



Footpath Provision and Maintenance Policy

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1. POLICY STATEMENTS

- 1.1 This policy provides guidelines for the location, materials, and standards required for the construction and maintenance of footpaths and kerb ramps within the Kingborough municipal area.

2. DEFINITIONS

In this policy:

- 2.1 **“Council”** means Kingborough Council (the organisation).
- 2.2 **“Footpath”** means an area open to the public that is designated for, or has as one of its main uses, use by pedestrians. This can include compacted gravel and sealed surfaces but does not include natural surface trails.
- 2.3 **“Kerb ramp”** a ramp that provides access from a footpath to a roadway.
- 2.4 **“Pedestrian”** refers to a person in motion on foot, and also includes a person driving a motorised or non-motorised mobility device under 10km/h.
- 2.5 **“Road”** includes a part of a road, road reservation, footpath, or walkway or nature strip which are wholly or partly maintained by Council or under the control of Council.
- 2.6 **“Nature strip”** means the part of the road reservation between the kerb and gutter (or edge of the constructed road formation) and the front boundary of, or footpath in front of, the adjoining property.
- 2.7 **“Shared path”** is a multi-use path designed to accommodate the movement of both pedestrians and cyclists.
- 2.8 **“Urban road”** means any road classified by Council as Urban – CBD, Urban – Distributor, Urban – Collector, Urban – Access and Urban – Minor.

3. OBJECTIVE

The purpose of this Policy is to ensure that:

- 3.1 The provision of new footpaths and renewal of existing footpaths is undertaken in a manner that is equitable, sustainable, practical and safe.
- 3.2 All footpaths are constructed to a consistent design and to appropriate technical specifications and provide accessible, unobstructed pathways for users of all abilities.
- 3.3 The standard and provision of footpaths reflects community expectations and facilitates convenient and safe pedestrian movement throughout the municipality, improving connectivity between communities and key services and public amenities.
- 3.4 The footpath network contributes to making Kingborough an attractive place to live, work, and visit and improves health and wellbeing of residents with positive environmental outcomes through a reduction in vehicle use.

4. SCOPE

- 4.1 This policy applies to the Kingborough municipal area and relates to:
- 4.1.1 The replacement and maintenance of existing footpaths,
- 4.1.2 The provision of new footpaths and kerb ramps,
- 4.1.3 The provision of footpaths in new developments.

5. PROCEDURE (POLICY DETAIL)

5.1 Footpath provision on Council roads

- 5.1.1 Notwithstanding the below clauses, the provision of footpaths will be assessed on a case-by-case basis and may be deemed unfeasible due to site constraints, capital cost and budget constraints.
- 5.1.2 Footpaths will be provided to both sides of an urban road where possible with a priority made for:
 - i. Urban distributor roads and collector through roads,
 - ii. Roads on a public transport route,
 - iii. Roads adjacent to properties or facilities with significant pedestrian generation such as transport hubs, sporting areas, education facilities, aged-care facilities, shopping precincts or key open space facilities.
- 5.1.3 Footpaths will be provided as a minimum to one side of an urban road when:
 - i. The footpath will provide a link to the existing footpath network,
 - ii. The road is a local access road or a cul-de-sac.
- 5.1.4 Footpaths may not be provided when:
 - i. The road is classed as a rural road or a minor urban road,
 - ii. There are no existing connecting footpaths or possible future connecting footpaths,
 - iii. The road verge has significant obstructions such as public infrastructure or significant trees and it is not possible to install a footpath without negatively impacting those assets,
 - iv. The construction would have a significant negative impact on adjacent properties, or
 - v. The estimated construction cost is prohibitively high.

5.2 Footpath maintenance and upgrades

All municipal footpaths are to be maintained to a condition which satisfies safe, convenient, and comfortable pedestrian passage.

- 5.2.1 Footpath maintenance and upgrades will be undertaken in accordance with the following principles:
 - i. Public safety
 - ii. Condition assessments
 - iii. Route or road hierarchy
 - iv. Cost benefit analysis
 - v. Alignment with asset planning.

6. GUIDELINES

6.1 Technical specifications

Where possible and feasible all new or replacement footpaths are to be designed and constructed:

- 6.1.1 In accordance with the Standards listed below:
 - i. Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling.

- ii. Institute of Public Works Engineering Australia.
- iii. Tasmanian Standard Drawings.
- iv. AS 1428 Design for Access and Mobility Part 1: General requirements for access – New building work.

6.1.2 With a desired crossfall of 2%.

6.1.3 To a width suitable for the footpath's location and the anticipated demand:

Footpath type	Anticipated demand and/or location	Target width
Urban footpath with site constraints	<i>Local resident pedestrian traffic.</i>	1.2-1.5m
Urban footpath	<i>Local resident pedestrian traffic.</i>	1.5-1.8m
Primary urban footpath	<i>Local resident and pedestrian through traffic. Increased activity areas and key connector routes.</i>	1.8-3m
Activity centre footpath	<i>High pedestrian traffic volumes. Major activity centres and high-profile central business areas.</i>	2.5+m
Shared path	<i>Anticipated shared use. Strategic active transport network connection.</i>	2.5+m

6.2 Footpath surface treatments

- 6.2.1 New and replacement footpaths on urban roads are to be constructed to a non-slip finish in concrete or material with equivalent performance specifications, unless otherwise approved by Council.
- 6.2.2 For high-profile and high-traffic areas such as activity centres and central business districts, the use of non-slip unit pavers or other surface treatments will be considered on a case-by-case basis (considering thresholds between pavers and surface textures, to minimise potential impacts to users with reduced mobility or sensitivity to vibration).

6.3 Urban developments

Developers of urban subdivisions must, unless otherwise agreed by Council, install footpaths:

- 6.3.1 On both sides of a road and around cul-de-sac heads,
- 6.3.2 Adjacent to the back of kerb,
- 6.3.3 In concrete and to the target widths specified in clause 6.1.3,
- 6.3.4 Items not specified above in accordance with the standards listed in 6.1.1.

6.4 Rural developments

Road developments in rural areas must, unless otherwise varied by Council, provide:

- 6.4.1 Formation width for the construction of a future footpath and areas clear of the roadway on both sides of the road for pedestrian use.
- 6.4.2 The Council may, at its discretion, require a rural road development to include footpaths and/or kerb and channel on one or both sides of the road.

6.5 Kerb ramps

6.5.1 Kerb ramps, unless otherwise varied by Council, are to be:

- i. Constructed at road intersections,
- ii. Where a continuous footpath crosses a road,
- iii. Where a perpendicular path terminates on one side of the road and on the opposite side of road there is a footpath,
- iv. Installed in accordance with the relevant Australian Standards:
 - AS 1428 Design for Access and Mobility Part 1: General requirements for access – New building work.
 - AS/NZS 1428 Design for Access and Mobility Part 4.1: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators.

6.5.2 Kerb ramp upgrades will be undertaken when upgrading or reconstructing adjacent footpaths and kerbs.

6.5.3 Further kerb ramp upgrades will be undertaken when resources are available, with priority given to areas where:

- i. The intersection comprises a main or arterial road;
- ii. High level risks are identified, which may include but not be limited to areas where residents require mobility aids for transport, shopping precincts, or education facilities;
- iii. Where damage or defects exist, which create a hazard or impediment to safe, convenient, and comfortable pedestrian movement.

6.6 Protection of street trees

When developing or upgrading footpaths, existing street trees will be protected and retained where possible with care to protect the structural root zone in accordance with AS4970 2009 – Protection of trees on development sites.

6.7 Driveways and crossovers

When upgrading or installing a new footpath, Council will match to or replace at Council's cost existing driveway crossovers and driveways impacted by the works. Replacement of driveways within the road reserve will be up to a standard plain concrete equivalent.

7. COMMUNICATION

7.1 Directly affected residents – residing in dwellings with lot frontages to a new footpath project – will be informed in writing of any proposed new footpath construction works and be given the opportunity to provide feedback. Where applicable, residents will be asked to remove any nature strip gardens or landscaping that may be impacted by the new footpath works (or as necessary). If these are not removed by the property owner, Council (or an agent of Council) will remove in accordance with the Kingborough Nature Strip Guidelines.

8. LEGISLATION

8.1 *Local Government Act 1993.*

8.2 *Local Government (Highways) Act 1982.*

8.3 *Roads and Jetties Act 1935.*

8.4 *Disability Discrimination Act 1992.*

9. RELATED DOCUMENTS

9.1 Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling.

9.2 Tasmanian Standard Drawings.

9.3 Tasmanian Subdivision Guidelines.

9.4 AS 1428 Design for Access and Mobility Part 1: General requirements for access – New building work.

9.5 AS/NZS 1428 Design for Access and Mobility Part 4.1: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators.

9.6 Kingborough Council Asset Management Policy.

9.7 Kingborough Nature Strip Guidelines.

9.8 Kingborough Cycling Strategy 2021-2030.

10. AUDIENCE

10.1 Council staff.

10.2 Kingborough residents and visitors.

10.3 Developers and business owners.