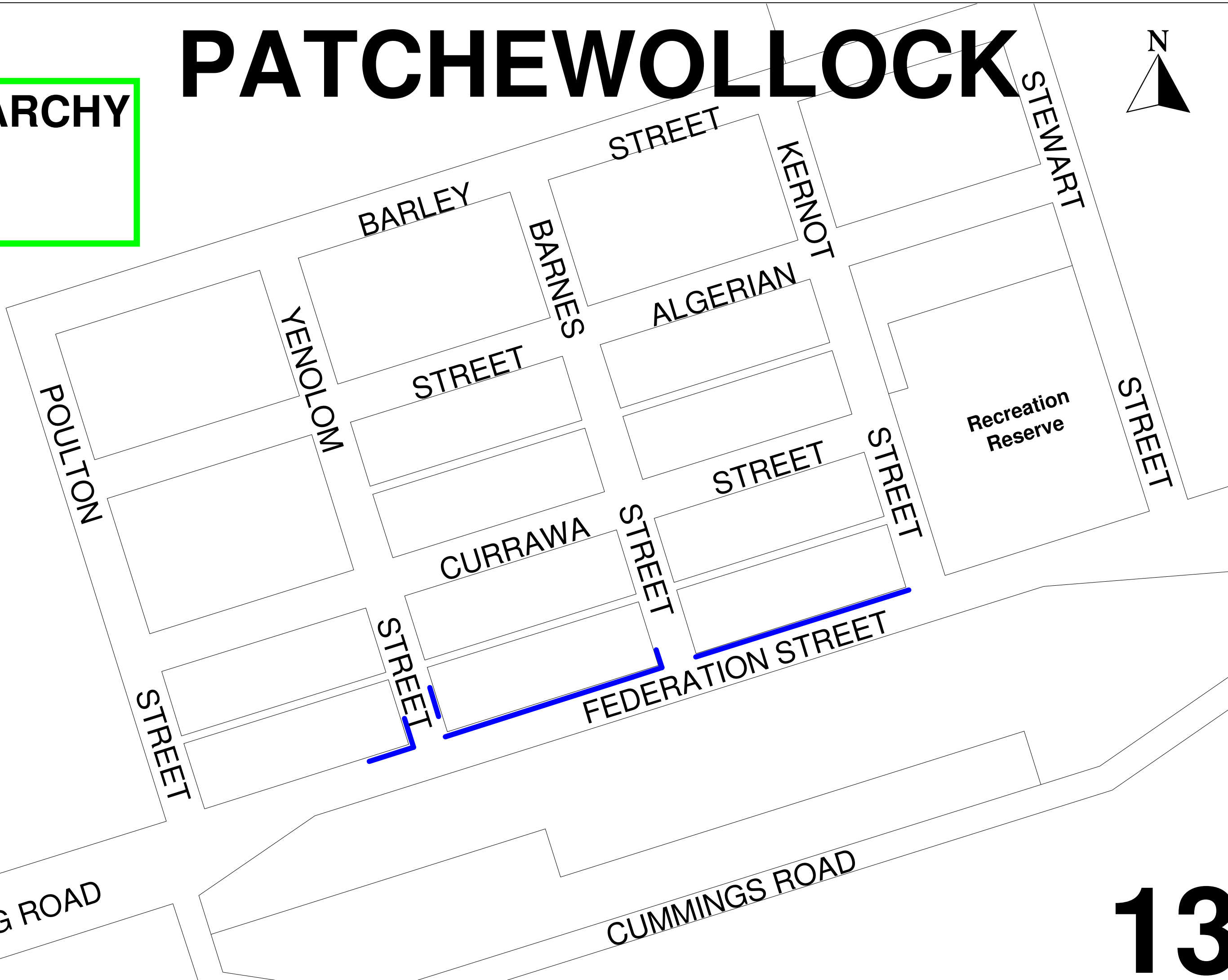


PATCHEWOLLOCK



HIERARCHY

- 1
- 2



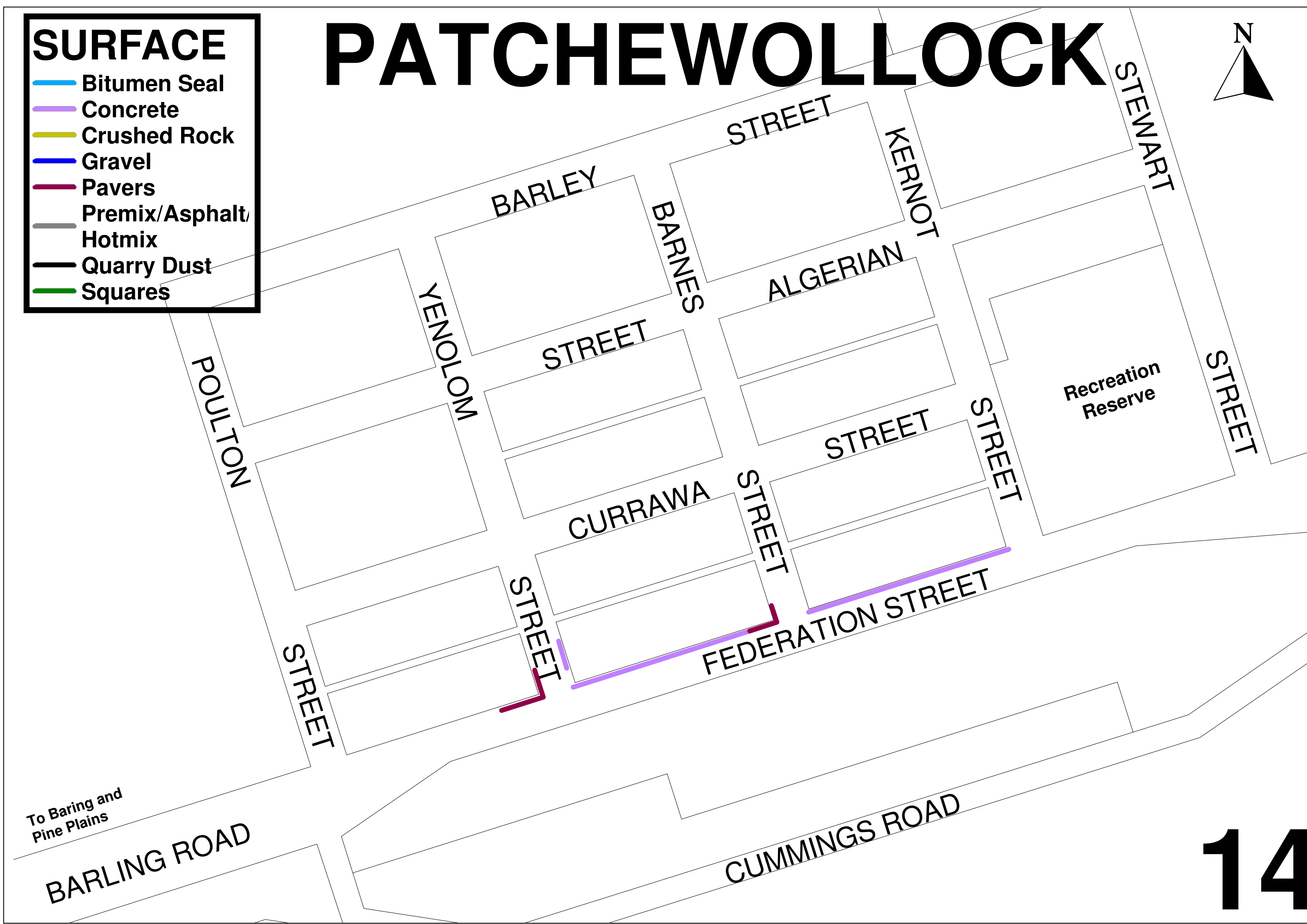
To Baring and Pine Plains

BARLING ROAD

SURFACE

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

PATCHEWOLLOCK



To Baring and
Pine Plains

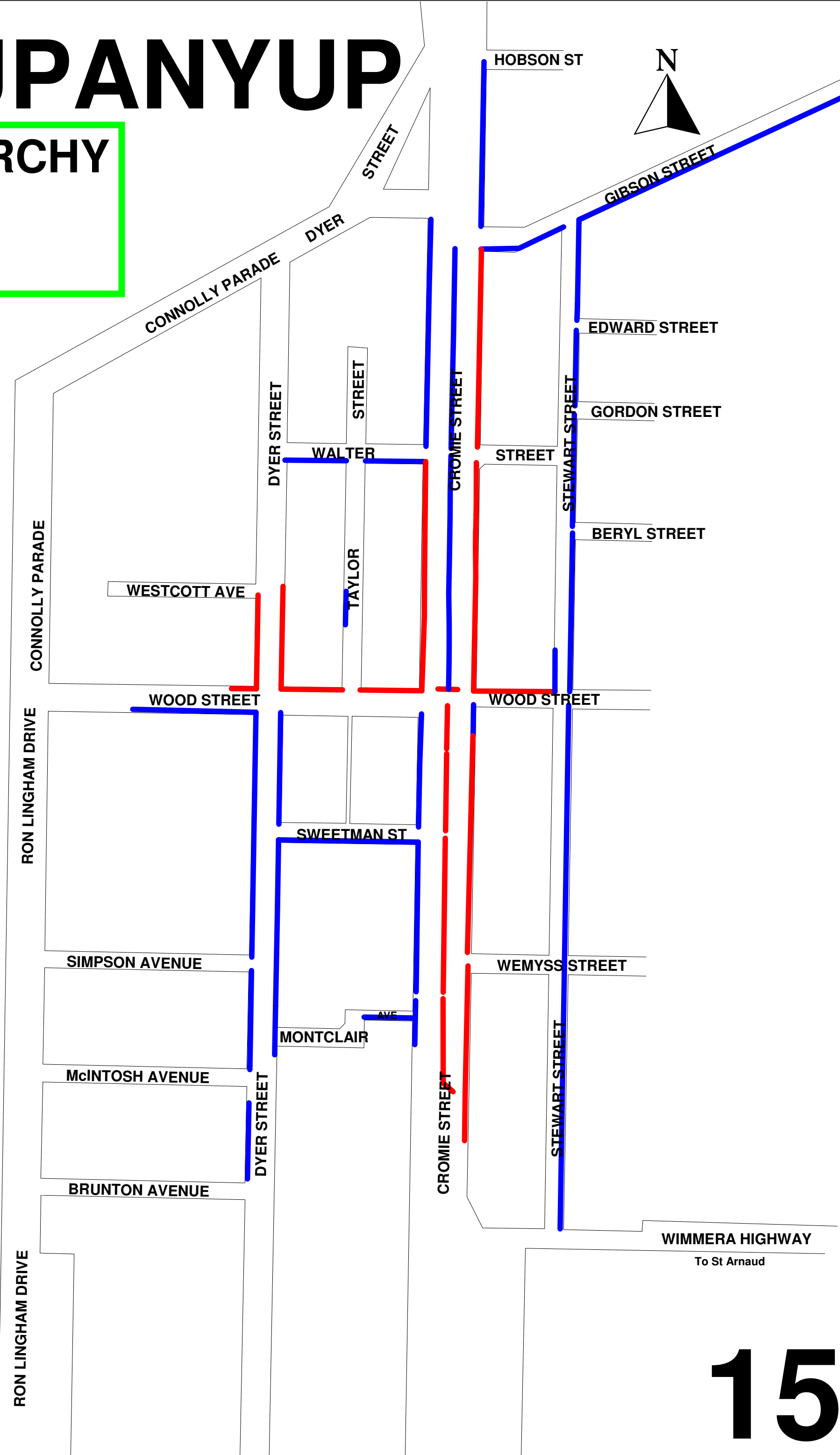
BARLING ROAD

CUMMINGS ROAD

RUPANYUP

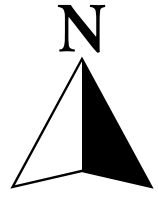
HIERARCHY

- 1
- 2



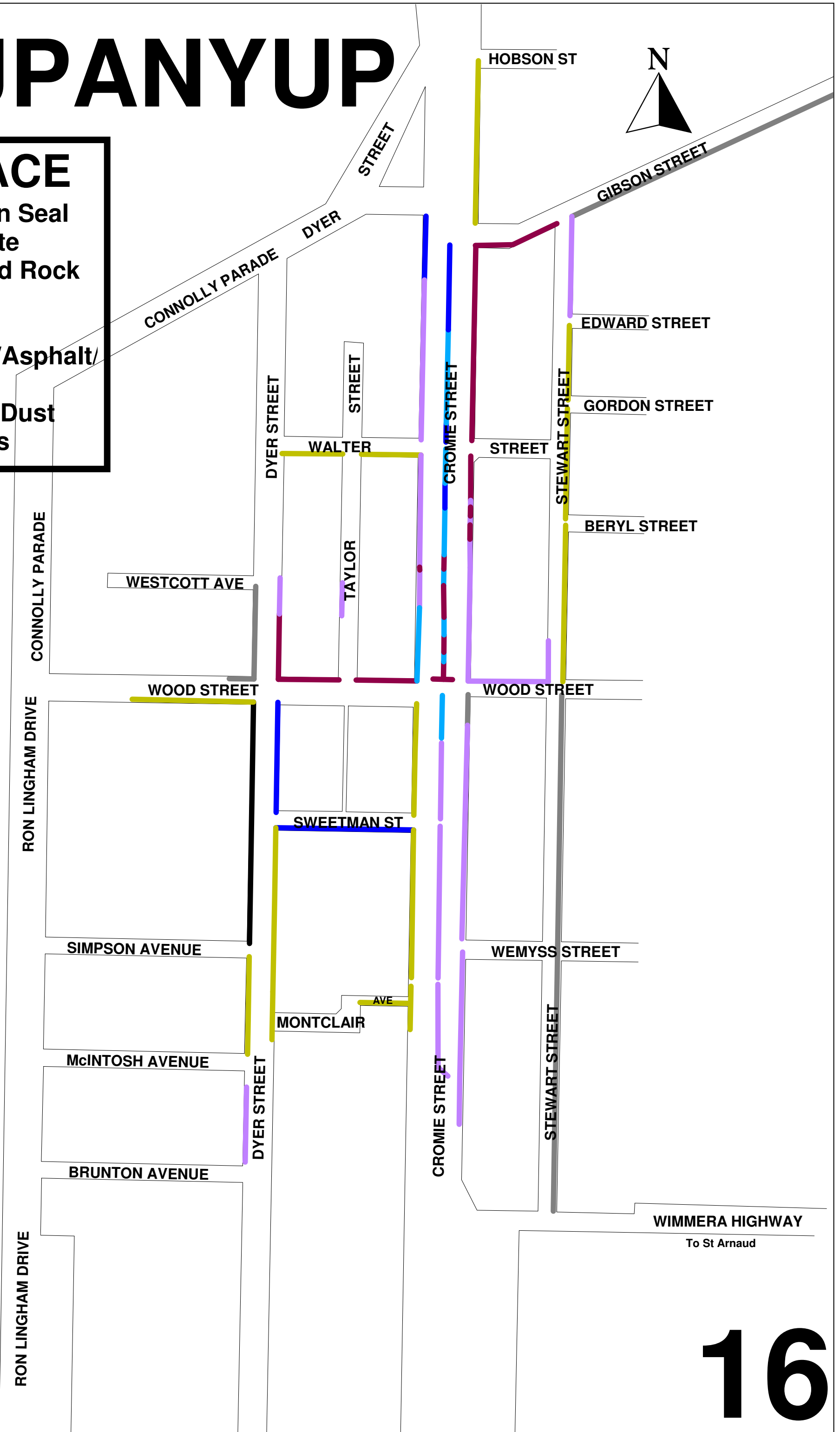
WIMMERA HIGHWAY
To St Arnaud

RUPANYUP



SURFACE

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



SPEED

HIERARCHY

- 1
- 2



GOLF COURSE RD

GOUDIE

STREET

CHAMBERLAIN

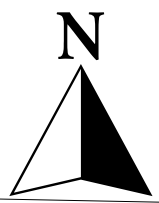
STREET

CARTER STREET

MAIN STREET

SPEED SILO ROAD

SPEED



SURFACE

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

SPEED SILO ROAD

CHAMBERLAIN

GOLF COURSE RD

GOUDIE

STREET

STREET

CARTER STREET

MAIN STREET

TEMPY

HIERARCHY

- 1
- 2



STATION

LANE

DALTON

HARRISON STREET

STREET

CURRY'S LANE

CHURCH

STREET

MARTIN LANE

STREET

BOSCHERT

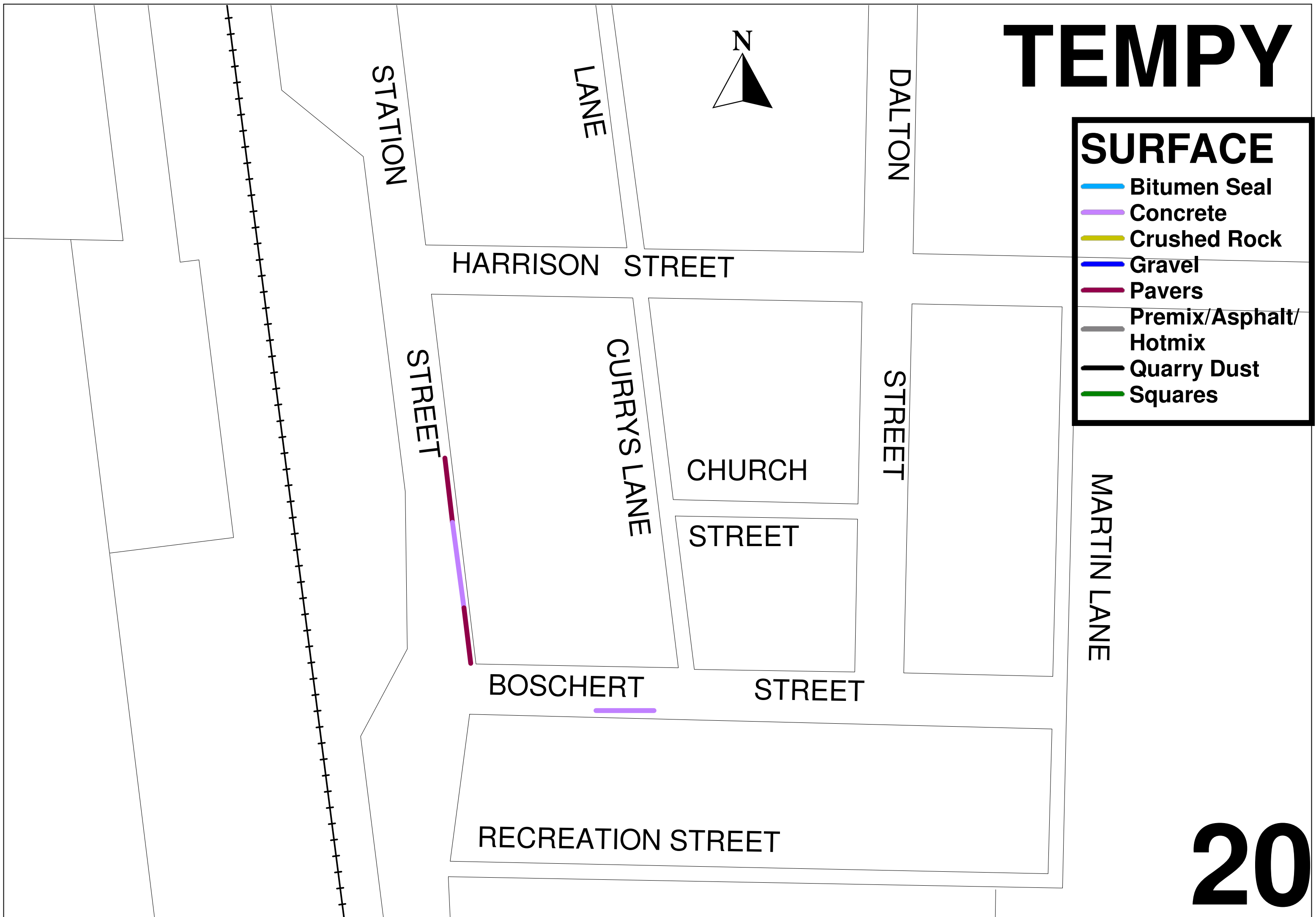
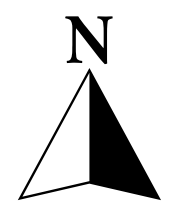
STREET

RECREATION STREET

TEMPY

SURFACE

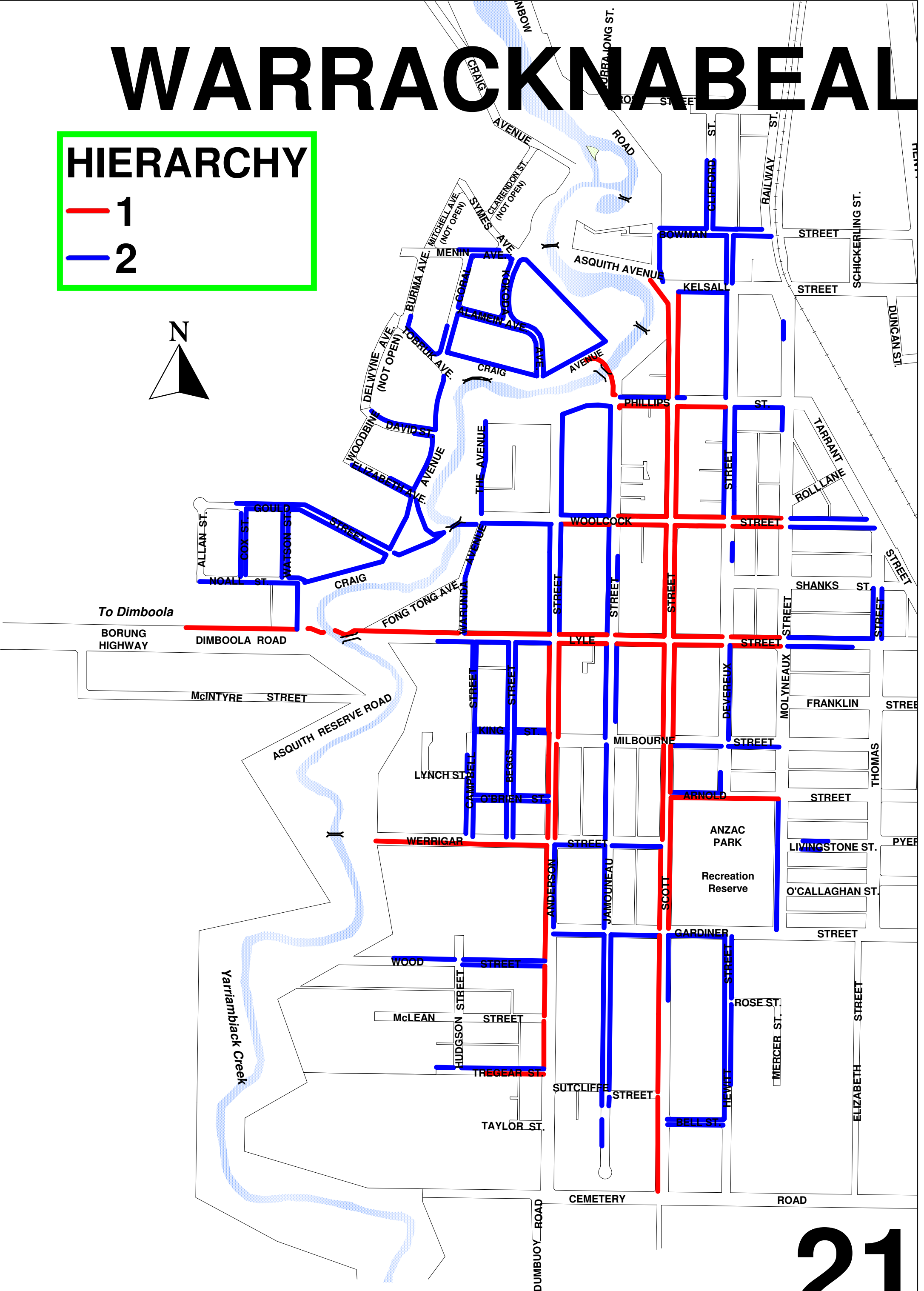
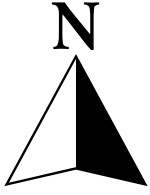
- Bitumen Seal
- Concrete
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust
- Squares



WARRACKNABEAL

HIERARCHY

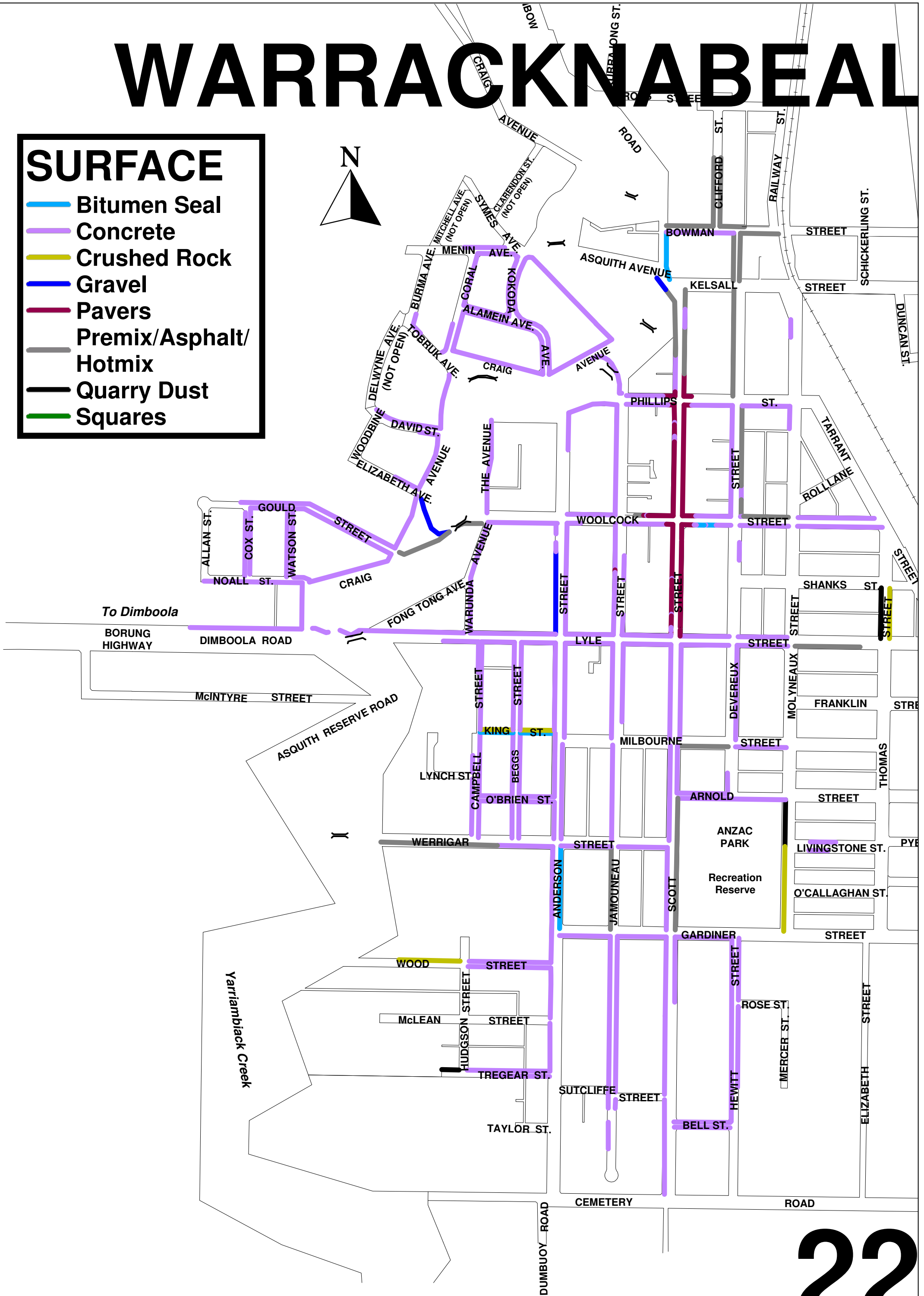
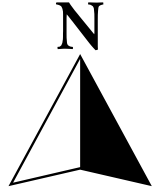
- 1
- 2



WARRACKNABEAL

SURFACE

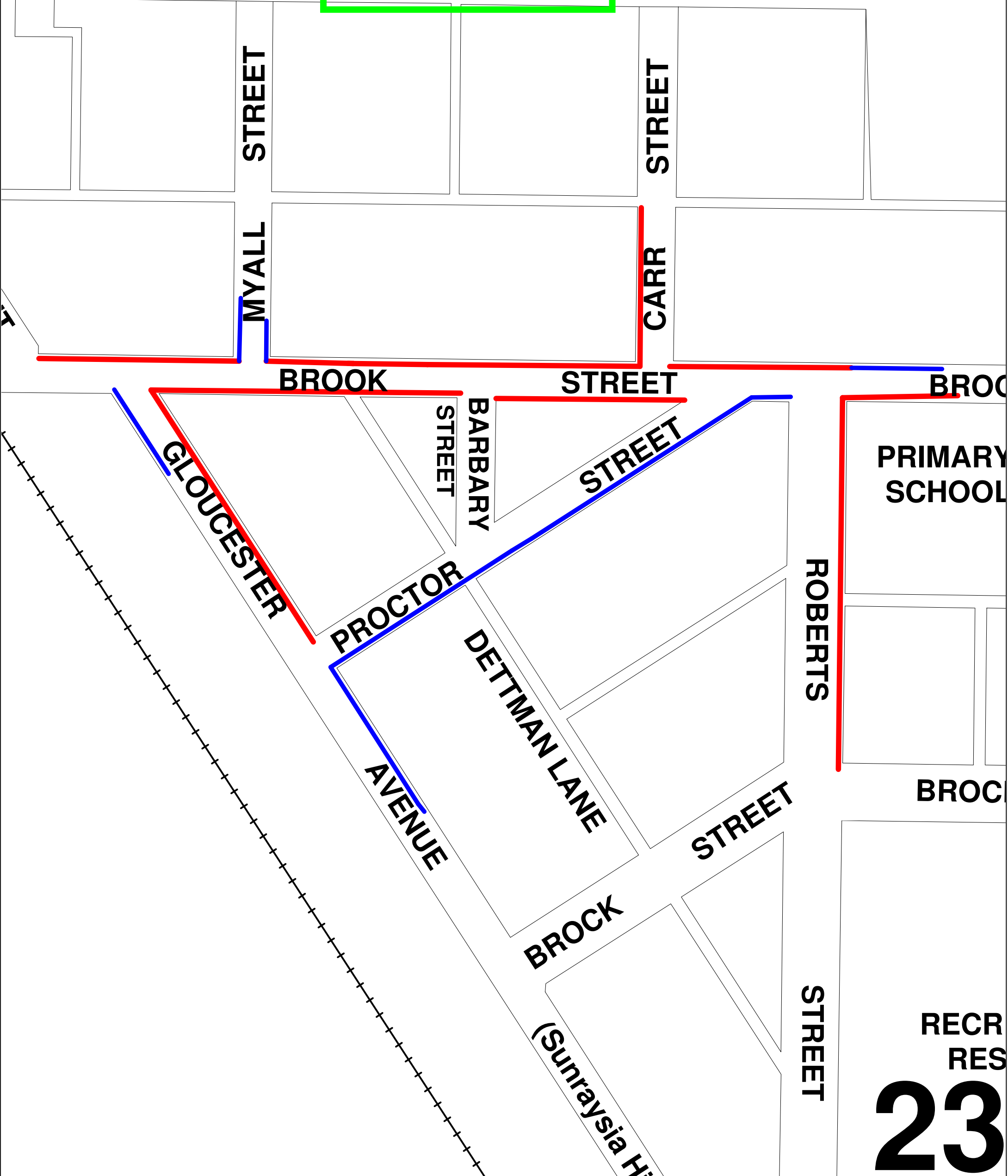
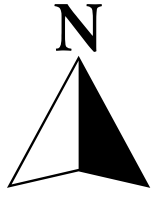
-  Bitumen Seal
-  Concrete
-  Crushed Rock
-  Gravel
-  Pavers
-  Premix/Asphalt/Hotmix
-  Quarry Dust
-  Squares



WOOMELANG

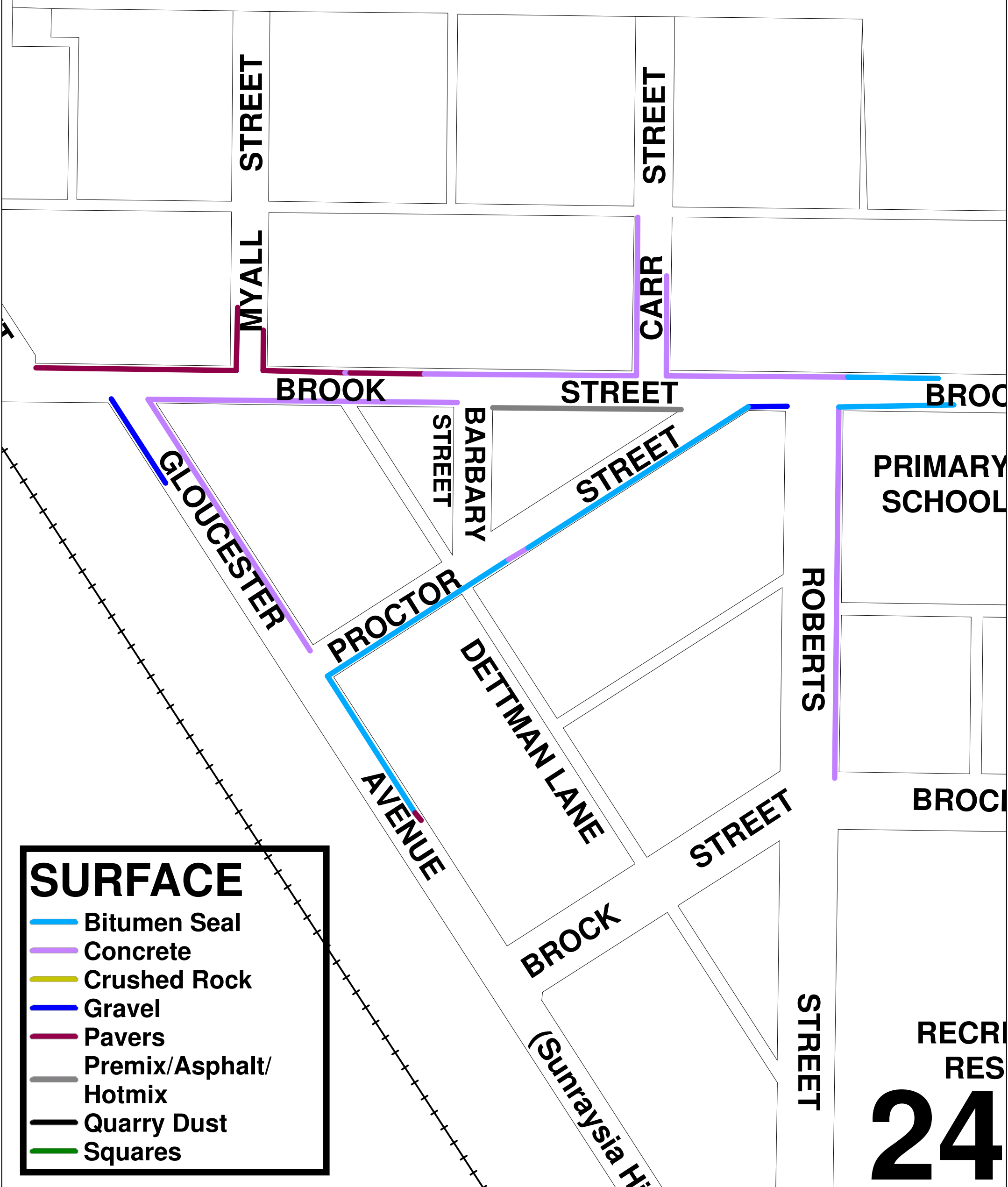
HIERARCHY

- 1
- 2



RECR
RES
23

WOOMELANG

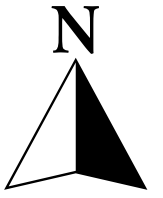


SURFACE

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

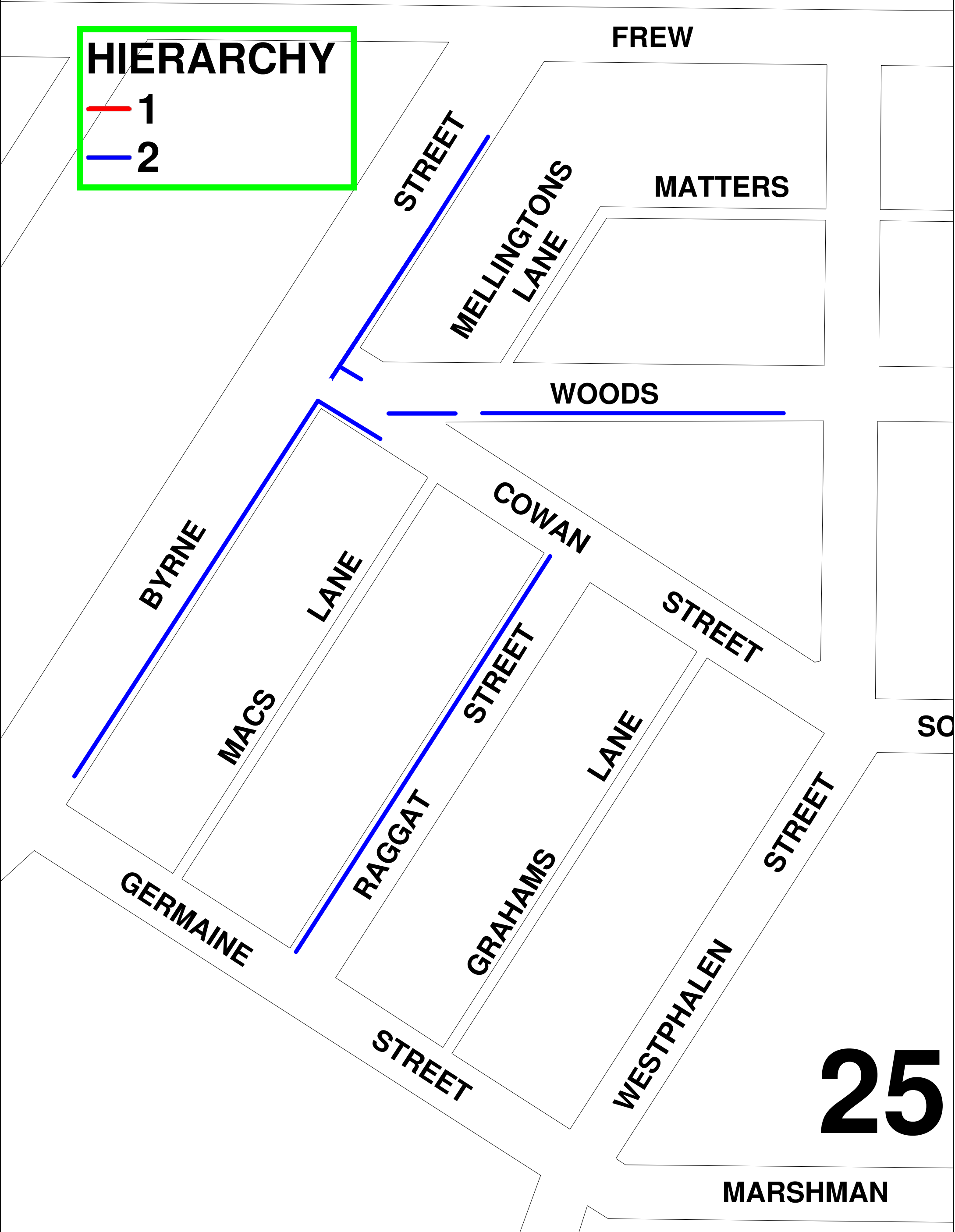
RECREATION RES
24

YAAPEET



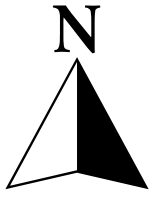
HIERARCHY

- 1
- 2



25

YAAPEET



SURFACE

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

