WARATAH WYNYARD COUNCIL

TRANSPORT INFRASTRUCTURE SERVICE LEVEL DOCUMENT 2024

Version 1.0

Document Control		Service Level Document			
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V1	Sept 2015	Footpaths Service Level Document	JL & DH	DS	SC
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Front Cover: Goldie Street, Wynyard

Photo by: L Bramich

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1. INTRODUCTION

Waratah-Wynyard Council (Council) is responsible for maintaining a transport network comprising 543 kilometres of road, 135 kilometres of kerb and channel infrastructure, 48 car parks, 74 bridges, and a footpath network of 88 km. A little over half the road network is sealed (with surface materials such as bitumen and asphalt), with the remainder roads unsealed (with gravel surfaces). The footpath network is constructed predominantly of concrete but also includes other construction materials such as asphalt, pavers and gravel. Table 1 provides a summary of the whole network.

Table 1: Network Summary

ASSET TYPE	MEASUREMENT
Roads - Urban Sealed	80.3 km
Roads - Rural Sealed	213.5 km
Roads - Unsealed	249.3 km
Road Drainage	0.8 km pipes & 51 pits/headwalls
Kerb and Channel	134.7 km
Footpath – Concrete	80.7 km
Footpath – Asphalt	4.9 km
Footpath – Gravel	1.5 km
Footpath – Paved	0.7 km
Footpath – Bitumen	0.3 km
Car Parks	48
Bridges	74

The community expects its transport infrastructure to be maintained at an acceptable and affordable level. Council must also comply with relevant industry standards and guidelines to ensure its statutory and risk management obligations are met.

This document sets out the manner in which Council will meet its various obligations and outlines the level of service to be provided with respect to its transport network. Specifically, the intention is to clearly communicate the methodology by which hazards in the transport network are assessed and prioritised for corrective works (including the programming of annual maintenance), and capital renewal and construction activities.

This document relates to Council's entire transport network – including both urban and rural sealed and unsealed roads, bridges, footpaths, kerb and channel, roadside drainage, car parks, roadside furniture and other traffic-related infrastructure.

Assets which are not maintained by Council (e.g.: state and private roads) are not included within this document. Additionally, this document does not cover assets which are not considered part of the transport network such as walkways (footpaths) through parks.

Given limitations in available resources, the goal is to achieve a reasonable balance between managing the risks to users posed by hazards while still providing acceptable, fit-for-purpose transport infrastructure that can be maintained in a sustainable and cost effective manner into the future.

2. SERVICE AIM

To provide a safe, affordable and efficient transport network for the movement of goods and people including pedestrian access in all urban areas, other than industrial areas.

3. SERVICE PRINCIPLES

Council's strategic asset management framework and decision making processes are underpinned by the three principles of good governance:

- Transparency
- Accountability
- Evidence Based

In this way, Council aims to deliver sustainable, value for money services to the community.

4. DEFINITIONS

4.1 Road Definitions

Road infrastructure included in this document incorporates the roadway and roadside shoulders (unconstructed or constructed kerb and channel).

Roads which are not maintained by the Council (state and private roads) are not included within this document.

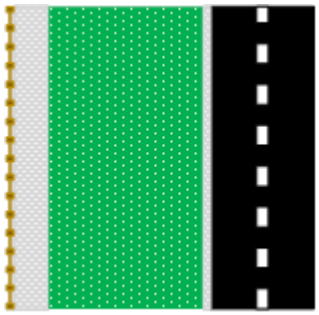
4.2 Footpath Definitions

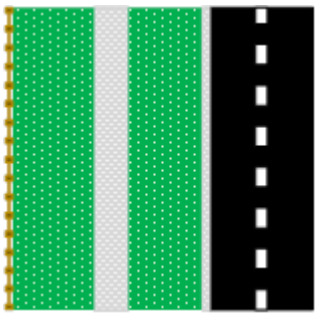
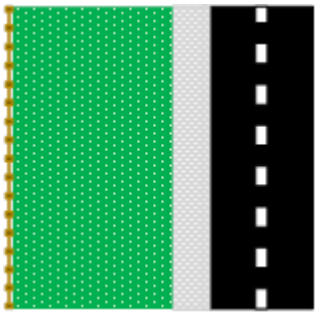
This document relates only to Council's urban footpath network i.e. those footpaths associated with the urban road network.

Council's other paths and walking tracks found in parks and reserves are not covered by these service levels.

A footpath is described as any asset you can walk on within the constructed footpath corridor, as explained in the below table:

Table 2: Footpath Definitions

EXAMPLE	LOCATION DESCRIPTION	FOOTPATH DEFINITION
	Footpath against property boundary	Between boundary line and adjacent footpath edge

EXAMPLE	LOCATION DESCRIPTION	FOOTPATH DEFINITION
	Footpath is between property boundary and road edge	From footpath edge to adjacent edge
	Footpath against road edge	Between footpath edge and the front of kerb

5. MEASURING LEVELS OF SERIVCE

Six metrics are used to determine the state of Waratah-Wynyard Council's services which are consistently applied across all of the Councils service areas. The metrics are:

- Quality
- Condition
- Function
- Capacity
- Utilisation
- Maintenance

Each of these metrics are measured based upon the services relative to this municipal area and are described briefly below.

5.1 Quality

The Quality metric is used to describe the community's perception of how appropriate the service is and how well it is currently performing.

5.2 Condition

The Condition metric only applies to physical infrastructure. It describes the state of the infrastructure in regard to its working order. The Condition metric is typically used as a trigger for renewal of an existing asset.

5.3 Function

The Function metric is used to describe the ability of the service to meet the needs of the community, as well as safety and statutory requirements. It is typically used as a trigger for upgrade of the service (or infrastructure) to ensure it is fit for purpose.

5.4 Capacity

The Capacity metric is used to describe how well the service meets demand. It is typically used as a trigger for new assets in order to meet increased demand.

5.5 Utilisation

The Utilisation metric is used to show where service provision exceeds demand. It is typically used to identify services (or infrastructure) which may need greater use or rationalisation.

5.6 Maintenance

The Maintenance metric is used to describe how adequate current levels of maintenance funding are.

6. PROVISION OF SERVICE

6.1 Footpath Provision of Service

Limited by resource availability, Council will provide a footpath service to ensure that at least one side of the road reservation in the urbanised areas of Somerset, Waratah, Wynyard and Yolla are provided with a constructed footpath. The village areas of Boat Harbour Beach and Sisters Beach are currently under local area traffic management 40km per hour speed zones without built footpaths.

Where service gaps are identified, missing footpaths will be prioritised based on the service level described in the hierarchy definitions stated in Table 3 below. Typically, footpath gaps in a higher hierarchy class will be prioritised before those in a lower hierarchy class. A list of identified missing footpath links is provided in Appendix E.

Based on the service aim of providing a footpath service to at least one side of urban roads, many roads currently have footpaths on both sides and may be over serviced. In these instances, the footpath infrastructure is to be left in service for as long as its condition allows and will simply not be forecast for renewal.

The use of concrete dye, exposed aggregate, and pavers will be assessed on a case-by-case basis but will usually be limited to use in CBD areas.

7. MAINTENANCE RESPONSIBILITY

7.1 Road Maintenance Responsibility

Pursuant to Section 21(1) of the Local Government (Highways) Act 1982, there is no required level of road maintenance to be undertaken, however Council has a duty of care to road users and must ensure that works carried out are conducted properly.

7.2 Urban Driveway Maintenance Responsibility

Property owners accept maintenance responsibility for all defects occurring within the section of the driveway between the property boundary and the roadway, excluding the kerb crossover and the footpath. These defects include gradient defects and hazards within the driveway.

Pursuant to Section 35(1) of the *Local Government (Highways) Act 1982*, Council may serve a written notice upon a landowner requiring repairs be carried out to a vehicular crossover (driveway) within the time specified in the notice.

Council accepts maintenance responsibility for defects within the kerb crossover, the footpath corridor and the roadway. These defects include gradient defects, hazards, or any actionable defects as listed in in Section 9 of this document.

Council will only undertake repairs where:

- damage to the driveway area has been caused by Council or a public authority, reinstatement works have been carried out by Council, the public authority or an approved contractor under Council supervision,
- Council has recently completed works that have affected the effectiveness of the driveway.

See Figure 1 below for a visual representation of maintenance responsibilities.

Figure 1: Urban Driveway Maintenance Responsibility

7.3 Rural Driveway Maintenance Responsibility

Property owners accept maintenance responsibility for all defects occurring within the section of driveway between the property boundary and the roadway, excluding the culvert beneath the driveway accessing the main entrance to the property (as associated with the road side address of the property). For avoidance of doubt, any culverts under additional access points to the property are the responsibility of the property owner.

Council accepts maintenance responsibility for the culvert beneath the driveway, including clearing blockages and upgrading to current standard where required, as shown in Figure 2 below.

Where the driveway acts as a swale connected to the roadside drain and no underside culvert exists, Council will undertake maintenance repairs of damage caused by drainage of the road (e.g.: extreme weather events) as per Figure 3 below showing scoured drain defect.

Council will only undertake repairs where:

- damage to the driveway area has been caused by Council or a public authority, reinstatement works have been carried out by Council, the public authority or an approved contractor under Council supervision,
- Council has recently completed works that have affected the effectiveness of the driveway.

Figure 2: Rural Driveway Maintenance Responsibility

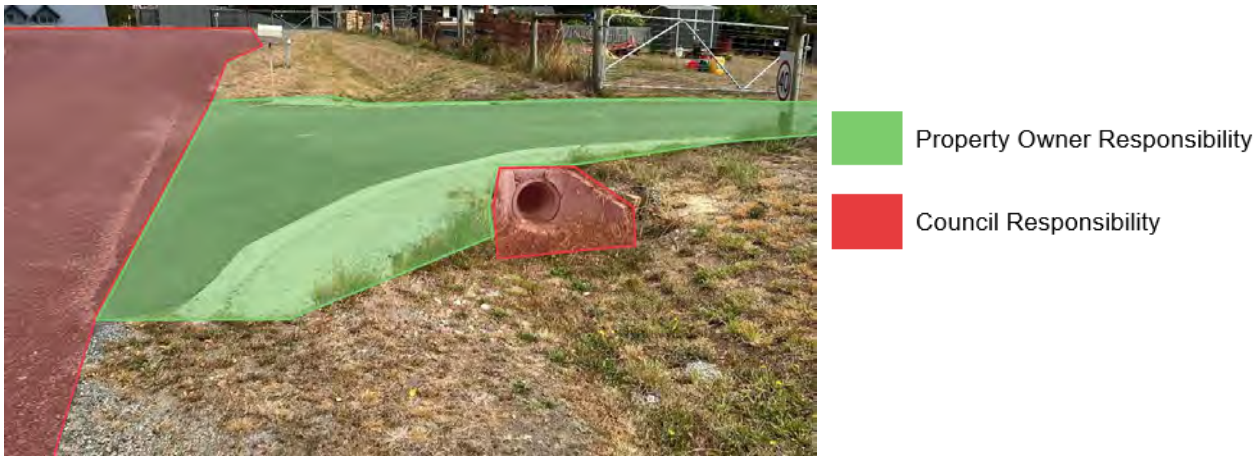


Figure 3: Swale Drain with Scouring Defect

8. HIERARCHY

A hierarchy is simply a division of the transport network into identifiable classifications or types which reflect the functionality of the assets making up the network. Each classification has a number of criteria to differentiate it from other classifications. These criteria are based on the purpose and function of the assets making up the particular classification.

The hierarchy method allows Council to review the network and its capacity whilst providing guidance on prioritisation of capital and operational expenditure by recognising that some assets are of greater 'importance' to the community than others in the sense that a specific hazard in a certain location might pose a greater risk to the public than a similar hazard elsewhere in the network. For example: a section of road may be identified in this manner because it is subject to particularly high levels of use or is used to freight goods and connect towns, or a section of footpath because it is subject to particularly high levels of use and/or because the typical pedestrian in that area may be considered more prone to slips and trips.

Council will also take into consideration future trends in projected population growth and the selecting of preferred strategic routes for heavy traffic.

Appendix A and Appendix B contain the full inventory of Council's transport network categorised by hierarchy within their applicable ranking. Appendix C and Appendix D show this information on thematic maps.

8.1 Roads Hierarchy

Traffic movements, especially by heavy vehicles, are a key element in the determination of a road's hierarchy classification. Council will also take into consideration future trends in projected population growth and the selection of preferred strategic routes for heavy traffic.

The Local Government Road Hierarchy has been adopted as an extension to the Tasmanian State Road Hierarchy as proposed in the Expert's Report contained within the Report of the Auditor General No.5 of 2013-14: *Infrastructure Financial Accounting in Local Government*.

See Table 3 for a description of each of the hierarchy classes and Table 4 and Table 5 to demonstrate how the road hierarchies are determined.

Table 3: Road Hierarchy Definitions

HIERARCHY CLASS	ROAD FUNCTION
6 –Arterial	Major link for traffic flow within urban areas, between towns, major tourist destinations and industrial areas
7 – Collector	Connect from arterial roads and link roads
8 – Link	Access for properties and link to collector roads
9 – Local Access	Access for residential and commercial properties
10 – Minor Access	Access for residential properties
11 – Unformed	Roads not maintained by Council

Table 4: Road Hierarchy Determination - Urban

CLASSIFICATION	6. ARTERIAL	7. COLLECTOR	8. LINK	9. LOCAL ACCESS	10. MINOR ACCESS	11. UNFORMED
Functional Criteria						
Function/Predominate Purpose	Provides for the principal links between urban centres and rural regions	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres	Provide a link between arterial or collector roads and local access roads	Provide access to residential properties and, in some cases, commercial properties at a local level	Provide access to residential properties and irregular access to community facilities such as parks and reserves	Roads not maintained by Council or non-constructed/ maintained road reserves or roads that have a very low level of service.
Connectivity Description	High – connecting precincts, localities, suburbs, and rural population centres.	High – supplements arterial roads in connecting suburbs, business districts and localised facilities.	Medium – connects traffic at a neighbourhood level with collector and arterial roads.	Low – connects individual properties within a neighbourhood to link roads.	Low – provides access to properties.	Future roads or roads that have a very low level of service.
Guidance Metrics						
Average Annual Daily Traffic (AADT) – vehicles per day	> 10,000 vpd	3,000 - 10,000 vpd	1,000 – 3,000 vpd	50 – 1,000 vpd	< 50 vpd	N/A
Heavy Vehicles Permitted	Yes – thoroughfare	Yes – thoroughfare	Yes – some through traffic	No thoroughfare, local access only	No thoroughfare, local access only	N/A
Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT / EHV)	> 1,000 AADTT or > 10% EHV	250 – 1,000 AADTT or > 10% EHV	< 250 AADTT or > 10% EHV	N/A	N/A	N/A
Public transport route	Yes	Yes	Yes	No	No	N/A
Carriageway Form	2 lanes	2 lanes	2 lanes	1 or 2 lanes	1 or 2 lanes	N/A
Running Surface	Sealed	Sealed	Sealed / Unsealed	Sealed / Unsealed	Sealed / Unsealed	N/A
Approved Residential Properties (ARP)	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	> 2 approved residential properties	N/A

Table 5: Road Hierarchy Determination - Rural

CLASSIFICATION	6. ARTERIAL	7. COLLECTOR	8. LINK	9. LOCAL ACCESS	10a. MINOR ACCESS	10b. MINOR ACCESS	10c. MINOR ACCESS	11. UNFORMED
Functional Criteria								
Function/ Description	Provide the principal links between rural population centres and regions.	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between rural population centres.	Provide a link between the arterial or collector roads and local access roads.	Provide access to residential properties and in some cases commercial properties, at a local level.	Provide secondary access to residential properties and irregular access to community facilities such as parks and reserves.	Provides low-use access to properties	Provides access for forestry or farm vehicles only	Roads not maintained by Council or non-constructed/ maintained road reserves or roads that have a very low level of service.
Connectivity Description	High – connecting rural population centres.	High – supplements arterial roads in connecting towns, rural centres and localised facilities	Medium – connects traffic at a neighbourhood level with collector and arterial roads.	Low – connects individual properties within a neighbourhood to link roads.	Low – provides access to properties.	Low – provides access to properties.	Low – provides access to properties.	Future roads or roads that have a very low level of service.
Guidance Metrics								
Average Annual Daily Traffic (AADT) – vehicles per day	> 2,500 vehicles per day (vpd)	300 – 2,000 vpd	100 - 300 vpd	30 - 100 vpd	< 30 vpd Refer to ARP guidelines	< 30 vpd Refer to ARP guidelines	< 30 vpd Refer to ARP guidelines	N/A
Heavy Vehicles Permitted	Yes – thoroughfare	Yes – thoroughfare	Yes – some through traffic	No thoroughfare, local access only	No thoroughfare, local access only	No thoroughfare, local access only	No thoroughfare, local access only	N/A
Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT / EHV)	> 300 AADTT or > 20% EHV	60 – 300 AADTT or > 10% EHV	< 60 AADTT or > 10% EHV	N/A	N/A	N/A	N/A	N/A
Public Transport Route	Yes	Yes	Yes	No	No	No	No	N/A
Carriageway Form	2 lanes	2 lanes	2 lanes	1 or 2 lanes	1 or 2 lanes	1 or 2 lanes	1 or 2 lanes	N/A
Running Surface	Sealed	Sealed	Sealed / Unsealed	Sealed / Unsealed	Sealed / Unsealed	Unsealed / unformed	Unsealed / unformed	N/A
Approved Residential Properties (ARP)	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	Refer to AADT/AADTT guidelines	> 2 approved residential properties	< 3 approved residential properties or dairy farms	Access to other properties	N/A

8.2 Footpath Hierarchy

The basis for determining a footpath's position in the footpath hierarchy is shown in Table 6.

Table 6: Footpath Hierarchy Definitions

HIERARCHY CLASS	FUNCTION	DESCRIPTION
1	Highly trafficked footpaths, such as the Central Business Districts	• May be constructed with any combination of exposed aggregate, concrete dye, pavers, standard concrete or asphalt • Provided on both sides of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m • Constructed from kerb to property boundary where applicable • Kerb ramps not compliant to standard at time of construction (e.g. with respect to grade and/or alignment) will be reconstructed to current standard or, where not achievable, will have tactile ground surface indicators installed.
2	Footpaths with medium levels of pedestrian traffic and/or those that are located near vulnerable users, such as: • Aged care centres • Senior citizen centres • Schools • Doctors' surgeries • Car parks	• Standard concrete or asphalt footpath • Provided at least on one side of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m • Kerb ramps not compliant to standard at time of construction (e.g. with respect to grade and/or alignment) will be reconstructed to current standard or, where not achievable, will have tactile ground surface indicators installed.
3	Footpaths in local access streets	• Standard concrete or asphalt footpath • Provided at least on one side of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m
4	Footpaths with low levels of pedestrian traffic in cul-de-sacs	• Standard concrete or asphalt footpath • Provided only on one side of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m
5	Footpaths in the following areas: • General industrial • Light industrial • Rural living • Rural resource	• No footpath provided in these areas

9. DEFECTS AND INTERVENTION LEVELS

Transport infrastructure of different types are susceptible to various defects (a fault or failure which may present a hazard to users). Intervention levels define the minimum severity for each defect type that will trigger corrective maintenance. In general, a severe defect will be prioritised for action before a lesser defect and infrastructure higher in the hierarchy will be prioritised over others lower down.

Council's defined intervention levels are detailed in sections 9.1, 9.2, 9.3 and 9.5 below.

9.1 Urban Sealed Roadway Defects and Intervention Levels

Council's defined intervention levels for urban sealed roadways are detailed below.

Table 7: Urban Sealed Road Defect & Intervention Levels

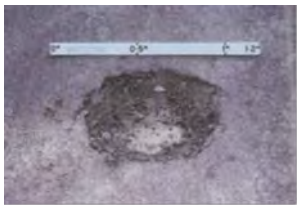
DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
Surface Condition	Deformation and Ruts	Depth is >75mm. Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights.	
	Edge Drop-Off	Drop is >50mm.	
	Edge Breaks	Break is >100mm from edge of seal.	
	Potholes &/or Sinkholes	Attend to all, subject to inspection.	
	General Surface Degradation	Other surface conditions subject to inspections – e.g.: cracking, bleeding, ravelling, stripping, etc.	
Road Drainage	Kerbing	Holding water or otherwise not free draining.	
	Culverts	> one third of culvert diameter blocked	

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
	Longitudinal and Table Drains	Where the water level in the drain creates a risk to the road surface or a hazard to road users.	
Road Delineation	Guard Rail, Fences & Bollards	Structural Defects: all damage, subject to inspection.	
	Guide Posts and Signs	Not clearly legible, correctly aligned, damaged or missing.	
	Line Marking and Raised Reflective Pavement Markers	Not clearly legible or correctly aligned.	
	Street Lighting and Traffic Lights	Where structurally damaged or not working.	
	Channelisation, Roundabouts, Pedestrian Refuges, and Traffic Islands, Wheel Stops	Where causing hazard.	
Vegetation Management	Maintain Traffic Corridor - minor vegetation	Maintain a clear traffic corridor.	
	Maintain Traffic Corridor - trees (trunk >50mm diameter)	Keep road corridor clear of tree limbs >30mm diameter to a height of 5.5m.	
	Visual Amenity	The biannual (typically December and April) slashing of the road corridor (boundary to boundary), on tourist roads identified as: • Old Bass Highway • Mount Hicks Road (North of Bass Hwy) • Deep Creek Road (North of Bass Hwy) • Reservoir Drive (North of Bass Hwy)	
Road Kill	On Road	Upon public request, road kill will be removed from roads within Somerset & Wynyard town boundaries.	

9.2 Rural Sealed Roadway Defects and Intervention Levels

Council's defined intervention levels for rural sealed roadways are detailed below.

Table 8: Rural Sealed Road Defect & Intervention Levels

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
Surface Condition	Deformation and Ruts	Depth measured across the lane is >50mm. Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights.	
	Edge Drop-Off	Intervene at 50mm upon request.	
	Edge Break	Break is >100mm from edge of seal.	
	Potholes	Attend to all potholes subject to inspection.	
	General Surface Degradation	Other surface conditions subject to inspections – e.g.: cracking, bleeding, ravelling, stripping, etc.	
Road Drainage	Culverts	> one third of the culvert diameter is blocked.	
	Longitudinal and Table Drains	Where the water level in the drain creates a risk to the road surface or a hazard to road users.	
Road Delineation	Guide Posts and Signs	Not clearly legible, correctly aligned, damaged or missing.	
	Guard Rail, Fences and Bollards	Structural Defects: all damage, subject to inspection.	
	Line Marking	Faded or not correctly aligned.	

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
	Road Shoulder	Provide clear vehicle runoff free of vegetation or other obstruction. Intervene where holding water or otherwise not free draining.	
Vegetation Management*	Maintain Traffic Corridor - minor vegetation	Maintain a clear traffic corridor fence to fence with typically annual slashing for roads with hierarchy 6, 7, 8, 9. Maintain a clear traffic corridor of approximately 2m width with typically annual slashing for roads with hierarchy 10.	
	Maintain Traffic Corridor - trees (trunk >50mm diameter)	Where trees protrude into the road shoulder. Keep road corridor clear of tree limbs >30mm diameter to a height of 5.5m.	
	Visual Amenity	The biannual (typically December and April) slashing of the road corridor (boundary to boundary), on tourist roads identified as: • Tollymore Road • Table Cape Road • Sisters Beach Road (excluding no-spray zone) • Port Road (Boat Harbour Beach)	
Road Kill	On Road	Upon Tas Police request, road kill will be removed from the road surface where the roadway is obstructed.	

* broader vegetation management principles addressed in Council's Tree and Vegetation Management Strategy and Policy.

9.3 Rural Unsealed Roadway Defects and Intervention Levels

Council's defined intervention levels for rural sealed roadways are detailed below.

Table 9: Rural Unsealed Road Defect & Intervention Levels

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
Surface Condition	Corrugations	Where affected section is measured as >50mm in depth for >30m of road length. Except hierarchy R10c (minor) roads where intervention occurs if the road is in use and impassable* by a 2wd vehicle. Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights.	
	Potholes	Where pothole depth is >75mm and/or its diameter is >400mm. Except hierarchy R10c (minor) roads where intervention occurs if the road is in use and impassable* by a 2wd vehicle. Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights.	Example R8/R9/R10a 
	Rutting/ Heaving, and Wash Outs/ Scouring	Where rutting depth is >100mm. Except hierarchy R10c (minor) roads where intervention occurs if the road is in use and impassable* by a 2wd vehicle. Corners, dips, crests, approaches to bridges, change of surface type, or restricted widths will typically be prioritised over those on straights.	
	Build Up of Loose Materials	>200mm height from the road surface.	
Road Drainage	Culverts	> one third of the culvert diameter is blocked.	
	Longitudinal Drains, and Table Drains	Where the water level in the drain creates a risk to the road surface or a hazard to road users.	
Road Delineation	Guide Posts and Signs	Not clearly legible, aligned correctly, damaged or missing.	
	Guard Rail	Structural Defects: all damage, subject to inspection.	
	Road Shoulder	Provide clear vehicle runoff free of vegetation or other obstruction. Intervene where holding water or otherwise not free draining.	

DEFECT CLASS	DEFECT	INTERVENTION LEVEL	EXAMPLE
Vegetation Management**	Maintain Traffic Corridor - minor vegetation	Maintain a clear traffic corridor fence to fence with typically annual slashing for roads with hierarchy 6, 7, 8, 9. Maintain a clear traffic corridor of approximately 2m width with typically annual slashing for roads with hierarchy 10. Except hierarchy R10c (minor) roads where slashing will occur biennially if the road is in use.	
	Maintain Traffic Corridor - trees (trunk >50mm diameter)	Where trees protrude within 1m of the edge of road formation. Keep road corridor clear of tree limbs >50mm diameter to a height of 5.5m.	
Road Kill	On Road	Upon Tas Police request, road kill will be removed from the road surface where the roadway is obstructed.	

* - Definition of impassable: Impossible to travel along the roadway at a slow crawl.

** Broader vegetation management principles addressed in Council's Tree and Vegetation Management Strategy and Policy.

9.4 Other Road Matters

Table 10: Other Road Matters

MATTER	DETAILS / RESPONSE LEVEL
Agricultural Waste/Mud on Roads	Where a land owner (or their agent) leaves agricultural waste/mud on a public road, they are responsible for the cleaning/clearing of the waste from that road. Where Council cleans the road, due to obstruction or safety concerns, the cost of the cleaning may be passed on to the land owner and/or a fine may be issued.
Car Parking	Provided to meet compliance with AS2890 suite of Australian Standards.
Driveway (Crossover) Construction, Relocation or Upgrade	Construction of urban and rural driveways/crossovers must comply with the most current set of LGAT standard drawings. For any relocation, upgrade or additional driveway, Council approval must be sought pending a technical assessment by a Council officer.
Nature Strip Mowing	A Nature Strip is the area of land between a property boundary and the edge of a roadway. The primary purpose of this land is to facilitate pedestrian movement alongside the roadway and provide an area for infrastructure provision. Council will maintain nature strips adjoining or within: • Council managed public reserve areas such as foreshores, bushland, parks or gardens; • Council facilities such as public buildings or sporting grounds; • central business districts; and • areas of neglect, where it creates a safety hazard. Traditionally, property occupants have maintained nature strips adjoining their properties. Council lacks adequate resources to effectively maintain these diverse areas which, when taken together, constitute a large and sparsely spread area of land. As such, property occupants' efforts are required in order to maintain nature strips throughout our urban areas to a reasonable condition. Property occupants' maintenance of nature strips not only benefits the adjoining property, but also enhances the utility, attractiveness and value of the community as a whole. All nature strips are mowed in Waratah.
Roaming Livestock	Issues of roaming livestock will be referred to Tas Police.
Setting of Speed Limits	As the Department of State Growth (DSG) is the controlling body for all speed limits on Tasmanian public roads, Council is required to submit to DSG a formal request to alter any speed limit currently in place if there is thought to be a need to do so. These requests must be accompanied by justification for the alteration and advice on how the alteration aligns with the requirements and principles outlined in the following resources: • Austroads Guide to Traffic Management Part 5 - Link Management, • AS1742.4 Manual of Uniform Traffic Control Devices Part 4: Speed Controls, and • Department of State Growth - Tasmanian Speed Zoning Guidelines. The setting of speed limits takes into account a comprehensive range of factors. These factors include the safety record of the road, the roads operating performance, the road and roadside infrastructure, geometry and roadside development. A key objective in the setting of speed limits is consistency and making sense to the community. It is a process that aims to ensure speed limits all over Tasmania are consistent, realistic and encourage voluntary compliance.
Virtual Fencing	To be considered on a case-by-case basis with evidence based recommendations.

9.5 Footpath Defects and Intervention Levels

Footpaths of most concern to Council are abrupt height deviations (vertical displacements) in the footpath where there is an increased likelihood for tripping to occur. Slippery surfaces, excessive cross fall and a hole in the nature strip can also present a significant hazard to footpath users. Overhanging vegetation and water ponding can impact on the users' ability to access the footpath corridor.

Council's defined intervention levels for footpaths are detailed below.

Table 11:Footpath Intervention Levels

DEFECT	INTERVENTION LEVEL	EXAMPLE
Vertical Displacement	Where observed lip is greater than 10mm and less than 20mm in height variation (for Hierarchy Class 1 only).	
	Where observed lip is greater than 20mm and less than 40mm in height variation.	
	Where observed lip is greater than 40mm in height variation.	
Slip Hazard	Where footpath surface is slippery, as determined by the Inspecting Officer.	
Overhanging Vegetation	Where vegetation or other material is encroaching onto the pedestrian walkway. Pursuant to Section 39(6)(a) of the Local Government (Highways) Act vegetation must not be lower than 2.5 metres.	

DEFECT	INTERVENTION LEVEL	EXAMPLE
Excessive Crossfall	Where the cross fall exceeds 12.5%.	
Hole in Nature Strip/Edge Drop Off	Where a hole is located within the nature strip and is greater than the depth of the adjacent footpath.	
Water Ponding	Where water pools in the footpath creating an obstruction. Acknowledged only through customer requests or staff observations due to the difficulty in locating during the typical inspection timeframe.	
Cracking – Minor (< 50% panel affected)	Acceptable, except when it is adjacent to an actionable defect.	
Cracking – Major (> 50% panel affected)	Acceptable, except when it is adjacent to an actionable defect.	
Surface Deterioration	Acceptable, except when it is adjacent to an actionable defect.	

9.6 Other Footpath Matters

Table 12: Other Footpath Matters

MATTER	DETAILS / RESPONSE LEVEL
CBD Footpath Cleaning	Council aims to clean the Somerset and Wynyard CBD footpaths two times per year, being: 1. end September/early October (prior to the Tulip festival) 2. early April (prior to ANZAC day marches etc.)

9.7 Retaining Wall Defects and Intervention Levels

Council's defined intervention levels are detailed below.

Table 13: Retaining Wall Intervention Levels

WALL TYPE	DEFECT	INTERVENTION LEVEL & ACTION
Precast Concrete 	Cracked/Stress Failure/ Spalling (concrete deterioration)	At onset of cracking. Immediate structural engineering assessment
	Tilted/Moved Panel	Wall has moved from it's original position and at risk of losing structural integrity &/or failure. Immediate structural engineering assessment
	Fill material/dirt washed out	When material wash causes hazard or nuisance. Clean up & replenish
	Hand rail damage	Where there is a risk to pedestrians. Repair.
	Base sliding forward	Base has moved from it's original position and at risk of losing structural integrity &/or failure. Immediate structural engineering assessment
	Ties/Bolts failing	At first sign of distress. Immediate structural engineering assessment
Armour Rock 	Dislodged Rocks	When first noticed. Rebuild and/or structural engineering assessment
	Wash out	When material wash causes hazard or nuisance. Clean up & replenish
	Vegetation	When vegetation is causing movement in rocks. Vegetation management.
	Sinking of foundation	When first noticed. Structural engineering & geotechnical assessment.
Stacked Rock 	Loose/fallen out rocks	When fallen rocks causes hazard or nuisance. Rebuild.
	Vegetation	When vegetation is causing movement in rocks. Vegetation management.
	Rotation of wall	When first noticed. Immediate structural engineering assessment.
Gabion Basket 	Hand rail damage	Where there is a risk to pedestrians. Repair.
	Wire caging damaged/broken	When material is being lost from basket. Repair.
	Wall Bulging &/or Individual Basket Movement	When structural integrity is jeopardised. Immediate structural engineering assessment.
	Vegetation	When vegetation is causing movement in baskets. Vegetation management.

WALL TYPE	DEFECT	INTERVENTION LEVEL & ACTION
Verti/Mass Block 	Movement/Gapping	If greater than 10mm from built position. Immediate structural engineering assessment.
	Hand rail damage	Where there is a risk to pedestrians. Repair.
	Rotation of wall face	When first noticed. Immediate structural engineering assessment
	Vegetation	When vegetation is causing movement in units. Vegetation management.
Crib Lock 	Missing units (top of wall)	When missing units causes hazard or nuisance. Replace only if necessary.
	Missing/Broken units (mid wall)	When greater than 3 units in one area. Repair/replace.
	Vegetation	When vegetation is causing movement in units. Vegetation management.
	Tilting/rotating/bulging wall	When first noticed. Immediate structural engineering assessment
Timber Sleeper/Logs 	Hand rail damage	Where there is a risk to pedestrians. Repair.
	Individual Sleepers displaced	When missing units causes hazard or nuisance. Repair/replace.
	General timber rotting or fire damage	If section loss of member >10%. Repair/replace.
	Vegetation	When vegetation is causing movement in units. Vegetation management.
Small Block/Brick 	Wall Rotation	When first noticed. Immediate structural engineering assessment
	Missing units (top of wall)	When missing units causes hazard or nuisance. Replace as necessary.
	Broken or missing units (mid wall)	When greater than 3 units in one area. Repair/replace/rebuild.
	Vegetation	When vegetation is causing movement in units. Vegetation management.
Poured Insitu Concrete 	Cracked/Stress Failure/ Spalling (concrete deterioration)	At onset of cracking. Immediate structural engineering assessment
	Wall Rotation/ Bulging	When first noticed. Immediate structural engineering assessment
	Hand rail damage	Where there is a risk to pedestrians. Repair.
	Vegetation	When vegetation is causing movement in wall. Vegetation management.

10. INSPECTIONS

10.1 Roads Inspections

Routine inspections of the road network are continually being carried out by road maintenance staff as a part of their normal duties and the locations and severity of defects used to plan maintenance activities. Defects are also reported to Council by road users and in such instances a reactive inspection is triggered to assess the concern in accordance with the same criteria used in the routine inspection process.

10.1.1 Roads Renewal Inspections

Renewals of road surfaces is one of the more significant areas of capital expenditure from year-to-year and is a key focus area in the annual revision of Council's 10-year works plan. A 4-year rolling resurfacing program is created directly from the asset register (using the expected asset expiry dates) and these assets are then inspected in the field and an estimated renewal date assigned based upon condition of the asset.

In this way, individual surface assets are identified for renewal at the optimal time (i.e. before ongoing maintenance costs rise too sharply, unacceptable safety concerns emerge and/or damage to the expensive underlying road pavement is at risk.

This process requires the inspector to weigh up numerous, inter-related variables pertaining to the performance of the road surface and form a judgement on the optimal renewal date. In practice, the inspector will note the presence and severity of surface defects (e.g. cracking, stone loss/polishing, flushing/bleeding seal etc) and consider these in the greater context of their location on the road (e.g. on corners, hills etc.) and its hierarchy classification (type and frequency of traffic loading) to determine the optimal renewal timing.

Given the range of variables that need to be considered and the high level of expert judgement that must be applied in this process, road surface renewal inspections are best carried out by officers with extensive knowledge and experience of both the road network and Council's road maintenance practices.

10.2 Footpath Inspections

Routine inspections of the footpath network will be conducted as an accountability measure of Council's service levels and a driver of funding. As part of this process the location of defects and their severity are recorded, and the resultant information used to plan the annual maintenance program. Defects are also reported to Council by footpath users and in such instances a reactive inspection is triggered to assess the concern in accordance with the same criteria used in the routine inspection process.

The routine inspection process also serves to provide information about the condition of Council's footpath network. This information is used in the development of the capital renewals and construction program as well as to track trends in the overall condition of the network.

10.3 Bridge Inspections

To ensure the structural integrity of bridges and to mitigate the associated risks, each bridge is inspected on a 6 monthly basis by independent experts. Repairs and/or renewals are scheduled in line with their recommendations.

11. PRIORITISATION OF WORKS

A defect which meets Council's defined intervention levels is prioritised for corrective maintenance according to the severity of the defect, the hierarchy classification of the infrastructure in question, and available resources. In this way, available resources are targeted to strategically manage the risk associated with defects in the transport network and ensure financially responsible management of assets.

11.1 Footpath Prioritisation of Works

The methodology for prioritising footpath defects is shown in Table 14 below.

Table 14: Footpath Prioritisation Matrix

Defects		Hierarchy Class			
		1	2	3	4
Vertical Displacements	10 – 20mm	Medium	Low	Acceptable	Acceptable
	20 – 40mm	High	Medium	Low	Low
	> 40mm	High	High	Medium	Medium
Slippery Surfaces		High	High	Medium	Medium
Overhanging Vegetation		High	Medium	Low	Low
Excess Cross Fall		Medium	Medium	Low	Low
Hole in Nature Strip		Medium	Medium	Low	Low
Water Ponding		High	Medium	Low	Low
Cracking	Minor	Low	Acceptable	Acceptable	Acceptable
	Major	Medium	Low	Acceptable	Acceptable
Surface Deterioration		Medium	Low	Acceptable	Acceptable

12. RESPONSE TIMES

Council's response times are directly related to the priority of the defect as determined in the section above (Prioritisation of Works). As Council's primary consideration is to manage the risk to users, response times relate to the time required for Council to take reasonable steps to reduce the risk associated with the defect, and for it to be scheduled into the planned program for corrective maintenance.

Examples of managing the risk posed by a defect may include:

- Closing all or part of the road; or
- Highlighting a footpath trip hazard using high visibility paint; or
- Placing a load limit on a bridge; or
- Placing hazard warning signs or barriers.

The time taken to actually repair the defect will depend upon the appropriate repair method and availability of resources.

APPENDIX A – ROAD HIERARCHY INVENTORY

Table 15: Roads Hierarchy Inventory – Urban Sealed

ROAD NAME – URBAN SEALED	LOCATION DETAILS	HIERARCHY CLASS
Airport Street		U9
Alicia Court		U10A
Annie Street		U10A
Arthur Street		U9
Athol Street		U9
Austin Street	Dodgin St to Inglis St	U8
Austin Street	Inglis St to Wynyard Esp	U9
Back Cam Road		U8
Ballad Avenue		U10A
Banksia Crescent		U9
Bass Highway		U6
Beachside Close		U10A
Beamish Avenue		U10A
Beaufort Court		U10A
Beaufort Street		U9
Bells Parade		U9
Belton Street		U8
Bettys Lane		U10A
Bettys Lane Car Park		U10A
Bluewater Crescent		U10A
Bowick Court		U10A
Bowick Street	Old Bass Hwy to 16 Bowick St	U8
Bowick Street	16 Bowick St to Martin St	U9
Brady Place		U10A
Bravo Street		U10A
Brickworks Entrance		U10A
Bridge Street - Wynyard		U10A
Brighton Place		U10A
Cam River Reserve Car Park		U10A
Camp Creek Reserve Access		U10A
Caravan Park Access		U10A
Cardigan Street	East End to Old Cam Rd	U9
Cardigan Street	Old Cam Rd to Raglan St	U8
Cardigan Street	Raglan St to West End	U9
Challis Street		U10A
Church Street	South End to Goldie St	U10A
Church Street	Goldie St to West Jenner St	U9
Collins Street		U10A
Cook Street		U10A
Cormorant Lane		U10A
Cotton Street	South End to Inglis St	U10A
Cotton Street	Inglis St to George St	U9
Crosby Street		U10A
Cummings Street		U9

ROAD NAME – URBAN SEALED	LOCATION DETAILS	HIERARCHY CLASS
Daphne Street		U10A
Dart Street		U9
Delacey Street		U10A
Dodgin Street		U8
Duncanson Street		U10A
Easton Avenue		U10A
Edward Street		U10A
Elizabeth Street		U9
Elm Court		U10A
Emily Crescent		U10A
Enden Place		U10A
English Street Reserve Access & Car Park		U10A
English Street		U10A
Exhibition Link		U9
Fairlands Drive		U10A
Falmouth Street	Somerset Esp to Bass Hwy	U8
Falmouth Street	Bass Hwy to Old Cam Rd	U7
Falmouth Street	Access to 45 Falmouth St	U10A
Fenton Crescent		U10A
Flinders Drive		U10A
Frederick Street		U8
Freestone Crescent		U9
George Street - Somerset	Wragg St to Cardigan St	U9
George Street - Somerset	Cardigan St to South End	U10A
George Street - Wynyard		U9
Gibbons Street	East End to 54 Gibbons St	U9
Gibbons Street	54 Gibbons to Hales St	U10A
Gilmour Crescent		U10A
Goldie Street	Dodgin St to Church St	U7
Goldie Street	Church St to Frederick St	U8
Golf Links Road		U9
Gordon Street		U9
Grace Avenue		U9
Guy Crescent		U10A
Hainsworth Court		U10A
Hales Court		U10A
Hales Street	Goldie St to Inglis St	U9
Hales Street	Inglis St to Gibbons St	U8
Hales Street	Gibbons to North End	U10A
Hales Street Access Road		U10A
Hall Street		U10A
Haywoods Lane		U9
Henry Street		U10A
Heppels Road		U10A
Heron Avenue		U10A
Hill Court		U10A

ROAD NAME – URBAN SEALED	LOCATION DETAILS	HIERARCHY CLASS
Hogg Street		U9
Houston Court		U10A
Inglis Court		U10A
Inglis Street	Saunders St to Bass Hwy	U7
Inglis Street	Bass Hwy to North End	U10A
Inglisdale Drive		U10A
Isabelle Court		U10A
Jackson Street Car Park		U10A
Jackson Street	South End to Quiggin St	U10A
Jackson Street	Quiggin St to Dodgin St	U9
Jackson Street	Dodgin St to Park St	U8
Jackson Street	Park St to North End	U9
Jenner Street	East End to Jackson St	U10A
Jenner Street	Jackson St to Austin St	U9
John Street		U10A
Johnson Place		U10A
Jones Court		U10A
Katelyn Drive		U10A
Kayser Street		U10A
Kerrison Court		U10A
King Drive		U10A
Kingsmill Street		U10A
Langley Park Car Park		U10A
Lewis Street - Somerset		U10A
Lewis Street - Wynyard		U9
Little Goldie Street		U9
Little Inglis Street		U10A
Little Quiggin Street		U10A
Little Saunders Street		U9
Lockett Street		U9
Loongana Place		U10A
Lowe Street		U9
Lyons Street	Bass Hwy to Simpson St	U9
Lyons Street	Simpson St to Pelissier St	U10A
Lyons Street	Pelissier St to South End	U9
Mackenzie Drive	Bass Hwy to Beaufort St	U9
Mackenzie Drive	Beaufort St to West End	U10A
Magnet Court		U10A
Main Pumpstation Road		U10A
Main Street		U9
Malakoff Street		U9
Maple Crescent		U10A
Martin Street		U9
Maxwell Place		U10A
McArthur Street		U10A
McKays Road		U9
Millpond Court		U10A

ROAD NAME – URBAN SEALED	LOCATION DETAILS	HIERARCHY CLASS
Moore Court		U10A
Moore Street - Boat Harbour		U10A
Moore Street - Wynyard		U9
Moraine Place		U10A
Morse Place		U10A
Morton Street		U10A
Mount Hicks Road		U7
Mount Road		U10A
Murchison Highway (edges)		U9
New Street - Somerset		U10A
New Street - Wynyard		U10A
Oak Avenue		U10A
Old Bass Highway		U7
Old Cam Road		U8
Oonah Crescent		U10A
Palm Crescent		U10A
Pandanus Court		U10A
Park Street	East End to Jackson St	U10A
Park Street	Jackson St to South End	U9
Pelissier Court		U10A
Pelissier Street	Murchison Hwy to Falmouth St	U10A
Pelissier Street	Falmouth St to Malakoff St	U8
Percy Street		U10A
Pergola Crescent		U10A
Petunia Street	Lockett St to Martin St	U9
Petunia Street	Martin St to South End	U10A
Phoenix Circuit		U10A
Pine Crescent		U10A
Plummer Court		U10A
Port Road - Wynyard		U9
Port Road - Boat Harbour Beach		U7
Que Street		U10A
Quiggin Court		U10A
Quiggin Street	Moore St to Jackson St	U9
Quiggin Street	Jackson St to West End	U10A
Raglan Street	Bass Hwy to Pelissier St	U8
Raglan Street	Pelissier St to Cardigan St	U9
Railway Institute Hall Car Park		U10A
Ramsden Street		U10A
Reece Court		U9
Rees Street		U10A
Reeve Street		U10A
Reid Street		U9
Ritchie Street		U10A
Riverdale Crescent		U10A
Ronald Crescent		U10A
Rose Street		U10A

ROAD NAME – URBAN SEALED	LOCATION DETAILS	HIERARCHY CLASS
Sandpiper Road		U10A
Sandy Crescent		U10A
Saunders Street	South End to Dodgin St	U10A
Saunders Street	Dodgin St to Wynyard Esp	U7
School Lane		U8
Shelter Point Court		U10A
Shoreline Entrance		U10A
Simpson Street		U9
Smith Street		U10A
Somerset Esplanade Car Park East		U10A
Somerset Esplanade Car Park West		U10A
Somerset Esplanade		U8
Southern Place		U10A
Sprent Street East		U10A
Sprent Street West		U10A
Stanwyn Court		U10A
Station Street		U10A
Sunset Avenue		U10A
Symonds Close		U10A
Taroona Place		U10A
Tennis Court Road		U10A
Terra Nova Drive		U9
Vincent Street		U10A
Walker Street		U9
Ward Street		U10A
Waterworth Street		U10A
West Jenner Street		U9
Wilkinson Street	Inglis St to Kingsmill St	U9
Wilkinson Street	Kingsmill St to West End	U10A
William Street		U10A
Willis Street		U10A
Wonders Of Wynyard Car Park		U10A
Woolworths Car Park		U10A
Wragg Street Access		U10A
Wragg Street	Murchison Hwy to Falmouth St	U9
Wragg Street	Falmouth St to Bass Hwy	U7
Wragg Street	Bass Hwy to West End	U10A
Wynyard Community Centre Car Park		U10A
Wynyard Esplanade		U9
Wynyard Multi-Purpose Building Car Park (Yacht Club)		U10A
Wynyard Waste Transfer Station		U10A
Wynyard Wharf Access		U10A
Wynyard Wharf Car Park		U10A
Yacht Club Acess		U9
York Court		U10A
York Street	Bass Hwy to Inglis St	U7

ROAD NAME – URBAN SEALED	LOCATION DETAILS	HIERARCHY CLASS
York Street	Inglis St to 35 York St	U9
York Street	35 York St to South End	U10A
York Street Access	21 York St to 25 York St	U10A
Yulambi Court		U10A

Table 16: Roads Hierarchy Inventory – Urban Unsealed

ROAD NAME – URBAN UNSEALED	LOCATION DETAILS	HIERARCHY CLASS
Cardigan Street Reserve Car Parks (Soccer Ground)		U10A
Smith Street		U10A
South Street		U10A
Sprent Street		U10A
Tennis Court Road		U10A
Walker Street		U10A

Table 17: Roads Hierarchy Inventory – Rural Sealed

ROAD NAME – RURAL SEALED	LOCATION DETAILS	HIERARCHY CLASS
Alandale Place		R10A
Alberts Road		R10A
Andersons Road		R10A
Austins Road		R9
Azzure Vista		R10A
Back Cam Link Road		R10A
Back Cam Road	0213 - 4593m	R8
Back Cam Road	5257 - 5547m	R10A
Ballast Pit Road	0000 - 1481m	R8
Ballast Pit Road	1481 - 1740m	R9
Banksia Avenue	0000 - 0411m	R9
Banksia Avenue	0411 - 0614m	R10A
Banksia Park Road		R10A
Baulds Hill Road		R10A
Blackabys Road		R10A
Boat Harbour Siding Road		R10A
Bramichs Road		R9
Bridge Street - Sisters Beach		R8
Broomhalls Road		R9
Brownriggs Road		R9
Calder Road	00000 - 03952m	R6
Calder Road	03952 - 16491m	R8
Calder Road	16491 - 17933m	R9
Cemetery Road - Waratah		R10A
Coopers Lane		R8
Cumming Street		R9
Dallas Road		R9
Deep Creek Road	00000 - 03706m	R7
Deep Creek Road	03706 - 13730m	R8
Dicks Road		R10A
Dobsons Lane		R10A
East Boulevard		R9
East Boulevard Car Park		R10A
East Yolla Road		R9
Edward Street		R9
Elfrida Avenue	0000 - 0300m	R9
Elfrida Avenue	0300 - 0398m	R10A
Gates Road		R8
Graylyn Lane		R10A
Guildford Road		R10A
Hardys Road		R10A
Haywoods Lane		R9
Hoares Lane		R8
Honeysuckle Avenue		R8

ROAD NAME – RURAL SEALED	LOCATION DETAILS	HIERARCHY CLASS
Irby Boulevard		R9
Irbys Circus		R9
Johnsons Road	0000 - 1599m	R8
Johnsons Road	1599 - 4442m	R9
Kellatier Road		R10A
Kenelm Avenue		R9
Lagoon Avenue		R9
Lapoinya Road	00000 - 01634m	R7
Lapoinya Road	01634 - 04142m	R8
Lapoinya Road	04142 - 05845m	R9
Lennah Drive		R9
Little Village Lane		R9
Lowries Road		R9
Marshalls Road		R9
Maxs Road		R10A
Meunna Road		R10A
Morris Road		R10B
Mount Hicks Road		R7
Mount Myrtle Road		R10A
Murchison Highway Yolla		R9
Myalla Road	00000 - 09841m	R8
Myalla Road	09841 - 13809m	R9
Newhaven Drive		R9
Newlands Road		R10A
Nunns Road	0000 - 1328m	R8
Nunns Road	1328 - 7029m	R9
Oldina Road	00000 - 18073m	R8
Oldina Road	20611 - 20845m	R9
Pages Road	0000 - 2245m	R7
Pages Road	2245 - 4559m	R8
Pecks Road		R9
Pine Street		R10A
Pinebrae Road		R10A
Port Road		R7
Postmans Court		R10A
Preolenna Road	00000 - 15518m	R7
Preolenna Road	15518 - 23616m	R9
Preolenna Road	23616 - 27093m	R8
Reservoir Drive	0000 - 1553m	R7
Reservoir Drive	1591 - 2292m	R8
Reservoir Drive	2292 - 3723m	R9
Rettkes Road		R10A
River Road		R9
Robin Hill Road		R8
Rulla Road	0000 - 0235m	R10A

ROAD NAME – RURAL SEALED	LOCATION DETAILS	HIERARCHY CLASS
Rulla Road	0307 - 1971m	R9
Scotts Road		R9
Seabrook Road		R8
Seabrook Road		R8
Serrata Crescent		R10A
Shekleton Road		R10A
Sisters Beach Road		R7
Smarts Road		R9
Smiths Road		R10B
South Elliott Road		R10A
Stennings Road		R8
Stockdale Avenue		R9
Strawberry Lane		R10A
Table Cape Road		R7
Takone Road	00000 - 06920m	R8
Takone Road	06920 - 09085m	R10A
Ten Foot Track		R10A
Thousand Hills Vista		R10A
Timothy Drive		R9
Tink Taylor Avenue		R10A
Tink Taylor Avenue Circuit		R10A
Tollymore Road	0000 - 3664m	R8
Tollymore Road	3664 - 6061m	R7
Tollymore Road (Hamiltons Cnr Viewing Area)		R10A
Tom Moores Road		R9
Tysons Road		R10A
Vicevich Road		R10A
Village Lane		R9
Wattle Avenue		R10A
Wattle Hill Drive		R10A
West Calder Road		R9
Whites Road		R10B
Whyte Hill Lookout Road		R10A
Woolleys Road		R10A

Table 18: Roads Hierarchy Inventory – Rural Unsealed

ROAD NAME – RURAL UNSEALED	LOCATION DETAILS	HIERARCHY CLASS
Aerodrome Approach		R10A
Aitkens Road		R10A
Aldersons Lane		R10C
Aldersons Road		R10A
Allens Road		R10A
Andersons Road		R10A
Archers Road		R10C
Austins Road		R9
Back Cam Road		R10A
Ballast Pit Road		R9
Bassetts Road	0000 - 0713m	R10A
Bassetts Road	0713 - 1833m	R10B
Bassetts Road	1833 - 2815m	R10C
Baulds Hill Road		R10A
Baulds Road		R10A
Beatties Road		R10A
Bens Road		R10B
Bills Road		R10B
Blackabys Road		R10A
Boags Road		R10A
Boat Harbour Siding Road		R10A
Bourkes Road	0000 - 0205m	R10A
Bourkes Road	0205 - 0578m	R10B
Bowketts Road		R10A
Brackendale Road		R10B
Bramichs Road		R9
Broomhalls Road	1612 - 2305m	R10B
Broomhalls Road	2305 - 2505m	R10C
Buggs Lane		R10A
Buggs Road		R10C
Camerons Road		R10A
Campbell Range Road		R10C
Capells Road		R10A
Cemetery Road - Waratah		R10A
Chalks Road		R10B
Chromys Road	0000 - 1280m	R10A
Chromys Road	1280 - 1622m	R10C
Coal Mine Road	0000 - 2235m	R10A
Coal Mine Road	2235 - 6045m	R10C
Coates Road	0000 - 1300m	R9
Coates Road	1300 - 1976m	R10C
Colgraves Road		R9
Cryans Road		R10A
Da Rues Road		R10C
Dallas Road		R9
Dam Road		R10A

ROAD NAME – RURAL UNSEALED	LOCATION DETAILS	HIERARCHY CLASS
Dares Road		R10B
Deaytons Lane	0000 - 2171m	R10A
Deaytons Lane	2171 - 2524m	R10C
Deep Creek Road	05809 - 07509m	R8
Deep Creek Road	07509 - 10720m	R10A
Deep Creek Road	10720 - 12790m	R9
Devils Elbow Road		R10A
Dobsons Lane		R10A
Doctors Road		R10B
Dudfields Road		R10A
Duniams Road		R10B
Eaglings Road		R10C
East Yolla Road		R9
Edmunds Road		R10C
Edwards Road		R10C
Elfrida Avenue		R10C
Elliotts Road		R10B
Elphinstones Road		R9
Emerald Vale Road		R9
Ewingtons Road		R10B
Fists Lane	0000 - 0470m	R10A
Fists Lane	0470 - 1932m	R10B
Fists Lane	1932 - 2195m	R10C
Fosters Road		R10A
Francombes Road		R10B
Franks Lane		R10B
Frenchs Road	0000 - 0310m	R10A
Frenchs Road	0310 - 0918m	R10C
Gates Road		R8
Gladwells Lane		R10B
Guildford Road		R10A
Harnetts Road		R10C
Harris Road	0000 - 0200m	R10B
Harris Road	0200 - 1135m	R10C
Hawleys Road		R10A
Hays Road		R10B
Hills Road		R10C
Hoares Lane		R10B
Hoares Road		R10B
Humbles Road		R10A
Ingleford Road		R10A
Irby Boulevard		R9
Jones Road		R10C
Keens Road		R10B
Keith River Road		R10C
Kellatier Road	0056 - 0470m	R10A
Kellatier Road	0470 - 0854m	R10C

ROAD NAME – RURAL UNSEALED	LOCATION DETAILS	HIERARCHY CLASS
Kimberleys Hill Road		R10A
Kinchs Road		R10C
Lancaster Road		R10B
Lances Road		R10C
Lapoinya Road		R9
Lees Creek Road		R10C
Lighthouse Road		R9
Little Arthur River Road		R10C
Locketts Road		R10A
Loones Road		R10C
Lowries Road		R10A
Lyons Road		R9
Mackenzies Road		R10A
Margetts Road		R10B
Marshalls Road		R9
Masons Road		R10A
Mccullocks Road		R10C
McDonalds Road		R10C
McGees Road		R10A
Meunna Road	00000 - 10700m	R10A
Meunna Road	10700 - 13482m	R8
Minnies Road		R10C
Morris Road		R10B
Mount Myrtle Road		R10A
Murdering Gully Road		R9
Myalla Road		R9
Myalla Station Road		R10B
Myrtle Dell Road		R10C
Nelsons Road		R10A
Newhaven Track		R10A
Nicholsons Road		R10C
Nunns Road		R9
Old Dam Road	0000 - 0230m	R10A
Old Dam Road	0230 - 0380m	R10C
Old Mount Hicks Road		R10A
Oldina Road		R9
Oonah Road		R9
Pearces Road		R10C
Pecks Road		R9
Pepperells Road		R10C
Petersons Lane		R10A
Pine Street		R10B
Pinebrae Road		R10C
Pinners Road	0000 - 1851m	R10A
Pinners Road	1851 - 3513m	R10B
Pokes Road		R10A
Ransleys Road		R10B

ROAD NAME – RURAL UNSEALED	LOCATION DETAILS	HIERARCHY CLASS
Reeves Road		R10C
Regrowth Spur		R10A
Reids Road		R10B
Reillys Road	0000 - 0315m	R10B
Reillys Road	0315 - 0809m	R10A
Reillys Road	0809 - 1008m	R10B
Reservoir Drive	3723 - 4260m	R9
Reservoir Drive	4260 - 8959m	R10A
Ridges Road		R10A
Robin Hill Road		R9
Robinsons Road		R10B
Ross Grange Road		R10A
Rothwells Road		R10B
Roxleys Road		R10B
Rubocks Road		R10B
Rulla Road	0012 - 0142m	R10A
Rulla Road	1971 - 4207m	R9
Rulla Road	4207 - 4659m	R10B
Sampsons Lane		R10B
Sawards Road		R10B
Scotts Road		R9
Sculthorpes Road		R10C
Shepperds Lane		R10A
Shires Lane	0000 - 0524m	R10A
Shires Lane	0524 - 0890m	R10B
Smarts Hill Road		R10B
Smarts Road		R9
Smiths Road	0030 - 0942m	R10B
Smiths Road	0942 - 1756m	R10C
South Elliott Road		R10A
Stennings Road		R9
Stephens Road		R10C
Stewarts Road		R10B
Strawberry Lane		R10A
Stuarts Road		R10C
Stutterds Road		R10A
Sweetmans Road		R10A
Takone Road		R10A
Taylors Road	0000 - 1018m	R10A
Taylors Road	1018 - 2152m	R10B
Ten Foot Track	0030 - 1600m	R10B
Ten Foot Track	1600 - 3324m	R10C
Thompsons Road		R10C
Three Notch Road		R10C
Tippetts Road		R10A
Tom Moores Road		R9
Toomey Road		R10B

ROAD NAME – RURAL UNSEALED	LOCATION DETAILS	HIERARCHY CLASS
Tysons Road		R10B
Vicevich Road		R10A
Walkers Lane		R10A
Wandering Gully Road		R10B
West Calder Road	00000 - 08366m	R10A
West Calder Road	08366 - 11279m	R9
Whites Road		R10B
Whitsitts Road		R10B
Wienerts Road		R10B
Wiggs Road		R10A
Woodhouse Road	0000 - 0665m	R10B
Woodhouse Road	0665 - 1285m	R10C
Woolleys Road		R10A
Yard Road		R10C
Zig Zag Road	0000 - 1503m	R9
Zig Zag Road	1503 - 5658m	R10A

APPENDIX B – FOOTPATH HIERARCHY INVENTORY

Table 19: Footpath Hierarchy Inventory - Boat Harbour Beach

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Fenton Crescent		3
Heppels Road		4

Table 20: Footpath Hierarchy Inventory - Sisters Beach

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Bridge Street		3
Serrata Crescent		4

Table 21: Footpath Hierarchy Inventory – Somerset

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Arthur Street		3
Athol Street		3
Back Cam Road		4
Bass Highway		3
Beaufort Court		4
Beaufort Street*	From Lyons Street to School East Access	2
Beaufort Street*		3
Bells Parade*		3
Brady Place		4
Cardigan Street*	From George Street to Old Cam Road (northern side only)	2
Cardigan Street*		3
Cardigan Street*	From 65 Cardigan St to cul-de-sac (south)	4
Challis Street		4
Delacey Street		4
Elizabeth Street*	Somerset Plaza	1
Elizabeth Street*	From Simpson Street to Pelissier Street	2
Elizabeth Street*		3
Elm Court		4
Emily Crescent		4
Enden Place		4
Fairlands Drive		4
Falmouth Street*	From Simpson Street to Wragg Street (western side only)	1
Falmouth Street*	From Simpson Street to Old Cam Road (eastern side only)	2
Falmouth Street*	From Wragg Street to Pelissier Street (western side only)	2
Falmouth Street*		3
Flinders Drive		3
George Street*	From Simpson Street to Wragg Street	2
George Street*		3
Gilmour Court		4

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Guy Crescent		4
Lewis Street		3
Loongana Place		4
Lyons Street		3
Mackenzie Drive		4
Malakoff Street		3
McKays Road		4
New Street		3
Oak Avenue		4
Old Cam Road*	From Pelissier Street to Cardigan Street	2
Old Cam Road*		3
Oonah Crescent		3
Pelissier Court		4
Pelissier Street		3
Plummer Court		3
Raglan Street		3
Ramsden Street		4
Ronald Crescent		4
Simpson Street*	From 39 Simpson Street to Wragg Street (northern side only)	1
Simpson Street*	From Elizabeth Street to Falmouth Street (southern side only)	1
Simpson Street*	From Wragg Street to Falmouth Street (northern side only)	2
Simpson Street*	From George Street to 39 Simpson Street (northern side only)	2
Simpson Street*	From Loongana Place to Elizabeth Street (southern side only)	2
Simpson Street*		3
Somerset Esplanade		3
Southern Place		4
Taroona Place		4
Wragg Street*	From Bass Highway to Falmouth Street	1
Wragg Street*		3

* Street has different hierarchies along different sections as noted – where not noted it is the remainder of the street

Table 22: Footpath Hierarchy Inventory – Waratah

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Annie Street		3
Collins Street		3
Crosby Street		3
English Street		3
Hall Street*	Southern side only	3
Hall Street*	Northern side only	4
Magnet Court		4
Main Street*		3
Main Street*	From Hall Street to North end	4
Que Street		3
Ritchie Street		3
Smith Street*	From 8 Smith Street to Annie St (southern side only)	2

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Smith Street*		3
Vincent Street		3
William Street		3

* Street has different hierarchies along different sections as noted – where not noted it is the remainder of the street

Table 23: Footpath Hierarchy Inventory – Wynyard

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Airport Street		3
Alicia Court		3
Austin Street*	From Jenner Street to Park Street (eastern side only)	2
Austin Street*		3
Ballad Avenue		4
Banksia Crescent		4
Beachside Close		3
Beamish Avenue		4
Belton Street		4
Bluewater Crescent		3
Bowick Court		4
Bowick Street		3
Brickworks Entrance		4
Brighton Place		4
Church Street*	From Inglis Street along Church Street front of IGA shop	1
Church Street*	From West Jenner Street to Goldie Street (western side only)	2
Church Street*	From Inglis Street to West Jenner Street	2
Church Street*		3
Cormorant Lane		3
Cotton Street*	From Inglis Street to George Street	2
Cotton Street*		3
Daphne Street		3
Dart Street		4
Dodgin Street*	From Hogg Street to the Camp Creek Bridge	2
Dodgin Street*		3
Easton Avenue		4
Edward Street		3
Exhibition Link		1
Frederick Street		3
Freestone Crescent		3
George Street		3
Gibbons Street*	From Hales Street to Austin Street	2
Gibbons Street*	From Austin Street to Saunders Street (southern side only)	2
Gibbons Street*		3
Gibbons Street*	From Hale Street looped round Brickworks subdivision back to Hale Street	4
Goldie Street*	From Camp Creek Bridge to Moore Street	2
Goldie Street*	From Moore Street to Hogg Street (southern side only)	2

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Goldie Street*	From Moore Street to Gutteridge Gardens Car Park (northern side only)	3
Goldie Street*	From Gutteridge Gardens Car Park to Hogg Street (northern side only)	1
Goldie Street*	From Hogg Street to Saunders Street	1
Goldie Street*	From Saunders Street to John Street (southern side only)	1
Goldie Street*	From Inglis Street to Austin Street (northern side only)	2
Goldie Street*	From John Street to Austin Street (southern side only)	2
Goldie Street*		3
Golf Links Road		3
Gordon Street		3
Grace Avenue		4
Hainsworth Court		4
Hales Court		4
Hales Street*		3
Hales Street*	From Ballard Avenue to Gibbons Street (western side only)	4
Heron Avenue		3
Hill Court		4
Hogg Street*	From Jackson Street Car Park Exit to Little Goldie Street (western side only)	1
Hogg Street*	From Goldie Street to 41 Hogg Street (eastern side only)	2
Hogg Street*	From Little Goldie Street to Dodgin Street (western side only)	2
Hogg Street*		3
Houston Court		4
Inglis Court		4
Inglis Street*	From Goldie Street to Frederick Street	2
Inglis Street*		3
Inglisdale Drive		3
Isabelle Court		4
Jackson Street*	From Goldie Street to Dodgin Street (western side only)	1
Jackson Street*	From Goldie Street to Little Goldie Street (eastern side only)	1
Jackson Street*	From Little Goldie Street to Dodgin Street (eastern side only)	2
Jackson Street*		3
Jackson Street Car Park		3
Jenner Street		3
John Street		4
Katelyn Drive		3
King Drive		4
Kingsmill Street		4
Little Goldie Street		1
Little Saunders Street		1
Lockett Street		3
Lowe Street		2
Maple Crescent		4
Martin Street*	From Old Bass Highway to 1 Martin Street (western side)	2
Martin Street*		3
Maxwell Place		3
Millpond Court		4

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Moore Court*	Adjacent to Aged Care Facility	2
Moore Court*		4
Moore Street*	From Goldie Street along Moore Street front of the Hotel	2
Moore Street*		3
Moraine Place		4
Morse Place		4
New Street		3
Old Bass Highway*	From the Camp Creek Bridge to Mount Hicks Road	2
Old Bass Highway*		3
Palm Crescent		4
Pandanus Court		4
Park Street*	From Inglis Street along Park Street front of IGA shop	1
Park Street*	From Austin Street to Saunders Street (northern side only)	2
Park Street*		3
Park Street*	From 39 & 42 Park Street to South end (cul-de-sac)	4
Percy Street		4
Pergola Crescent		4
Petunia Street		3
Phoenix Place		3
Pine Crescent		4
Port Road		3
Quiggin Court		4
Quiggin Street		3
Rees Street		4
Reid Street		3
Rose Street		3
Sandy Crescent		3
Sandpiper Road		3
Saunders Street*	From Goldie Street to Little Saunders Street (western side only)	1
Saunders Street*	From Goldie Street to Exhibition Link (eastern side only)	1
Saunders Street*	From Goldie Street to the Table Cape Bridge (eastern side only)	2
Saunders Street*		3
Shoreline Entrance		3
Stanwyn Court		4
Station Street		3
Sunset Avenue		4
Symonds Close		4
Table Cape Road		3
Walker Street		3
Ward Street		4
West Jenner Street		2
Wilkinson Street		3
Woolworhs Car Park		1
Wynyard Wharf Access		3
Wynyard Wharf Car Park		3
Yacht Club Access		2

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
York Court		4
York Street*	From York Court to Inglis Street (northern side only)	2
York Street*		3
York Street*	From Katelyn Drive 2nd entrance to Millpond Court	4
Yulambi Court		4

* Street has different hierarchies along different sections as noted – where not noted it is the remainder of the street

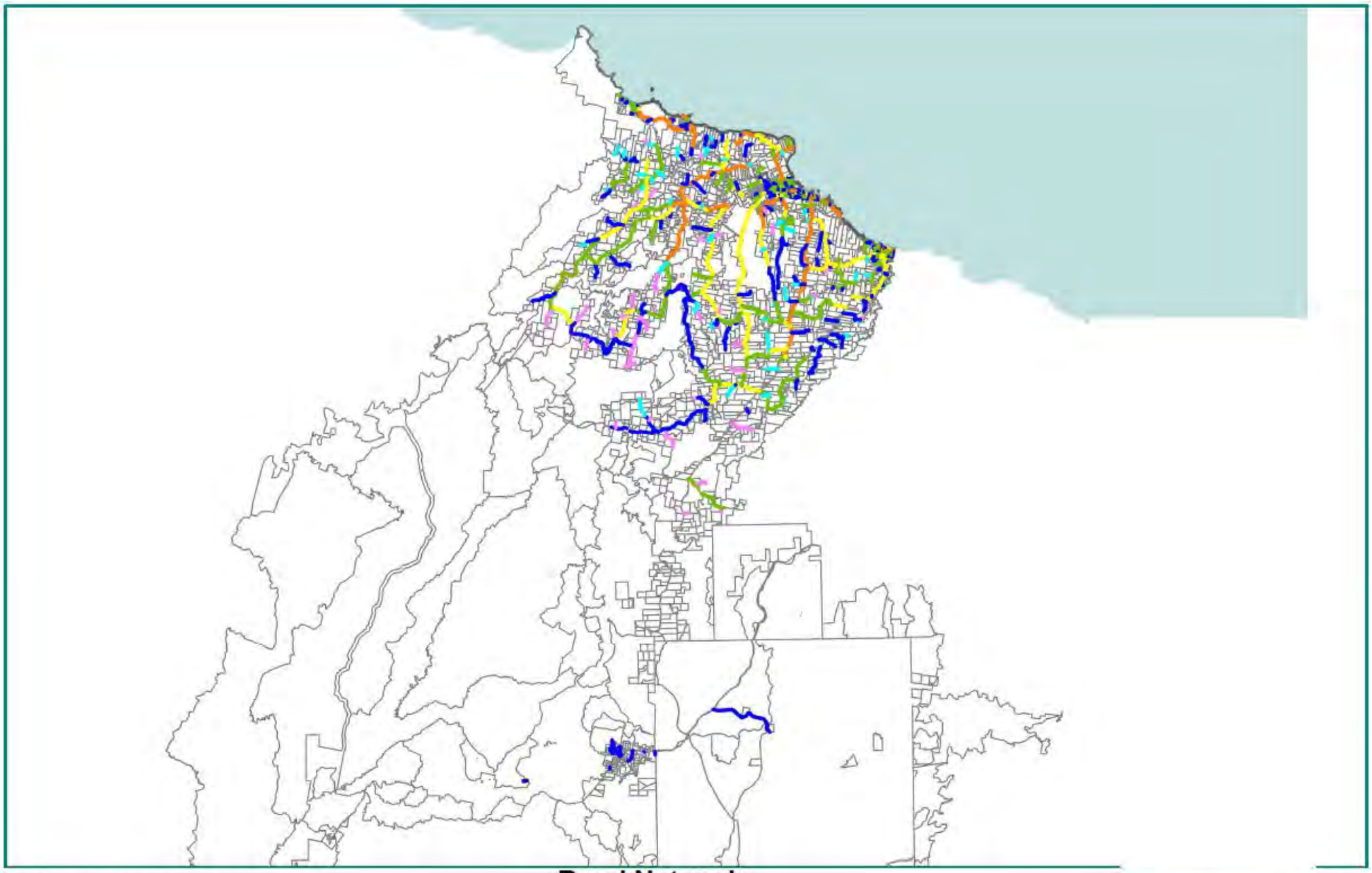
Table 24: Footpath Hierarchy Inventory – Yolla

STREET NAME	LOCATION DETAILS	HIERARCHY CLASS
Mount Hicks Road		2
Murchison Highway*	From Mount Hicks Road to 1553 Murchison Highway (southern side only)	2
Murchison Highway*	From Mount Hicks Road to 1576 Murchison Highway (northern side only)	2
Murchison Highway*		3
School Lane		2

* Street has different hierarchies along different sections as noted – where not noted it is the remainder of the street

APPENDIX C – ROAD HIERARCHY THEMATIC MAPS

Figure 4: Road Network: Waratah-Wynyard Municipality



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Road Network

0 5 10 15

Kilometres

Scale 1 : 446,000 (A4 Original Size)

(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

WARATAH WYNYARD

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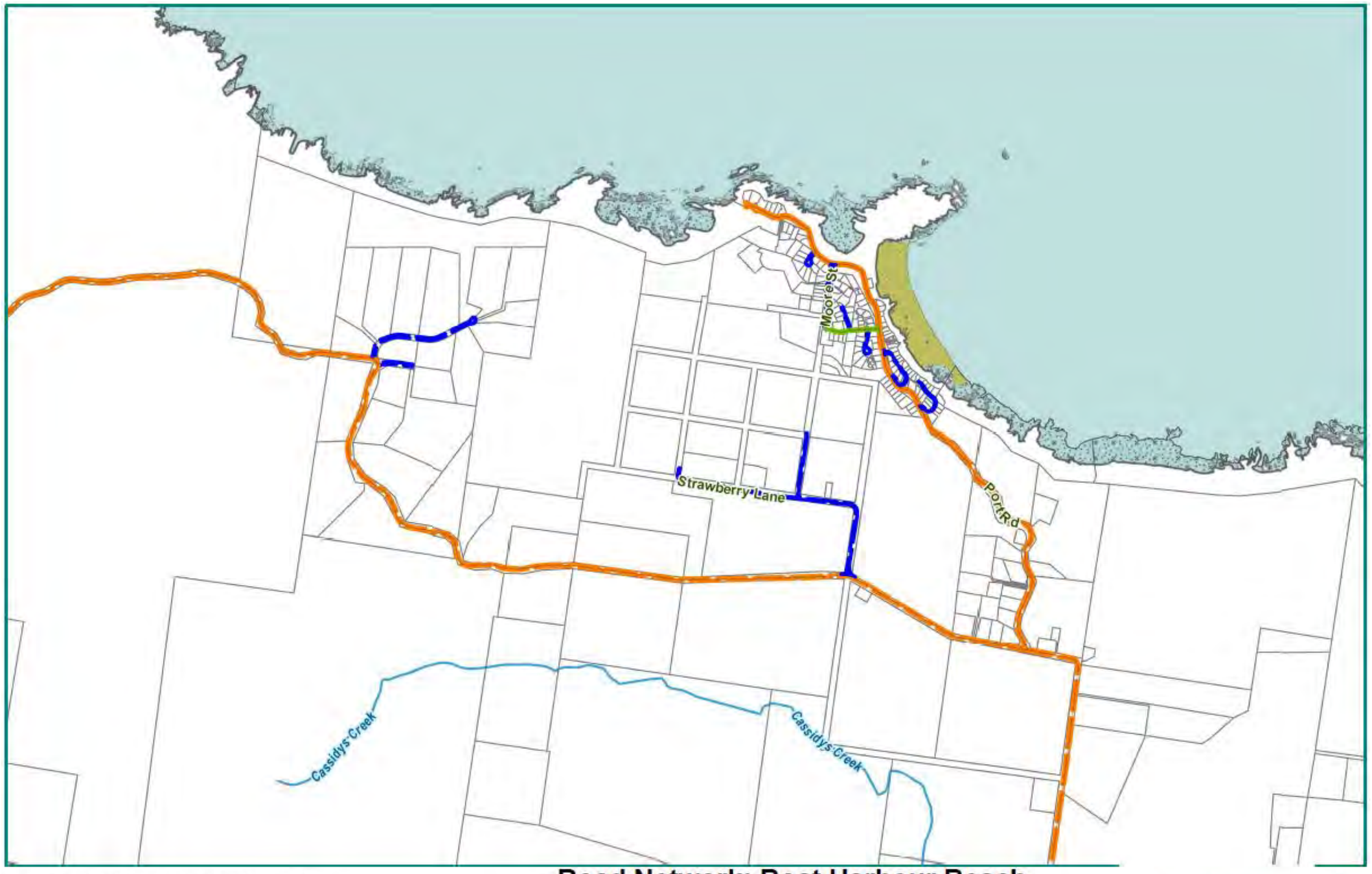
Figure 5: Road Network: Boat Harbour Beach



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Road Network: Boat Harbour Beach

0 1

Kilometres
Scale 1 : 16,100 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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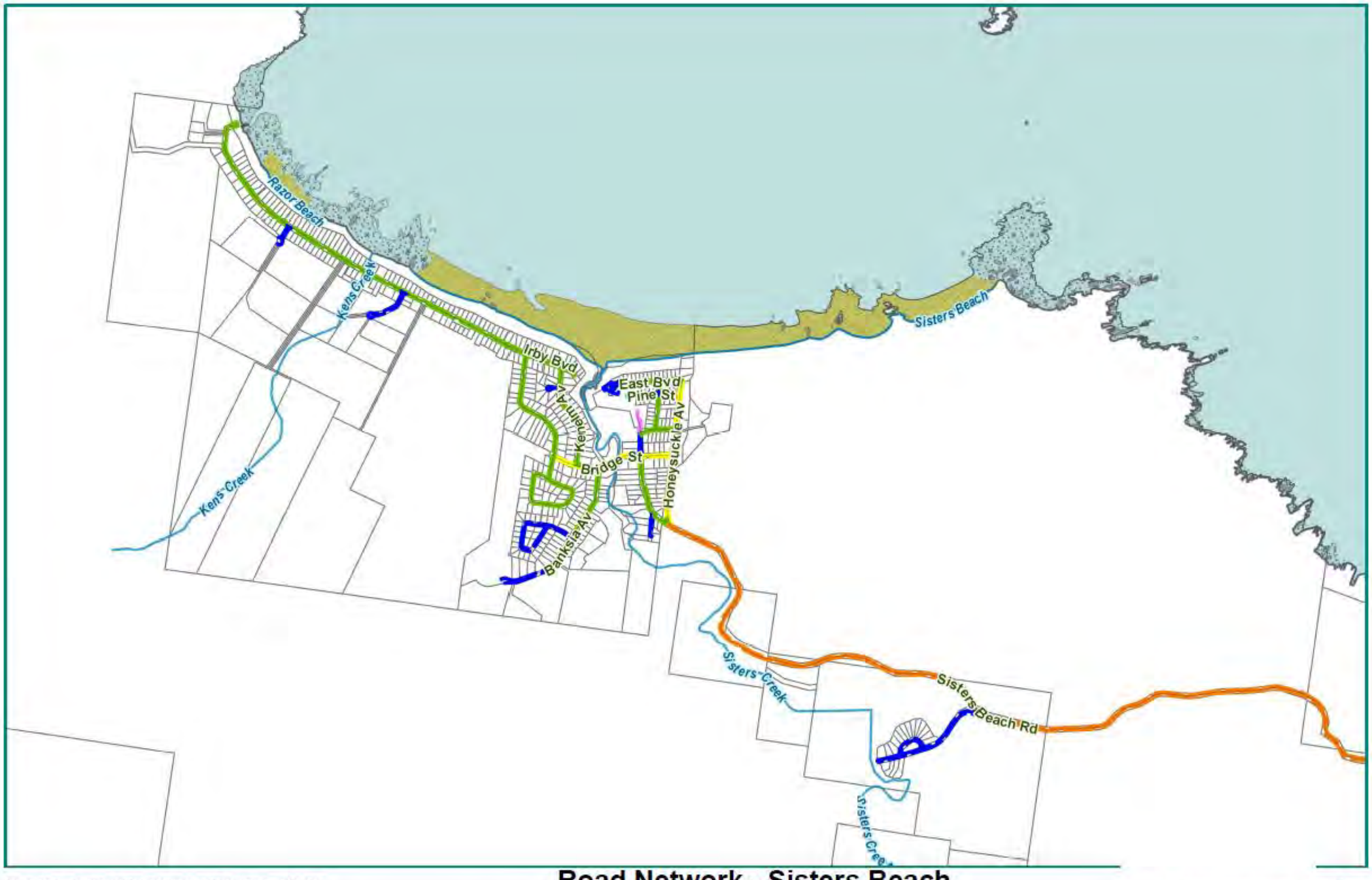
Figure 6: Road Network: Sisters Beach



Road Network - Sisters Beach

Kilometres
Scale 1 : 18,700 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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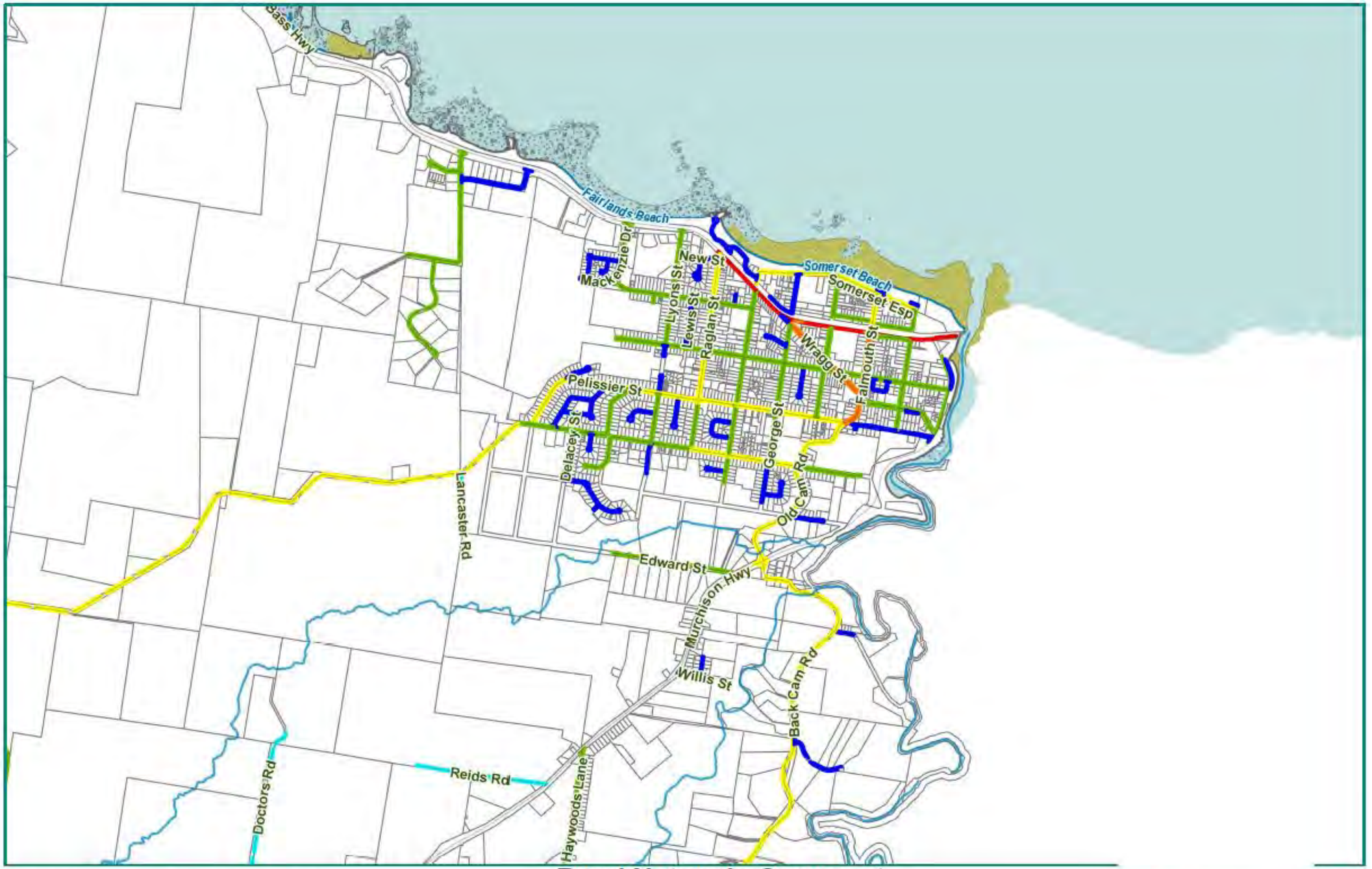
Figure 7: Road Network: Somerset



Road Network: Somerset

0 1
Kilometres
Scale 1 : 24,300 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

WARATAH WYNYARD

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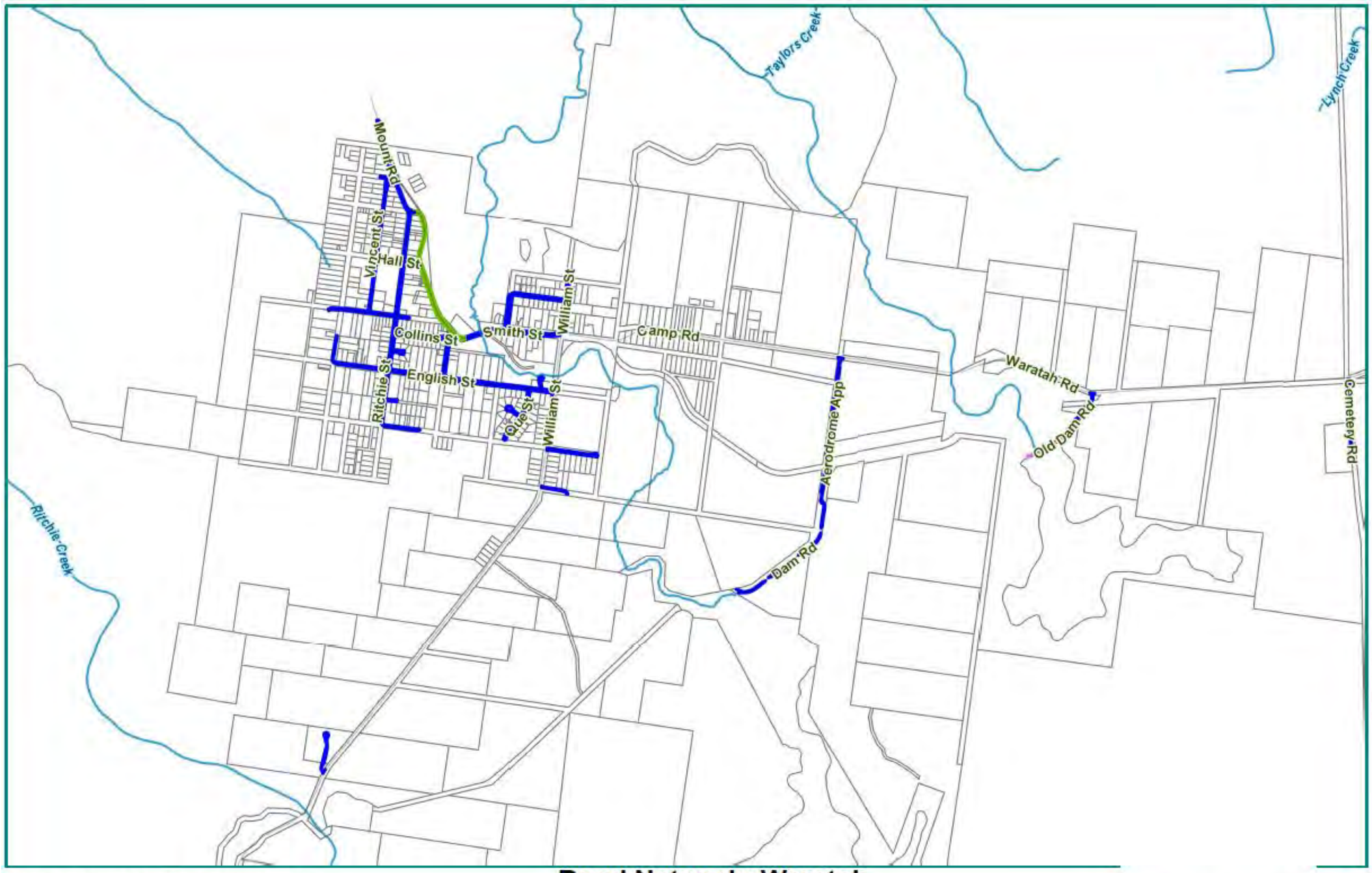
Figure 8: Road Network: Waratah



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Road Network: Waratah

0 1
Kilometres
Scale 1 : 19,709 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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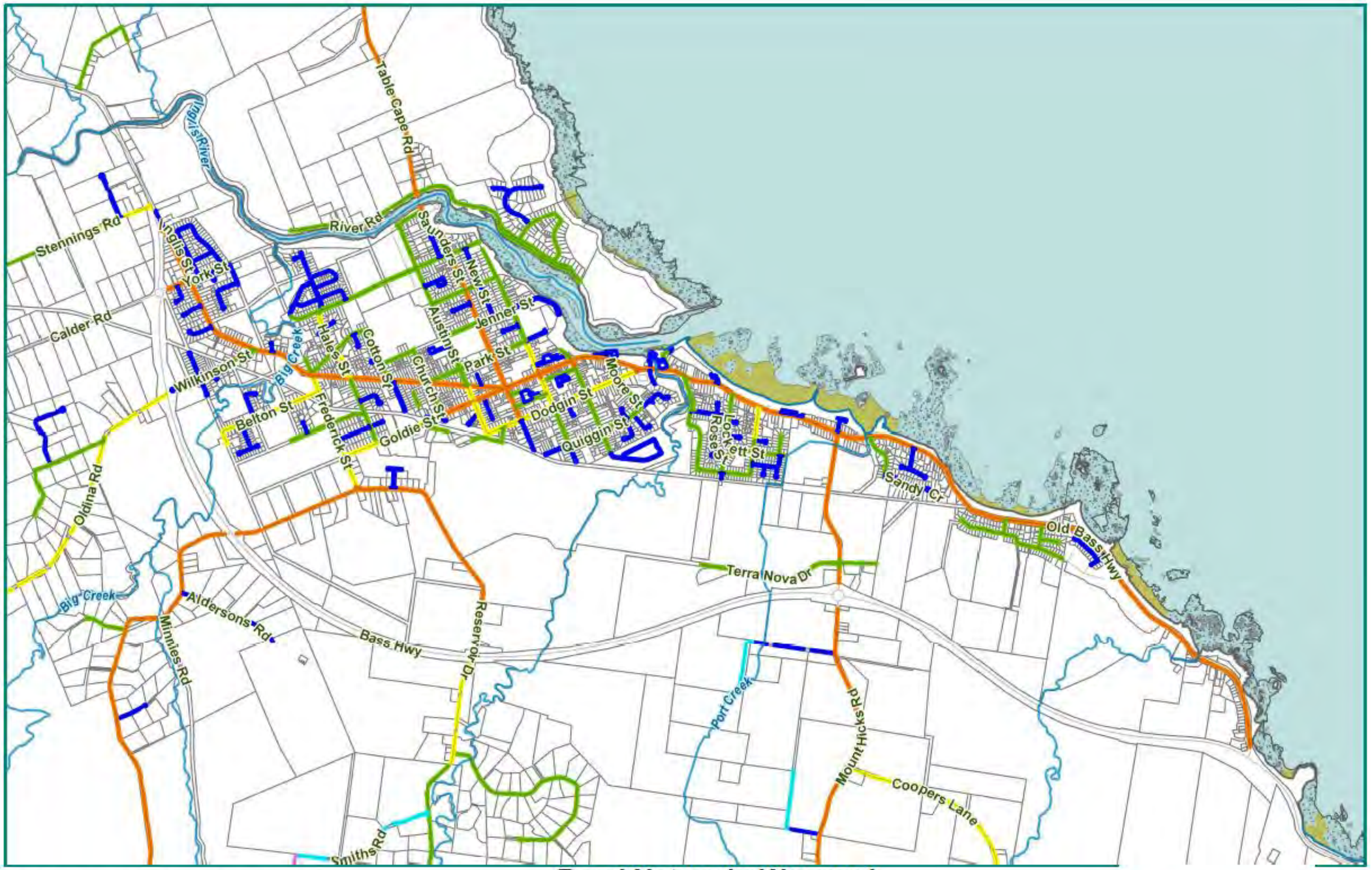
Figure 9: Road Network: Wynyard



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Road Network: Wynyard

0 1 2
Kilometres
Scale 1 : 30,000 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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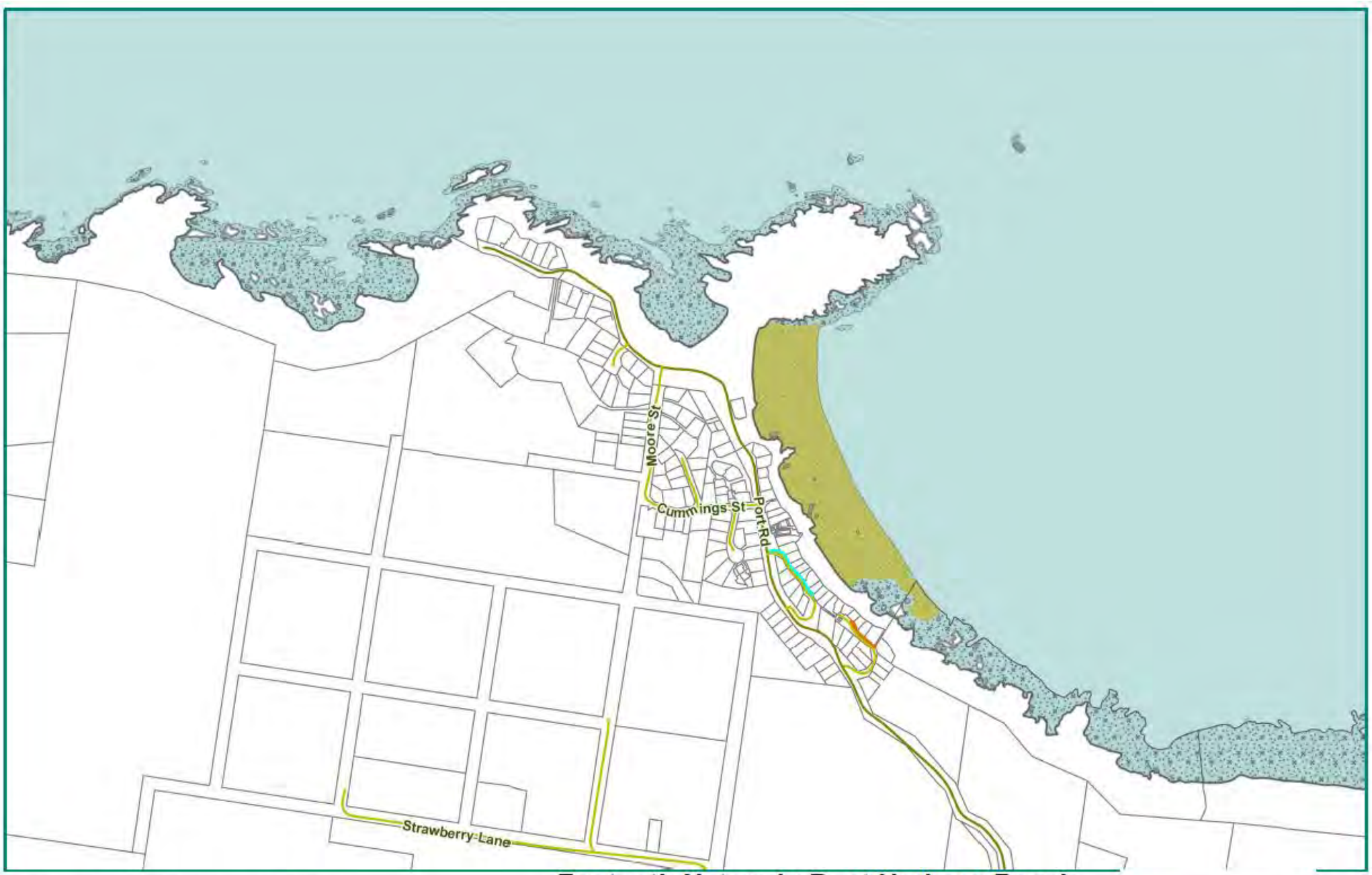
APPENDIX D – FOOTPATH HIERARCHY THEMATIC MAPS

Figure 10: Footpath Network: Boat Harbour Beach



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Footpath Network: Boat Harbour Beach

0 100 200 300 400 Metres

Scale 1 : 7,800 (A4 Original Size)

(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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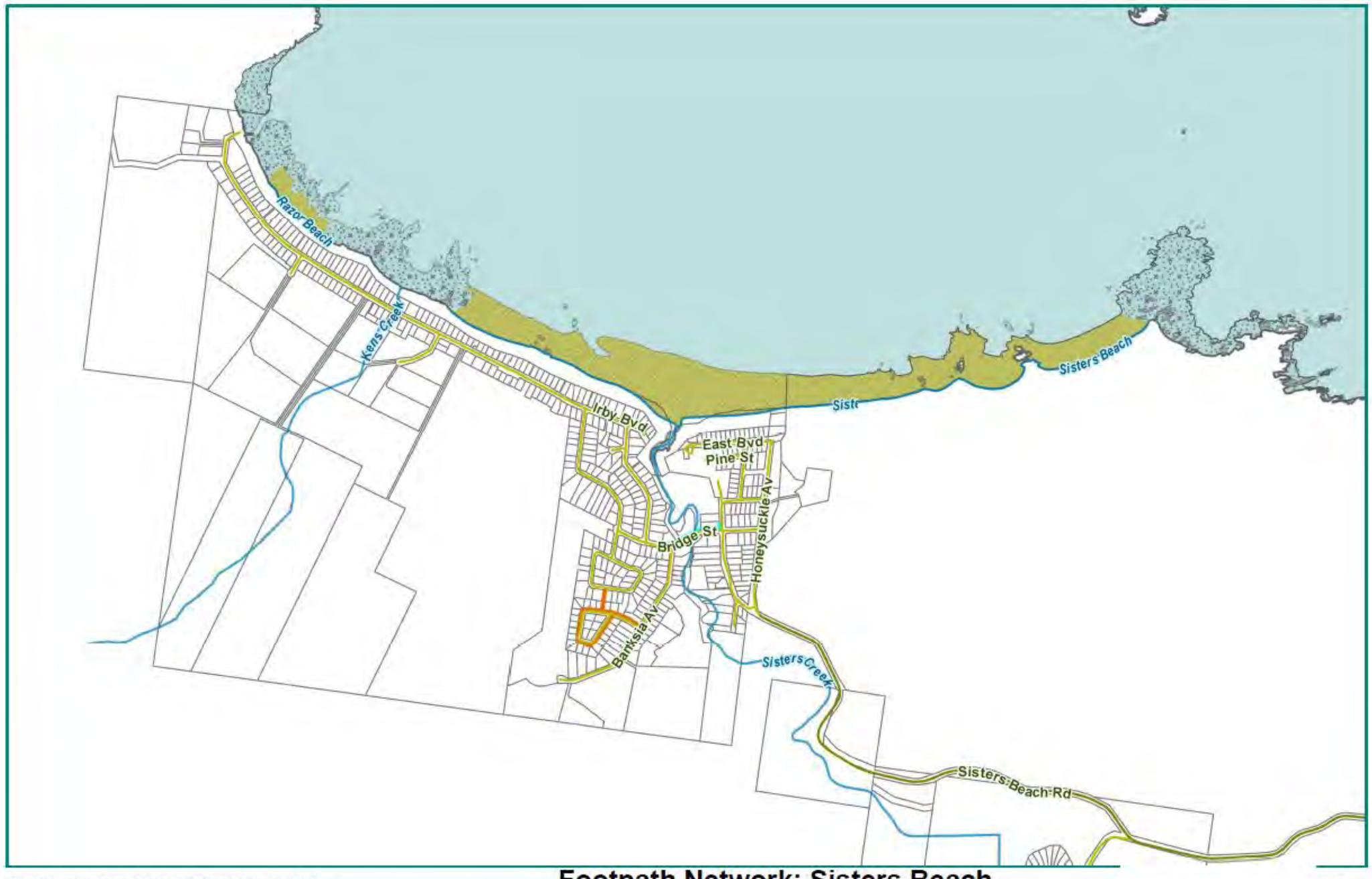
Figure 11: Footpath Network: Sisters Beach



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Footpath Network: Sisters Beach

0 1

Kilometres
Scale 1 : 15,600 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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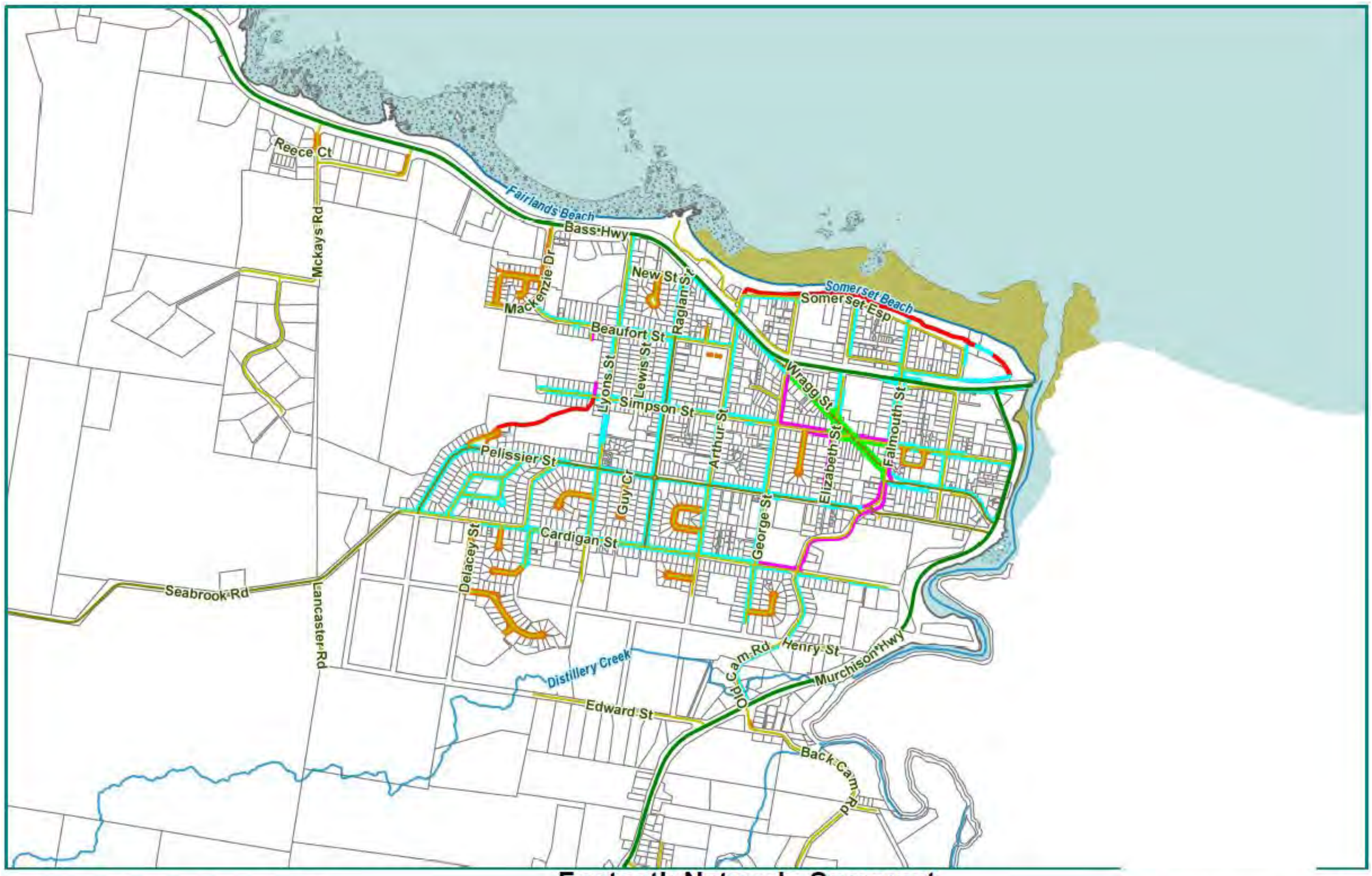
Figure 12: Footpath Network: Somerset



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Footpath Network: Somerset

0 Kilometres

Scale 1 : 17,100 (A4 Original Size)

(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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Figure 13: Footpath Network: Waratah

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Footpath Network: Waratah

0 1
Kilometres
Scale 1 : 13,900 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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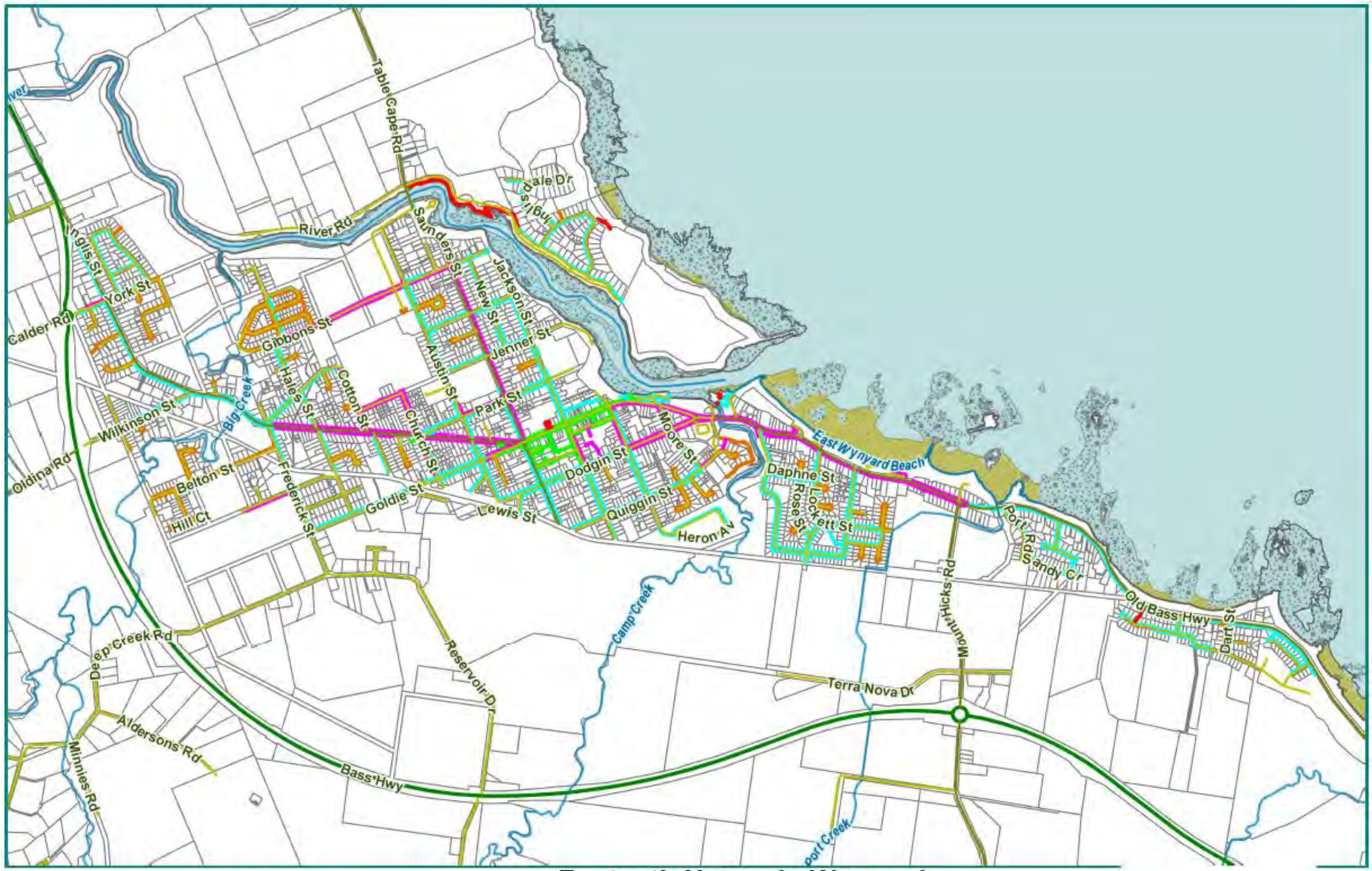
Figure 14: Footpath Network: Wynyard



Footpath Network: Wynyard

0 1
Kilometres
Scale 1 : 23,500 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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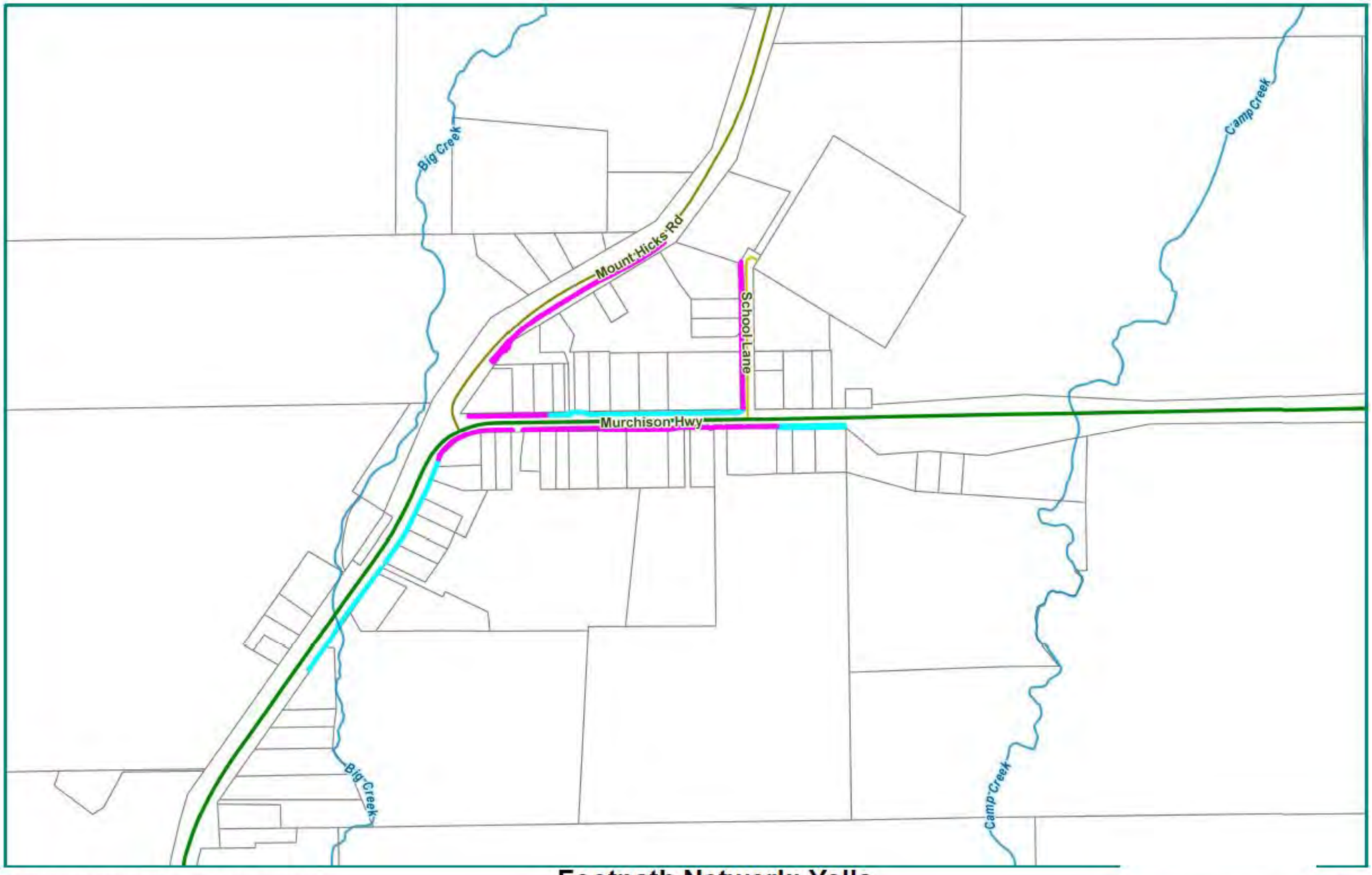
Figure 15: Footpath Network: Yolla



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Footpath Network: Yolla

0 100 200 300
Metres
Scale 1 : 5,100 (A4 Original Size)
(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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APPENDIX E – FOOTPATH MISSING LINKS

The tables and maps in this appendix recognise the missing links within the footpath network that require construction to meet the service level for footpaths as outlined in this document. Council recognises that completing these works will take a number of years and has prioritised and scheduled each section. The projected date of completion is included in the below tables.

Table 25: Footpath Missing Links - Somerset

Location	Section From	Section To	Projected Year of Completion
Arthur Street Footpath	Cardigan St	Southern Pl	2034
Arthur Street Footpath	Southern Pl	55 Arthur St	2034
Athol Street Footpath	Pelissier St	Wragg St	2034
Athol Street Footpath	Simpson St	Falmouth St	2025
Athol Street Footpath	Wragg St	Simpson St	2034
Bells Parade Footpath	Falmouth St	35 Bells Pde	2029
Cardigan St Footpath	Old Cam Rd	2 Cardigan St	2029
Henry St Footpath	Old Cam Rd	Cul-De-Sac	2032
Lyons St Footpath	Cardigan St	92 Lyons St	2034
Malakoff St Footpath	Flinders Dr	Pelissier St	2028
Pelissier St Footpath	73 Pelissier St	Lyons St	2033
Pelissier St Footpath	Athol St	Murchison Hwy	2033
Pelissier Street Footpath	Athol St	Falmouth St	2030
Plummer Court Footpath	Somerset Esp	Cul-De-Sac	2028
Reeve Street Footpath	George St	Cul-De-Sac	2028
Somerset Esplanade Footpath	Bells Pde	Bells Parade	2026

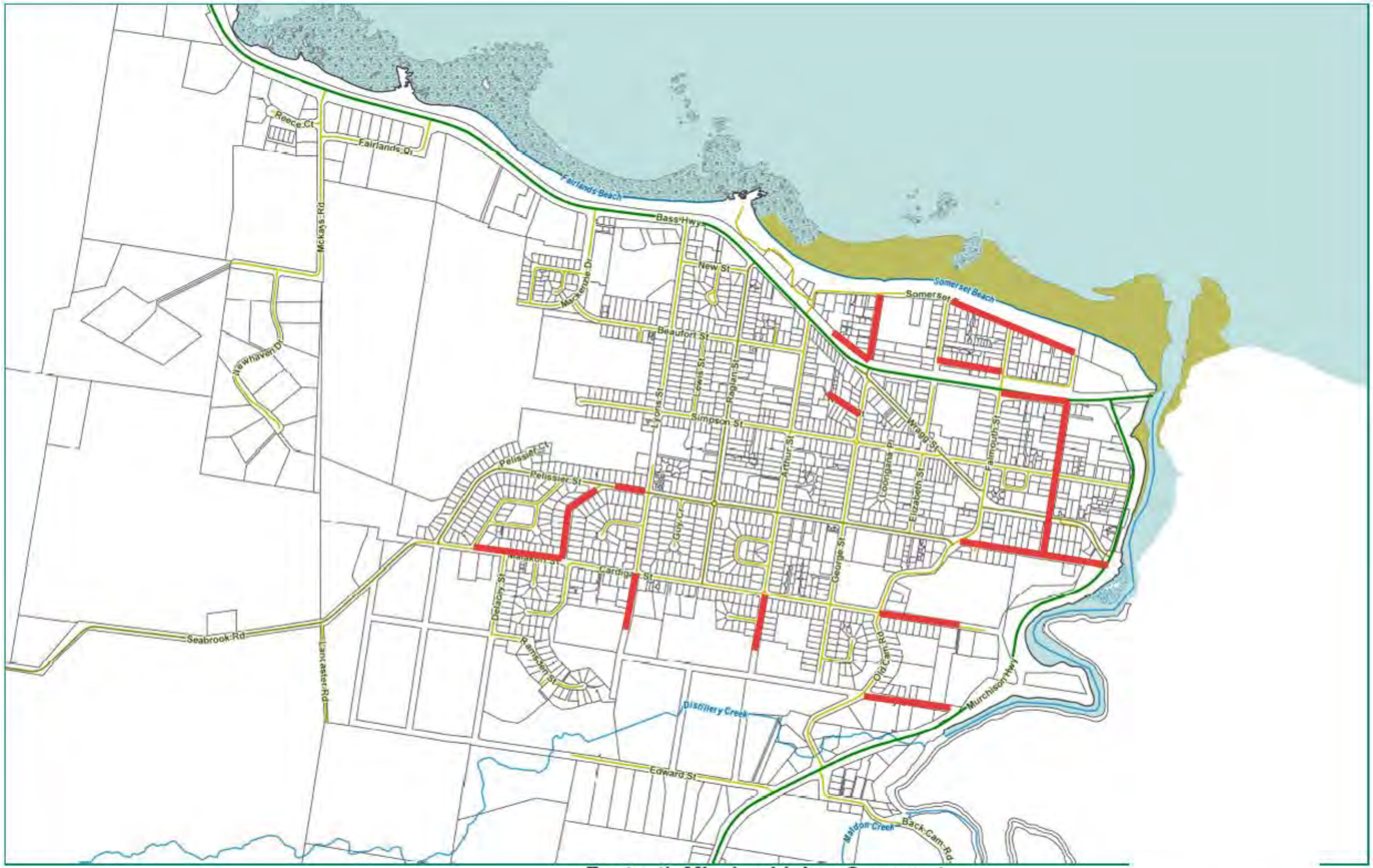
Table 26: Footpath Missing Links - Waratah

Location	Section From	Section To	Projected Year of Completion
Crosby Street Footpath	English St	7 Crosby St	2033
English Street Footpath	35 English St	Crosby St	2033
Hall Street Footpath	1 Hall St	Main St	2035
Kerrison Court Footpath	Ritchie St	Cul-De-Sac	2034
Little Quiggin Street Footpath	Annie St	William St	2031
William Street Footpath	Little Quiggin St	Smith St	2031
Que Street Footpath	English St	5 Que St	2034
Ritchie Street Footpath	Mount Rd	Smith St	2031
Smith Street Footpath	11 Smith St	19 Smith	2034
William Street Footpath	River Bridge	English St Res Acc	2035

Table 27: Footpath Missing Links - Wynyard

Location	Section From	Section To	Projected Year of Completion
Austin Street Footpath	Wynyard Esp	Gibbons St	2027
Belton Street Footpath	49 Belton St	55 Belton St	2033
Bettys Lane Footpath	Old Bass Hwy	Car Park	2035
Bridge Street Footpath	Gibbons St	Cul-De-Sac	2029
Dart Street Footpath	Old Bass Hwy	Walker St	2029
Grace Avenue Footpath	Dart St	Cul-De-Sac	2029
Hales Street Footpath	George St	Inglis St	2030
Hales Street Footpath	Riverdale Cr	Ballad St	2027
Hales Street Footpath	Lowe St	Goldie St	2031
Hogg Street Footpath	48 Hogg St	Cul-De-Sac	2032
Inglis Court Footpath	Inglis St	Inglis St	2030
Jackson Street Footpath	Quiggin St	Cul-De-Sac	2030
Jackson Street Footpath	Reid St	North End	2032
Jenner Street Footpath	Jackson St	River End	2030
Jones Court Footpath	Lowe St	Cul-De-Sac	2030
Kingsmill Street Footpath	1 Kingsmill St	16 Kingsmill St	2027
Lowe Street Footpath	Frederick St	Hales St	2032
Mcarthur Street Footpath	Frederick St	Cul-De-Sac	2026
Park Street Footpath	Jackson St	Cul-De-Sac	2034
Quiggin Street Footpath	16 Isabelle Ct	Moraine Pl	2035
Quiggin Street Footpath	Jackson St	Cul-De-Sac	2032
Riverdale Crescent Footpath	Hales St	Cul-De-Sac	2032
Walker Street Footpath	30 Walker St	Dune Close	2026
Wynyard Esplanade Footpath	Austin St	Saunders St	2033

Figure 16: Missing Footpath Links - Somerset



Footpath Missing Links - Somerset

Kilometres

Scale 1 : 10,200 (A3 Original Size)

(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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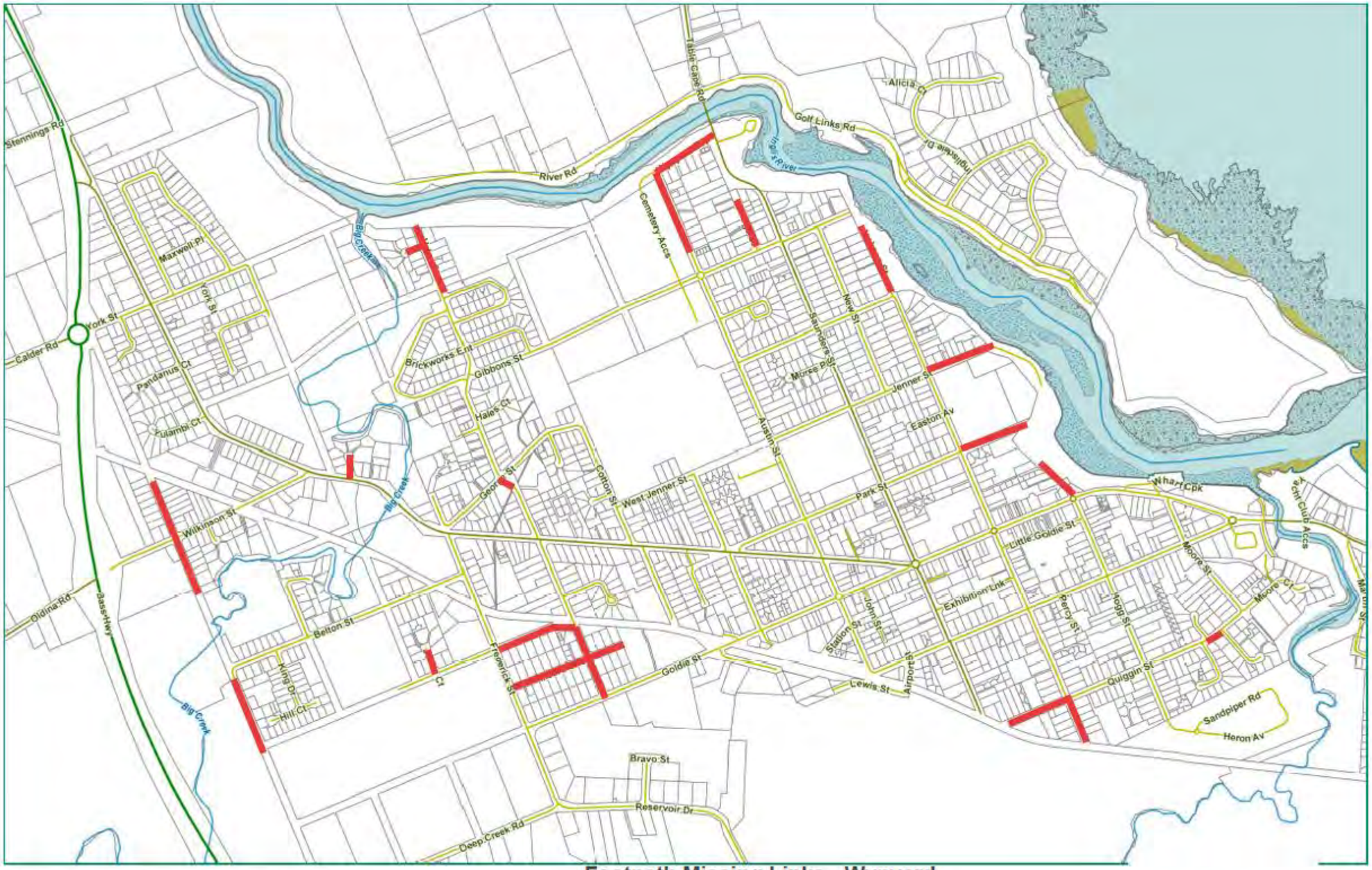
Figure 17: Missing Footpath Links - Waratah

Figure 18: Missing Footpath Links - Wynyard (West)



Footpath Missing Links - Wynyard

Metres

Scale 1 : 8,900 (A3 Original Size)

(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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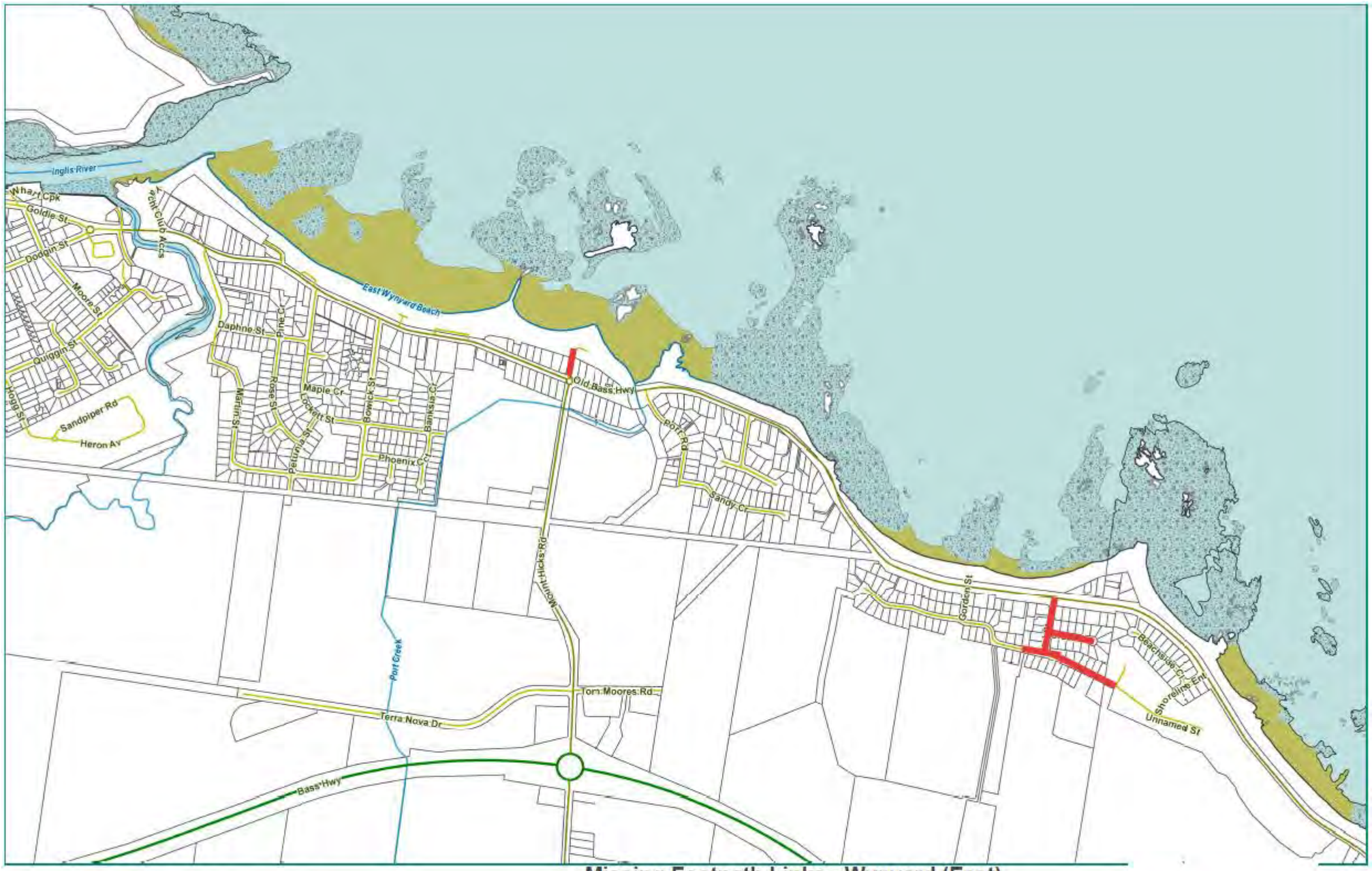
Figure 19: Missing Footpath Links - Wynyard (East)



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Missing Footpath Links - Wynyard (East)

0 100 200 300 400 500 600 700 800 900

Metres

Scale 1 : 9,000 (A3 Original Size)

(Universal Transverse Mercator (UTM) projection, GDA94, AMG Zone 55)

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