

Footpath Provision and Maintenance Policy

POLICY STATEMENT	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.
DEFINITIONS	<p>2.1 In this policy:</p> <ul style="list-style-type: none"> • “Council” means Kingborough Council (the organisation). • “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 paths or trails. • “Kerb ramp” a ramp that provides access from a footpath to a roadway. • “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. • “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. • “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. • “Urban area” is any area zoned Residential, Urban, Village or Business under the <i>Kingborough Interim Planning Scheme 2015</i>. • “Rural area” is any area zoned Rural Resource, Rural Living or Environmental Living under the <i>Kingborough Interim Planning Scheme 2015</i>.
OBJECTIVE	<p>3.1 The purpose of this Policy is to ensure:</p> <ul style="list-style-type: none"> • The provision of new footpaths and renewal of existing footpaths is undertaken in a manner that is equitable, sustainable, practical and safe. • All footpaths are constructed to a consistent design and to appropriate technical specifications and provide accessible, unobstructed pathways for users of all abilities. • 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. • 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.
SCOPE	<p>4.1 This policy applies to the Kingborough municipal area and relates to:</p> <ol style="list-style-type: none"> a) The replacement and maintenance of existing footpaths, b) The provision of new footpaths and kerb ramps, c) The provision of footpaths in new developments.
PROCEDURE (POLICY DETAIL)	<p>5.1 Footpath provision</p> <ol style="list-style-type: none"> a) Footpaths will be provided to both sides of an urban road where possible and where feasible (implemented within budget and site constraints), with a priority made for: <ul style="list-style-type: none"> • Distributor roads and collector through roads,

	<ul style="list-style-type: none"> • Roads on a public transport route, • 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. <p>b) Footpaths will be provided as a minimum to one side of an urban road when:</p> <ul style="list-style-type: none"> • The footpath will provide a link to the existing footpath network, • The road is a local access road or a cul-de-sac. <p>c) Footpaths may not be provided when:</p> <ul style="list-style-type: none"> • The road is classed as a minor urban road, • There are no existing connecting footpaths or possible future connecting footpaths, • 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, • The construction would have a significant negative impact on adjacent properties, or • The estimated construction cost is prohibitively high. <p>5.2 Footpath maintenance and upgrades</p> <p>All municipal footpaths are to be maintained to a condition which satisfies safe, convenient, and comfortable pedestrian passage.</p> <p>a) Footpath maintenance and upgrades will be undertaken in accordance with the following principles:</p> <ul style="list-style-type: none"> • Public safety • Route or road hierarchy • Capital costs • Alignment with asset planning. 										
<p>GUIDELINES</p>	<p>6.1 Technical specifications</p> <p>All new or replacement footpaths are to be designed and constructed:</p> <p>a) In accordance with all the requirements of the Standards listed below:</p> <ul style="list-style-type: none"> • <i>Austroads 2009 - Part 6a – Pedestrian and Cyclist Paths</i> • <i>Institute of Public Works Engineering Australia</i> • <i>Tasmanian Standard Drawings</i> • <i>AS 1428.1 Design for Access and Mobility</i> <p>b) To a width suitable for the footpath’s location and the anticipated demand.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Footpath type</th> <th style="text-align: right;">Target width</th> </tr> </thead> <tbody> <tr> <td>Urban footpath with site constraints - <i>Low (local resident) pedestrian traffic volumes with site constraints.</i></td> <td style="text-align: right;">1.2-1.5m</td> </tr> <tr> <td>Urban footpath - <i>Low (local resident) pedestrian traffic volumes.</i></td> <td style="text-align: right;">1.5-1.8m</td> </tr> <tr> <td>Primary urban footpath - <i>Medium to high (local resident and through traffic) pedestrian traffic volumes. Increased activity areas and key connector routes.</i></td> <td style="text-align: right;">1.8-3m</td> </tr> <tr> <td>Activity centre footpath - <i>High pedestrian traffic volumes. Major activity centres and high-profile central business areas.</i></td> <td style="text-align: right;">3-5m</td> </tr> </tbody> </table>	Footpath type	Target width	Urban footpath with site constraints - <i>Low (local resident) pedestrian traffic volumes with site constraints.</i>	1.2-1.5m	Urban footpath - <i>Low (local resident) pedestrian traffic volumes.</i>	1.5-1.8m	Primary urban footpath - <i>Medium to high (local resident and through traffic) pedestrian traffic volumes. 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>	3-5m
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- c) With crossfalls in accordance with the Standards listed in 6.1(a), with a desired crossfall of 2%.

6.2 **Footpath surface treatments**

- a) New and replacement footpaths in residential areas are to be constructed to a non-slip finish in concrete or material with equivalent performance specifications, unless otherwise approved by Council.
- b) For high-profile and high-traffic areas such as activity centres and central business districts, the use of unit pavers or other surface treatments will be considered on a case-by-case basis (giving consideration to 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:

- a) On both sides of a road and around cul-de-sac heads,
- b) In concrete and to a minimum width of 1.5m,
- c) In concrete and to a width of 1.8-3m for primary urban links (key through routes, network linkages and shared paths as determined by Council),
- d) Items not specified above in accordance with *The Tasmanian Standard Drawings, and The Tasmanian Subdivision Guidelines*.

6.4 **Rural developments**

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

- a) Formation width for the construction of a future footpath and areas clear of the roadway on both sides of the road for pedestrian use.
- b) 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**

- a) Kerb ramps, unless otherwise varied by Council, are to be:
- i. Constructed at road intersections,
 - ii. Where a continuous footpath crosses a road,
 - iii. Installed in accordance with the relevant Australian Standards:
 - *AS 1428.1 – Design for access and mobility,*
 - *AS/NZS 1428.4 – Design for access and mobility - Means to assist the orientation of people with vision impairment - Tactile ground surface indicators.*
- b) Kerb ramp upgrades will be undertaken when upgrading or reconstructing adjacent footpaths and kerbs.
- c) 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.

	<p>6.6 Protection of street trees</p> <p>When developing footpaths, existing street trees will be protected and retained where possible.</p> <p>All footpath construction is to be undertaken:</p> <ul style="list-style-type: none"> a) With care to protect the structural root zone of existing street trees, and b) In accordance with AS4970-2009 – Protection of trees on development sites. <p>6.7 Driveway crossovers</p> <ul style="list-style-type: none"> a) When upgrading or installing a new footpath, Council will reinstate at Council’s cost all driveway crossovers impacted by the works like-for-like or to an improved standard.
COMMUNICATION	<p>7.1 Community consultation for new footpath installations</p> <ul style="list-style-type: none"> a) 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 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 b) Directly affected residents (residing in dwellings with lot frontages to a new footpath project) will be given the opportunity to provide feedback regarding any new footpath proposal.
LEGISLATION	<ul style="list-style-type: none"> 8.1 <i>Local Government Act 1993</i> 8.2 <i>Local Government (Highways) Act 1982</i> 8.3 <i>Roads and Jetties Act 1935</i> 8.4 <i>Disability Discrimination Act 1992</i>
RELATED DOCUMENTS	<ul style="list-style-type: none"> 9.1 <i>Kingborough Interim Planning Scheme 2015</i> 9.2 <i>Austroads 2009 - Guide to Road Design – Part 6A: Pedestrians and Cyclist Paths</i> 9.3 <i>Tasmanian Standard Drawings</i> 9.4 <i>Tasmanian Subdivision Guidelines</i> 9.5 <i>AS 1428.1 – Design for access and mobility</i> 9.6 <i>Kingborough Council Asset Management Policy</i> 9.7 <i>Kingborough Nature Strip Guidelines</i>
AUDIENCE	<ul style="list-style-type: none"> 10.1 Council staff 10.2 Kingborough residents and visitors 10.3 Developers and business owners