Attachment 3

Road and Path Hierarchy

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Road Hierarchy

Table 1: Road Hierarchy - Description

Classification	ResCode Equivalent	Current Function / Features	Council's current approach to managing these roads
Link Roads		▪ Efficiently channel traffic through the Municipality. ▪ Carry traffic between major commercial, industrial and residential areas. ▪ Link VicRoads arterial roads. ▪ Provide for through traffic movements and heavy vehicle use.	▪ Principal public transport and designated on-road bicycle routes are actively encouraged. ▪ Off-road shared paths and footpaths are encouraged, with controlled pedestrian crossings where required. ▪ LATMs, such as speed humps, chicanes or threshold treatments should be avoided. Preferred treatments include roundabouts, traffic splitter islands and lane markings. ▪ Restrictions to on-street parking may be used during peak hours to facilitate peak hour traffic movements.
Collector Roads	Collector Street Trunk Collector Street	▪ Provide connectivity to commercial and residential areas from Link Roads or directly from the VicRoads arterial network. ▪ Concentrate locally generated traffic to an outlet. ▪ Provide direct access to the local road network but road does not act as a through traffic route. ▪ Carries local traffic to shops, schools, commercial districts, hospitals, sporting and other local facilities.	▪ Public transport vehicles may be expected. ▪ Designated on-road bicycle routes may be provided. ▪ Shared/ pedestrian paths are encouraged and pedestrian treatments considered to improve pedestrian safety and amenity. ▪ Traffic management treatments used to improve safety and residential amenity, reduce local traffic speeds and discourage through traffic use not generated from within the immediate local area. ▪ Restriction of on-street parking may be used during peak times.
Industrial Roads	Industrial Zone Major Road	▪ Service local light industries concentrated in small areas that tend to be adjacent to VicRoads arterial roads. ▪ Road is in an Industrial Zone.	▪ Facilitate movement of numerous large heavy vehicles particularly during business hours. ▪ Provision of safe pedestrian and cyclist access where possible. ▪ Speed humps and chicanes should be avoided with preferred LATM treatments including roundabouts, traffic splitter islands and lane markings. ▪ Street parking may be restricted during business hours to facilitate access.
Access Roads	Access Place Access Street (Level 1 & 2)	▪ Provide access to abutting residential properties. ▪ Public amenity, safety and aesthetic aspects of these roads take priority over speed and ease of movement of vehicles.	▪ Maximise aesthetic value. ▪ Local public transport services permitted where access to residential areas or route continuity is required and the road is of an acceptable width. ▪ Provide a safe environment for formal and informal use by both pedestrians and cyclists. ▪ LATMs considered if safety and amenity concerns warrant treatment. ▪ Informal all-day street parking encouraged.
Unsealed Roads	These roads have a predominantly gravel/ crushed rock surface. They may function as Link, Collector or Access roads. Following formal construction of a sealed pavement, these roads will be re-classified into the appropriate class in accordance with their functional, physical and traffic characteristics.		

Table 2: Road Hierarchy – Desirable Traffic and Physical Conditions

CLASSIFICATION	Relevance to Rescode	DESIRABLE TRAFFIC CONDITIONS			DESIRABLE PHYSICAL FEATURES		
		Two Way AADT (24 hour)	% Commercial Vehicles	Posted Speed Limit (km/h)	Kerb Type	Pavement Width L.O.K[3] (m)	Pavement Type
Link Road[5]	N/A	Over 6,000	Less than 7%	50 to 80	Barrier / Rollover	7.4 to 12.0	Surface: Asphalt Pavement Std Drawings: S202.2 or S202.3
Collector Road[5]	• Collector Street • Trunk Collector Street	Less than 6,000	Less than 5%	50 to 60	Barrier / Rollover	6.4 to 11.3	Surface: Asphalt Pavement Std Drawings: S202.1 S202.2 S202.3
Industrial Road[4]	• Industrial Zone Major Road	Less than 6,000	Variable	50 to 60	Barrier	7.6 to 11.8	Surface: Asphalt Pavement Std Drawings: S203.1 S200.3
Access Road [7]	• Access Place • Access Street Level 1 • Access Street Level 2	Less than 2,000	Less than 3%[6]	15 to 50	Rollover / Plinth or no Kerb & Channel[2]	3.8 to 8.8	Surface: Asphalt/ Concrete Pavement Std Drawings: S200.1 S200.2 S201.1 S201.2 S201.3
Unsealed Road	N/A	Less than 1,000	Less than 1%	50	Shoulder with table drain	Variable	Gravel

Note:

1. The levels of service defined in the Knox Road Hierarchy do not conflict with the classifications included in the ResCode provisions. New roads will therefore continue to be designed and constructed in accordance with the ResCode Provisions.
2. Existing barrier kerb will be retained for Access Roads constructed prior to the standard introduction of rollover kerb into Knox. Where no kerb exists the current construction standard will be maintained.
3. L.O.K. - measurement of pavement width (Lip of Kerb)
4. Road is in an area zoned as *Industrial*
5. Link and Collector Roads within an industrial zone must have the pavement type as per standard drawing S203.1 or S200.3
6. Access Roads that accommodate a bus route may carry more than 3% commercial vehicles
7. Access Roads include right-of-ways located within a road reserve which have a constructed road.

Path Hierarchy

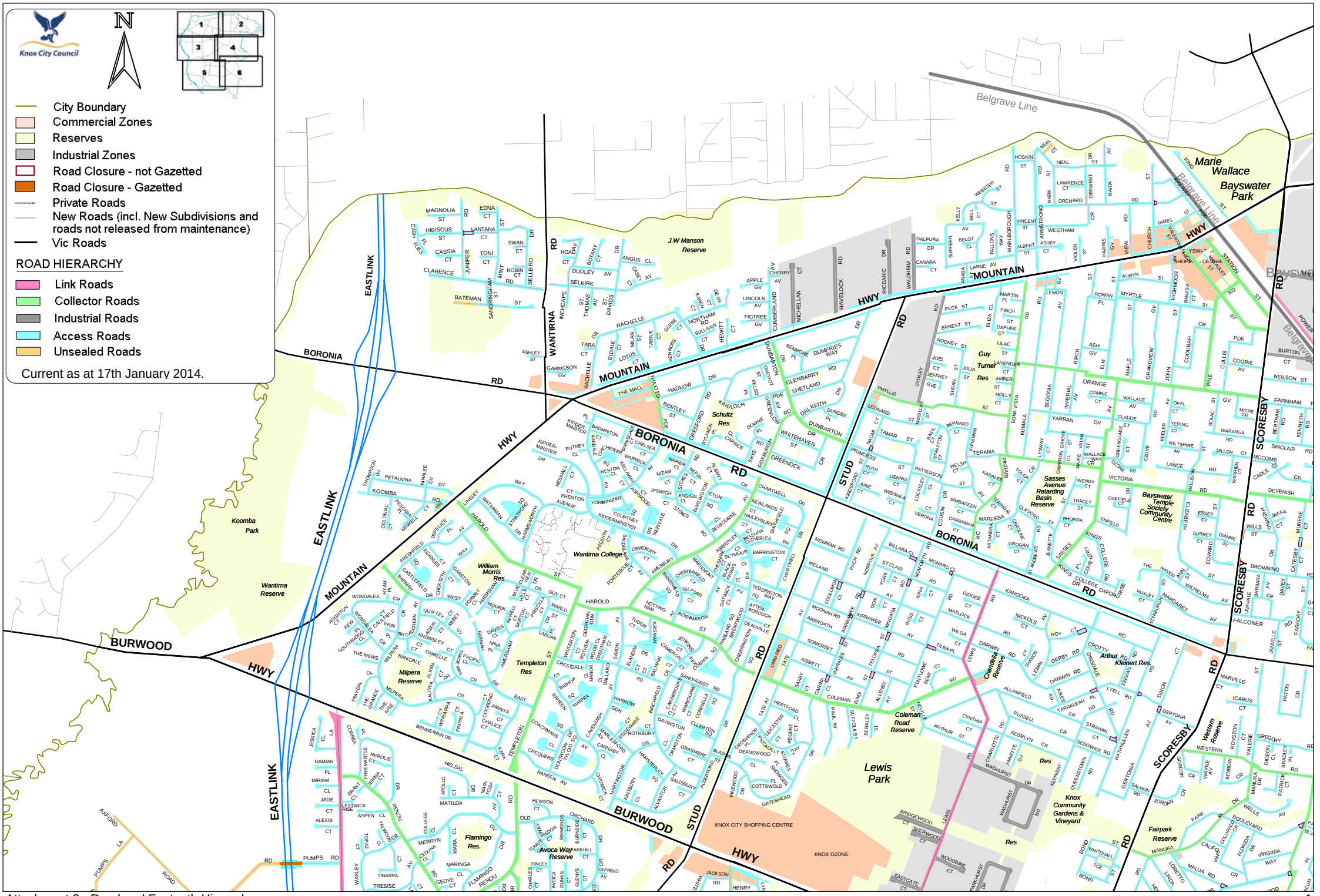
Table 3: Path Hierarchy - Description

Classification	Description	Desirable Physical Features		Desirable Functional Features	Council's current approach to managing footpaths
		Surface	Width (m)		
Commercial Access Routes	Footpaths surrounding, shopping strips, commercial centres, and transport hubs.	Asphalt or Concrete	2.5	Provide service for commercial areas with high volumes of pedestrian traffic.	• Undertake six monthly hazard inspections • Programmed update for DDA[1] compliance • Encourage sealed pavements with low defect tolerances • Service with paths on both sides of road
Key Access Routes	Footpaths servicing community centres, tourist attractions, religious centres, schools recreational facilities, pre-schools, childcare centres hospitals and elderly citizen facilities.	Asphalt or Concrete	1.4 -2.0	Provide a supporting network service to commercial access routes and other areas with medium volume pedestrian traffic.	• Undertake annual hazard inspections • Encourage sealed pavements with low defect tolerances • Programmed assessment of need for DDA[1] compliance • Service with paths on both sides of road
Industrial Access Routes	Footpaths located within Industrial precincts	Concrete	1.4 – 2.0	Provide network capable of withstanding additional vehicle loading within industrial precincts	• Undertake hazard inspection audits on a 2 year cycle • Encourage sealed surfaces • Provide suitable construction to withstand use by heavy vehicles
Shared Paths	Designated shared paths for use by pedestrians and cyclists	Asphalt, Concrete or granitic material	3.0	Provides linkage for pedestrians and/or cyclists through parkland and between major trip generators.	• Undertake hazard inspection audits on an annual cycle • Encourage sealed or unsealed surfaces • Provide suitable construction to withstand use/access by maintenance vehicles
Reserve Access Routes	Footpaths located within and/ or adjacent to reserves	Asphalt or concrete	1.4 – 2.0	Provides frontage and direct access to reserves within Knox	• Undertake hazard inspection audits on a 2 year cycle • Provide connectivity with reserve paths • Provide suitable construction to withstand use/access by maintenance vehicles
Local Access Routes	All other constructed footpaths within the Municipality.	Asphalt, Concrete or granitic material	1.4	Provides for low volume pedestrian access to predominantly residential areas.	• Undertake hazard inspection audits on a 2 year cycle • Encourage sealed or unsealed surfaces • Service low use areas with paths on either one or both sides of road

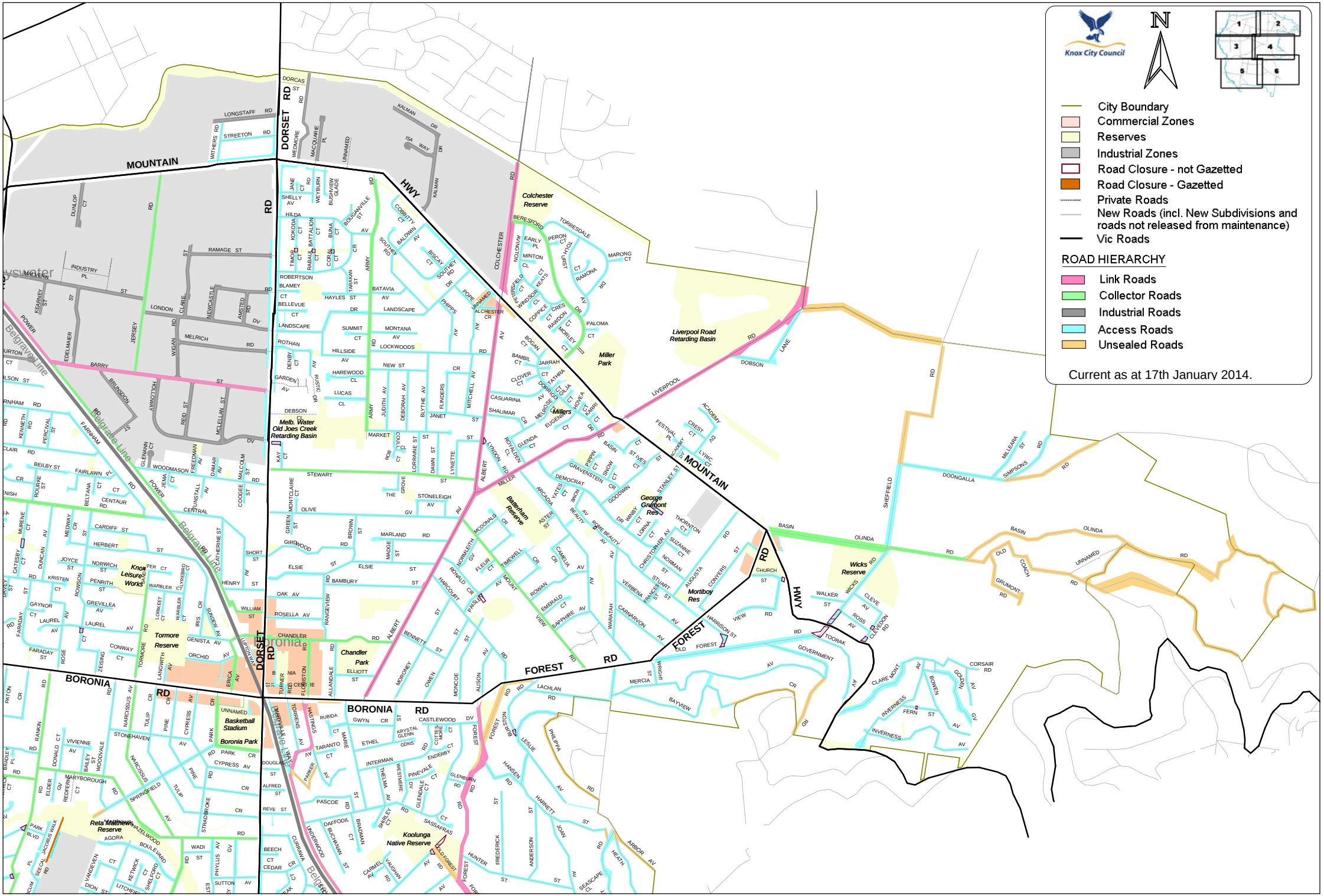
1. DDA – Disability Discrimination Act

Road Hierarchy Maps (1 to 6)

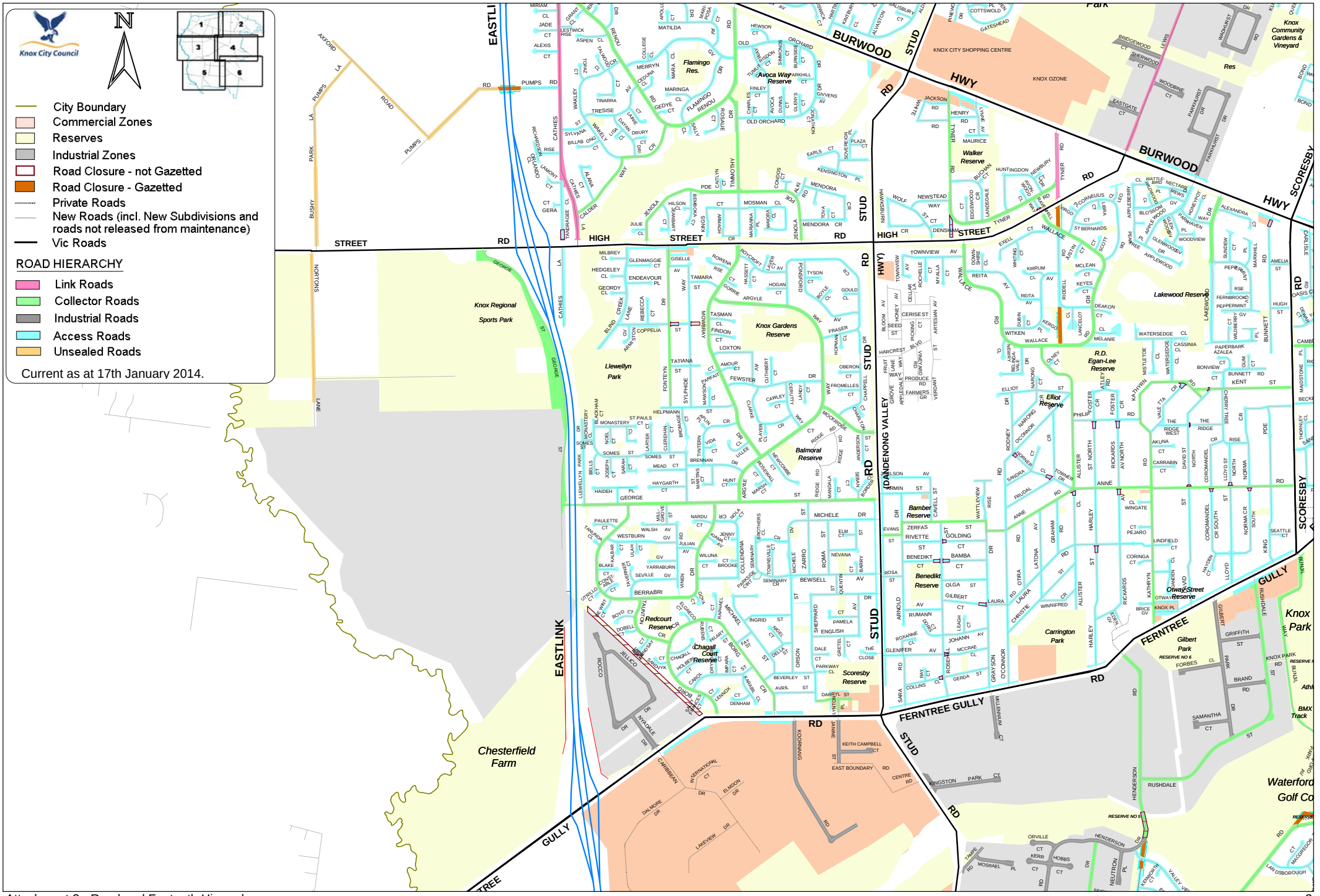
Road Hierarchy



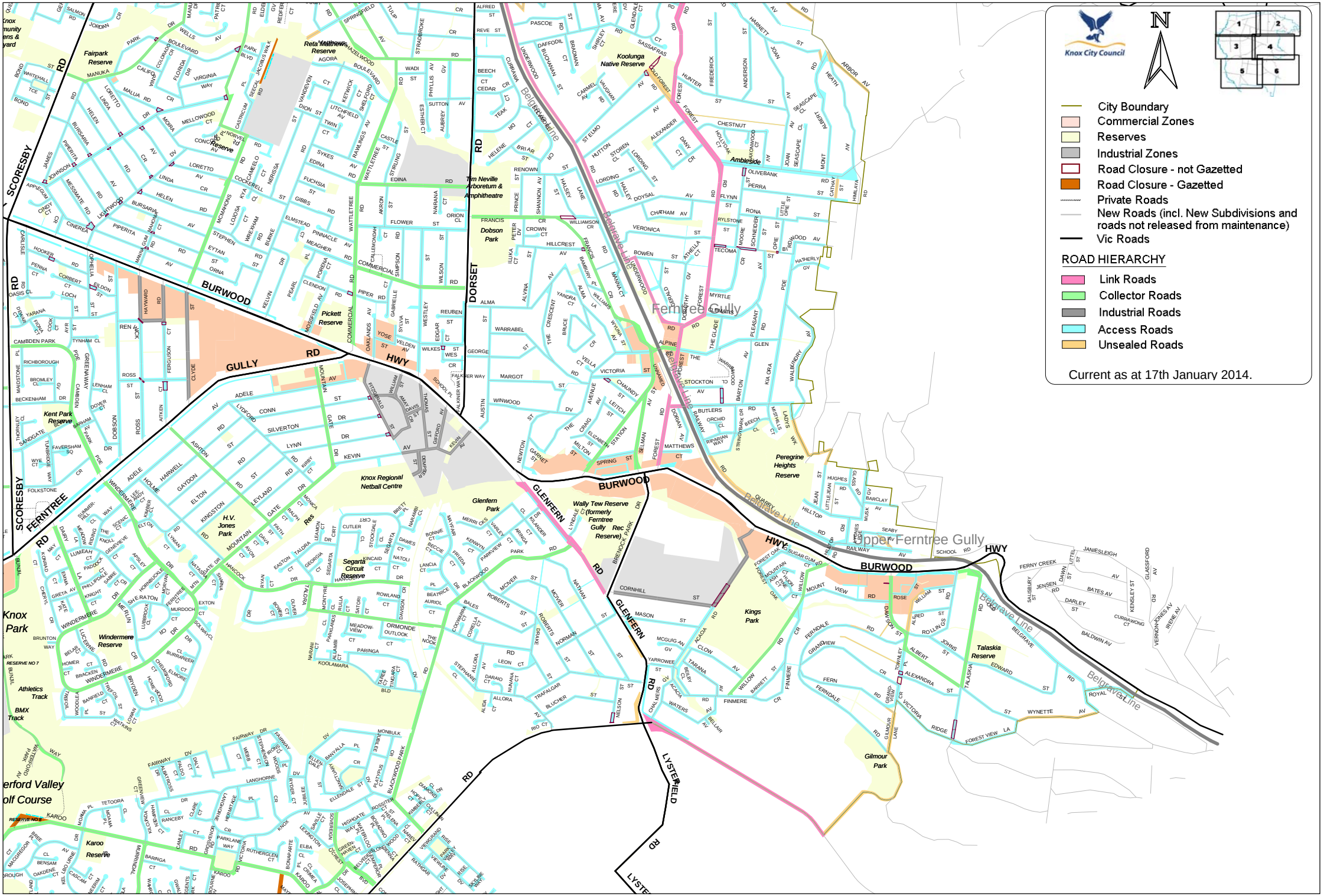
Road Hierarchy



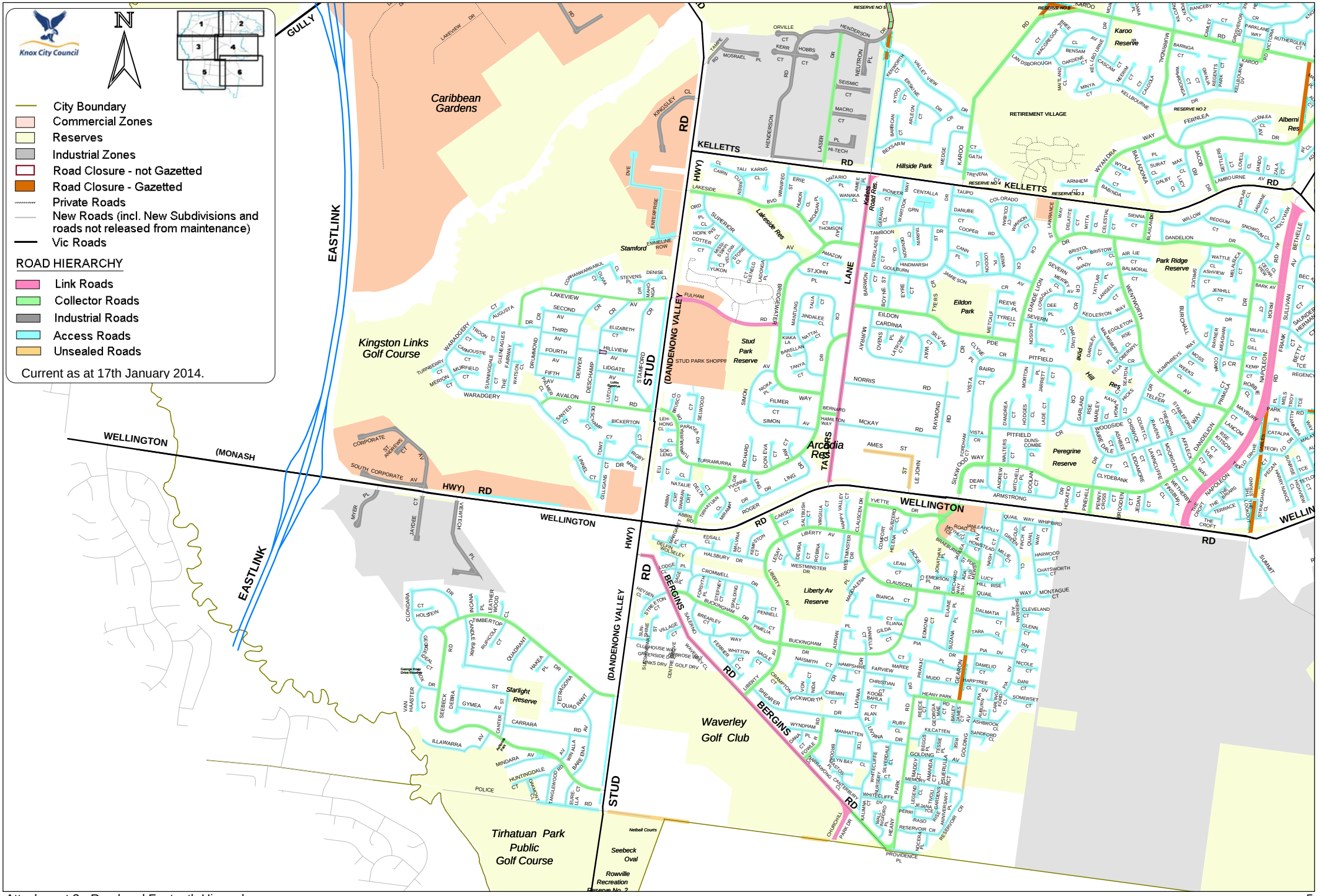
Road Hierarchy



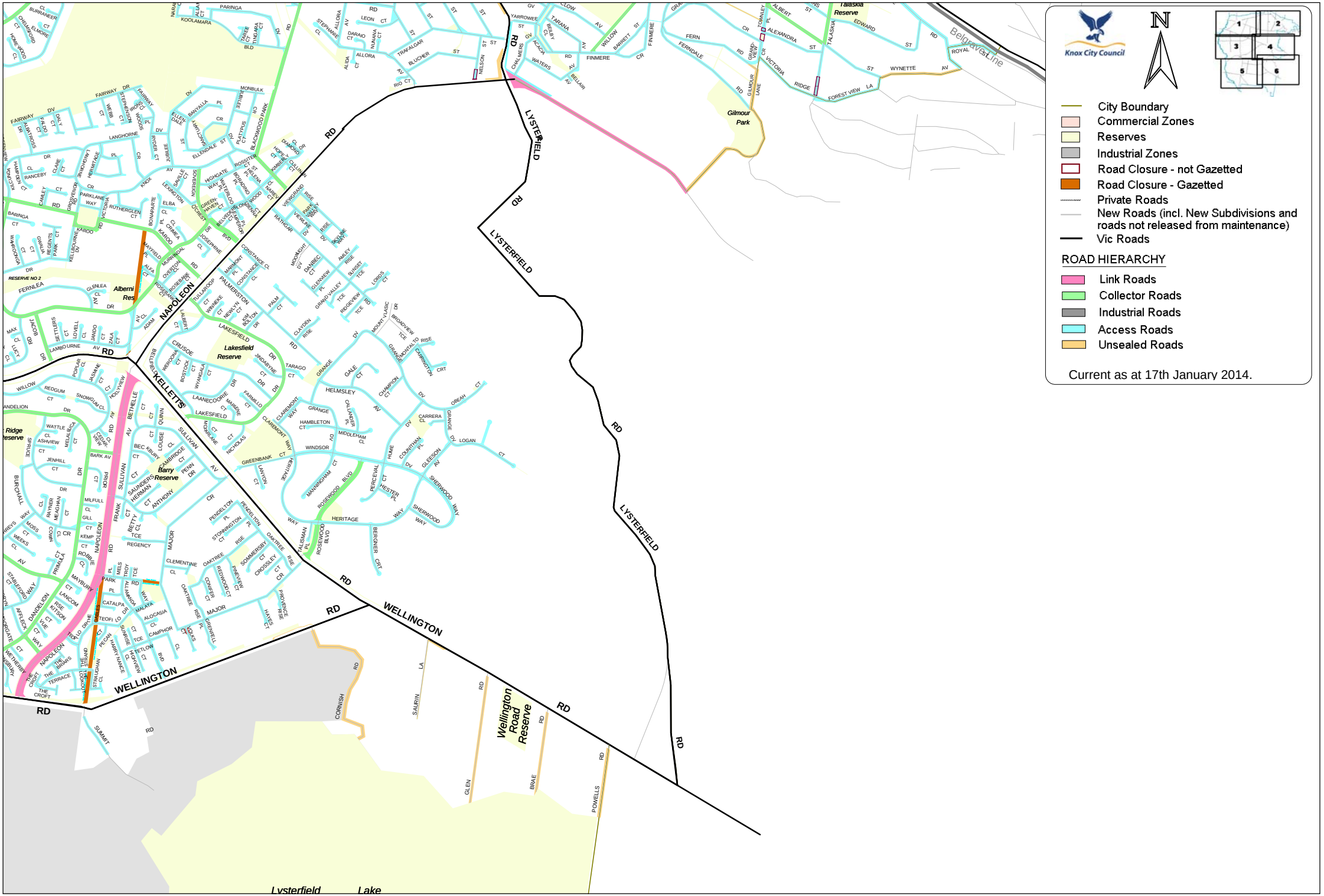
Road Hierarchy



Road Hierarchy

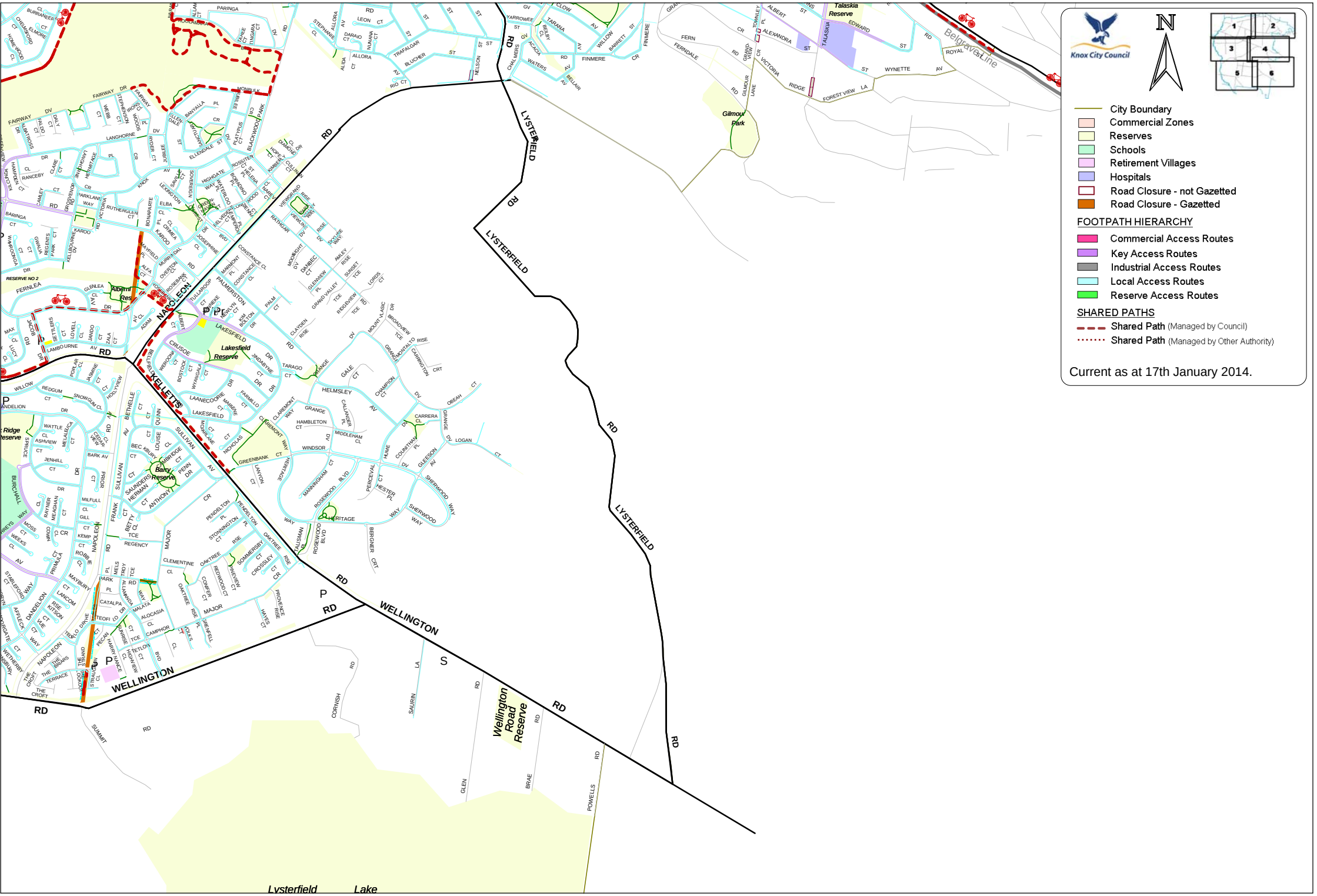


Road Hierarchy

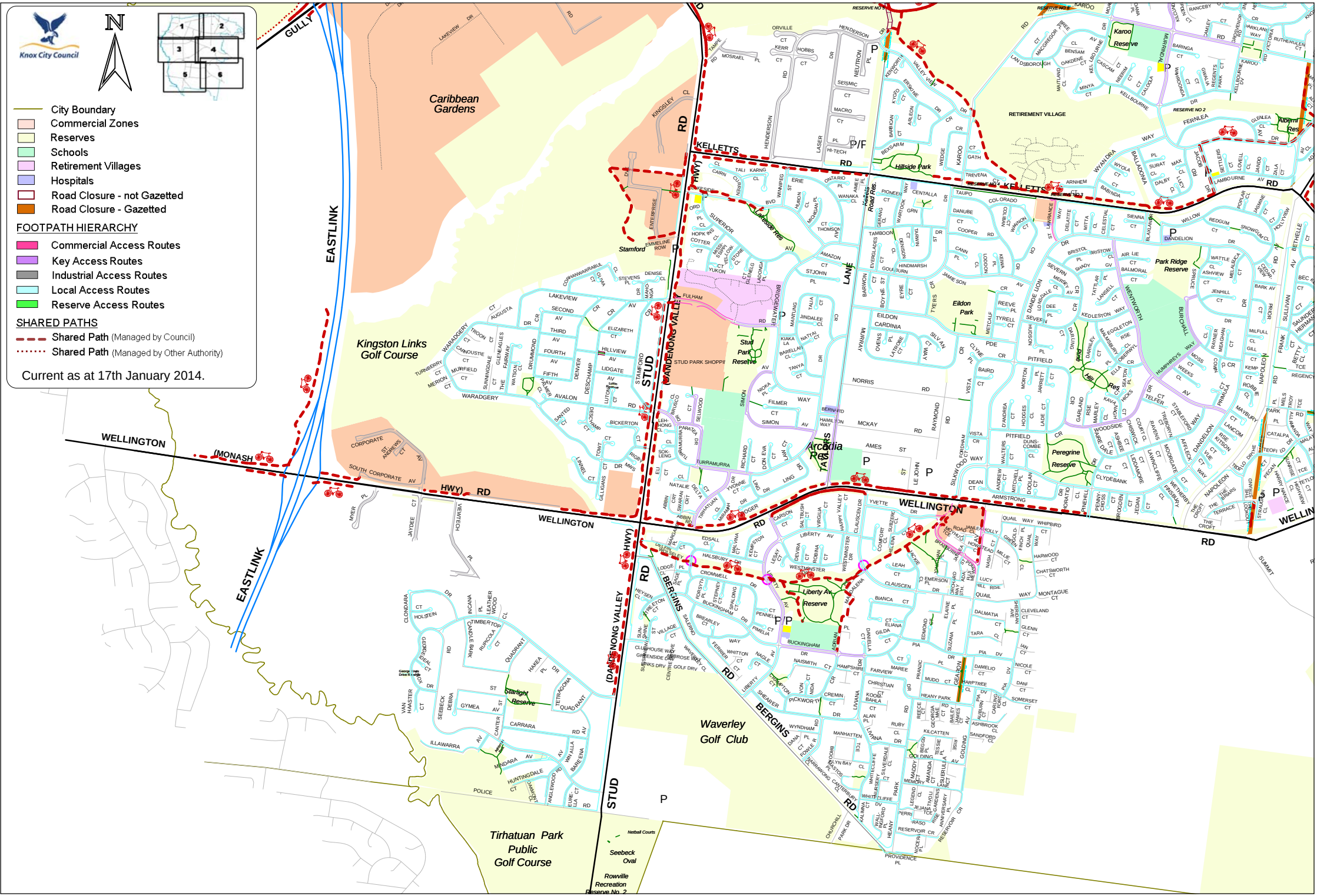


Path Hierarchy Maps (1 to 6)

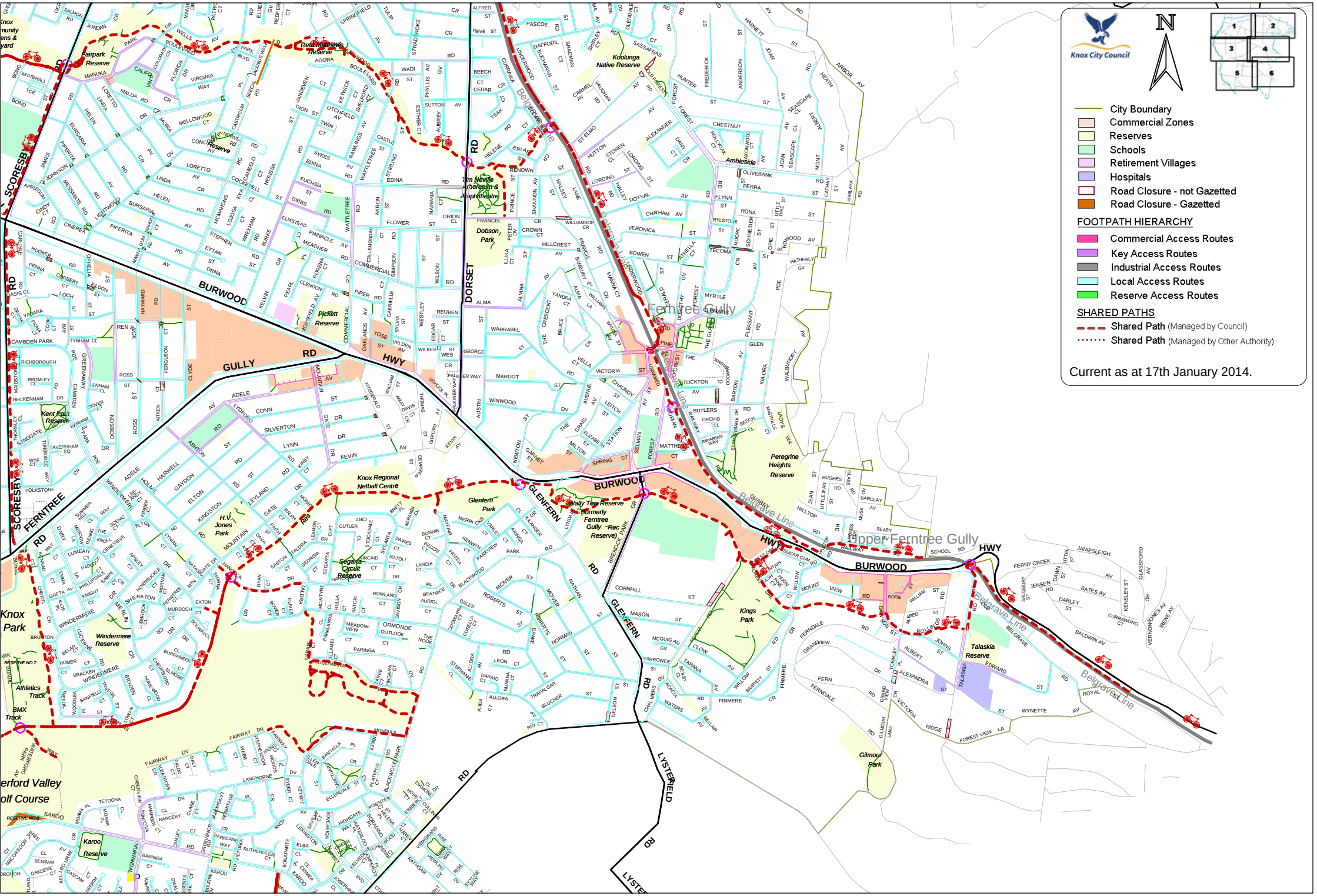
Footpath Hierarchy and Shared Path Plan



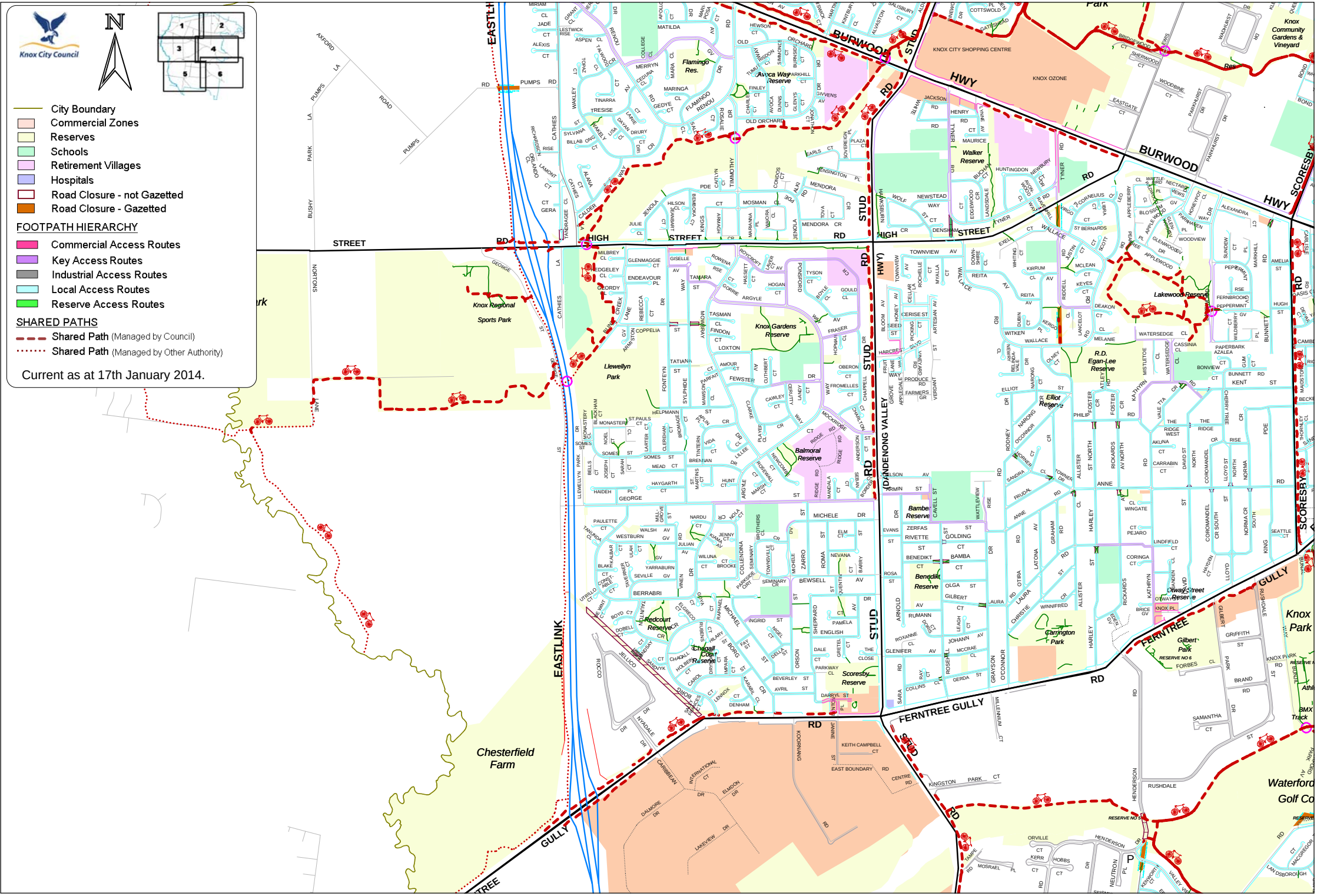
Footpath Hierarchy and Shared Path Plan



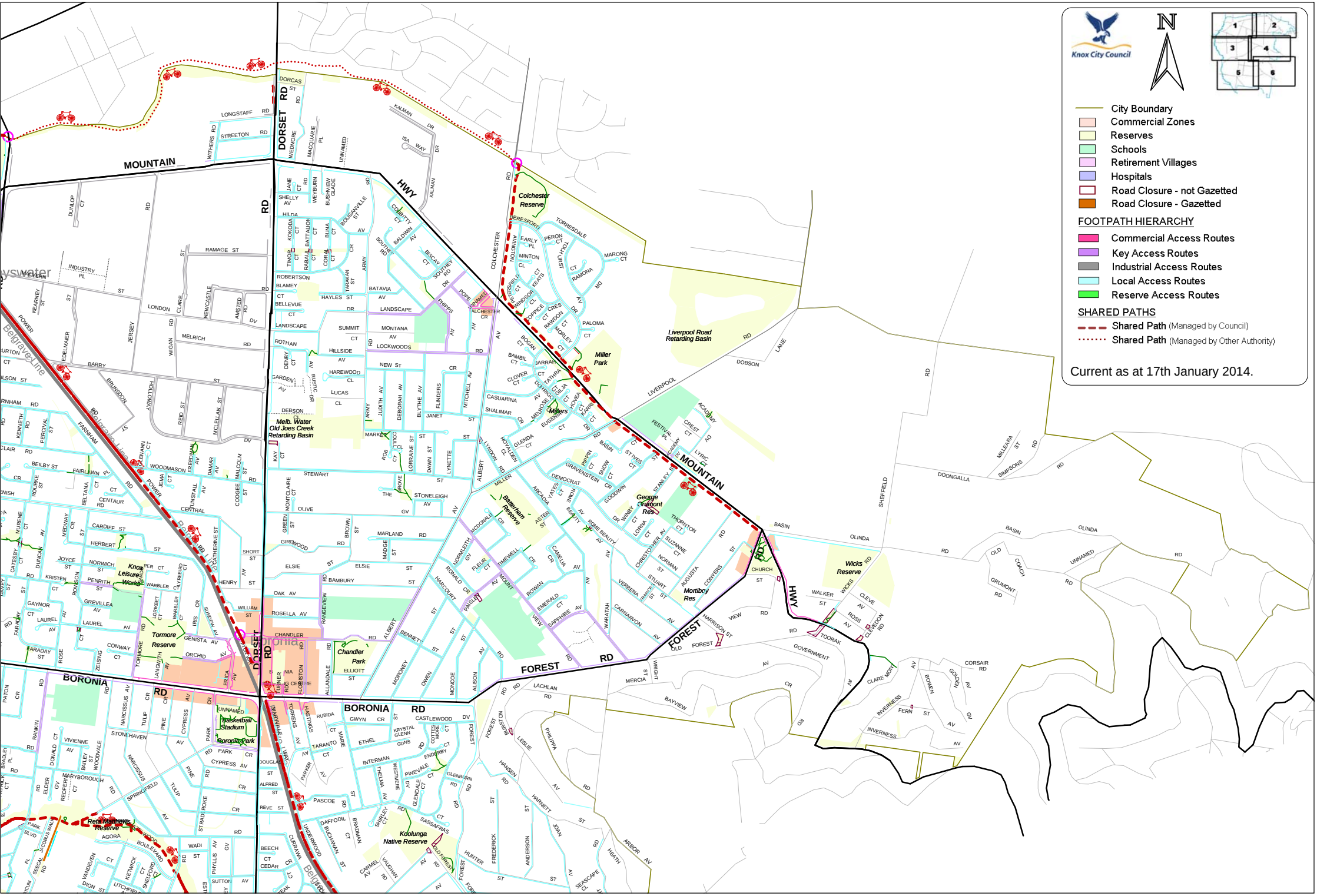
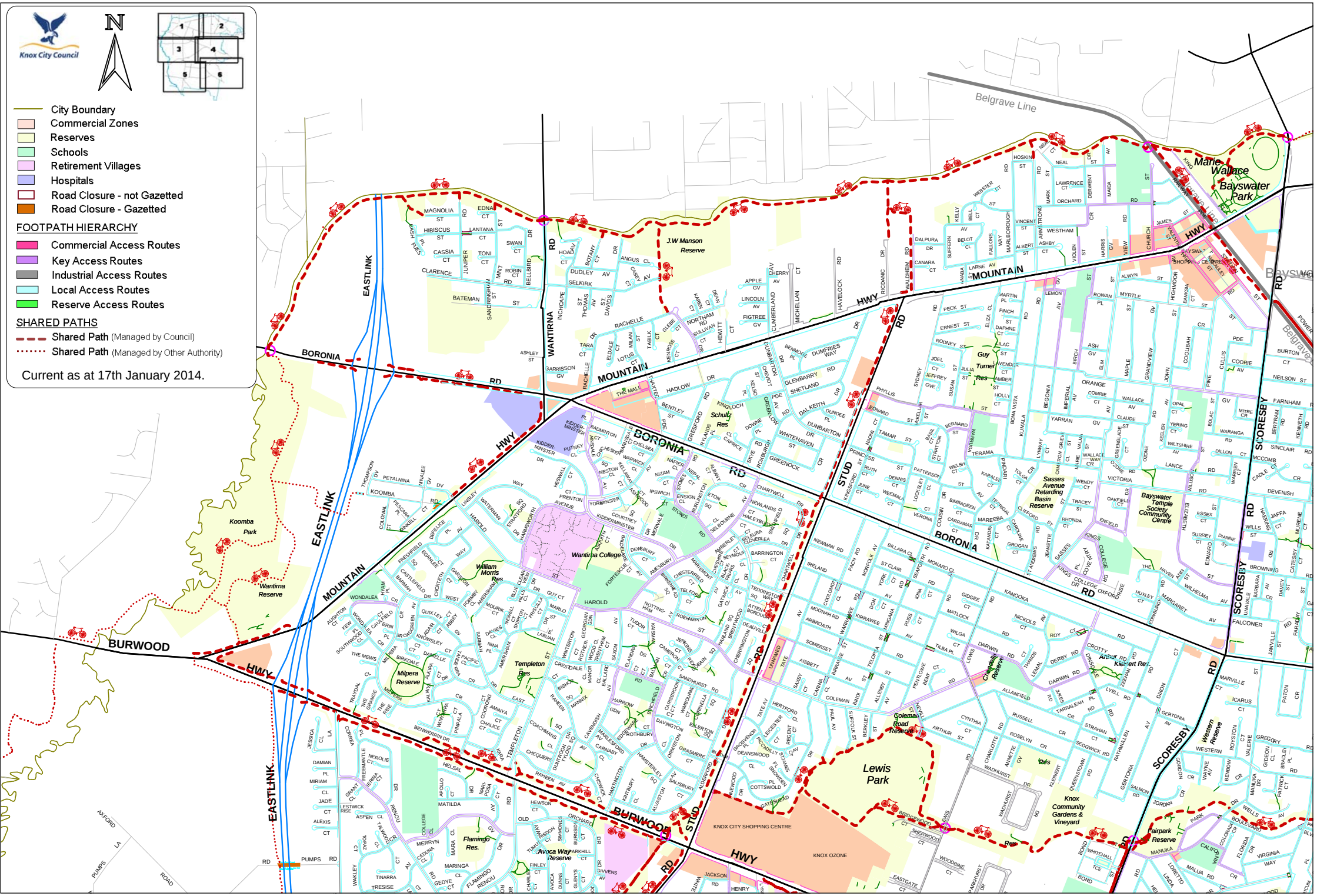
Footpath Hierarchy and Shared Path Plan


Knox City Council
N
City Boundary
Commercial Zones
Reserves
Schools
Retirement Villages
Hospitals
Road Closure - not Gazetted
Road Closure - Gazetted
FOOTPATH HIERARCHY
Commercial Access Routes
Key Access Routes
Industrial Access Routes
Local Access Routes
Reserve Access Routes
SHARED PATHS
Shared Path (Managed by Council)
Shared Path (Managed by Other Authority)
Current as at 17th January 2014.
Ferntree Gully
Upper Ferntree Gully
Belgrave Line
BURWOOD HWY
GULLY RD
DORSET RD
GLENFERN RD
FERNTREE RD
SCORESBY RD
LYSTERFIELD RD
Knox Regional Netball Centre
Glenfern Park
Wally Tew Reserve (formerly Ferntree Gully Rec Reserve)
Kingsley Park
Kingsley Park Reserve
Kingsley Park Reserve
Kingsley Park Reserve

Footpath Hierarchy and Shared Path Plan



Footpath Hierarchy and Shared Path Plan



Footpath Hierarchy and Shared Path Plan