

Footpath Development and Maintenance Policy

Policy Reference Number	5977852
Responsible Department	Infrastructure, Planning & Sustainability Services
Related Policies	Road Verge Development and Maintenance; Tree
Related Plans	Pedestrian Access & Mobility Plan
Related Procedures	Nil
Date of Initial Adoption	1 July 1999
Last Reviewed by Council	16 May 2023

1. Purpose

The purpose of this Policy is to clarify Campbelltown City Council's objectives in providing and maintaining a safe and accessible integrated network of footpaths throughout the City.

2. Introduction

Council is committed to providing a safe and accessible footpath network that meets the needs of residents, as well as Council's ongoing budgetary and maintenance needs. This Policy provides guidance to Employees, Property Developers and the Community in respect to Council's considerations and process when establishing or renewing footpaths.

3. Power to Make the Policy

Section 212 of the Local Government Act 1999 provides Council with the power to construct and maintain footpaths within the City.

4. Strategic Plan Link

This Policy has the following link to Council's Strategic Plan 2024:

- Enhancing our Assets (Goal 3)
- Planning for our Future (Goal 4)

5. Principles

Council acknowledges its role in the Community as a provider of accessible and safe pedestrian facilities. In doing so it will endeavour to provide a safe and integrated network of footpaths throughout the City that:

- Offers residents the opportunity for healthy, safe and convenient travel and social interaction
- Creates amenity and access to Community facilities and open space
- Council periodically inspects and rates its footpaths including access ramps according to condition or compliance to the Australian standard on a scale of 1 to 5, where 1 is Excellent or complying and 5 is Very Poor or non complying
- Generally provides accessible access to people with disabilities.

Council will be mindful of the following when considering the addition of new footpaths:

- The changing needs of the Community
- Areas where footpaths cannot easily be constructed
- Where it is unlikely that footpaths will be required either for local traffic or through traffic.
- Consideration of the use of permeable paving and other sustainable materials/methodologies where there is a direct benefit to the environment.

Where possible, a footpath along a street will always be parallel to the road pavement at an even spacing from its edge, and of a consistent width, with variations only to avoid objects including trees, major telecommunication pits and electricity poles. Additionally variations may need to be considered due to height differences in the verge or steep cross falls.

6. Definitions

The following definitions are applicable to this Policy:

- Footpath – is the paved pedestrian path along one or both sides of a street (could be made of brick paving, concrete, bitumen or a compacted material e.g. rubble, gravel etc.)
- Road pavement – is the sealed area (generally asphalt) between the two kerb lines intended for the movement of vehicles
- Street – is the whole of the road reserve between the property boundaries, and
- Verge – is the area between the property boundary and the kerb on one or both sides of the street and includes the footpath
- Essential link – is where a footpath is required to enable pedestrian movement between two or more pedestrian generators.

7. Policy

The process for determining the type, number and location of footpaths is as follows:

- 7.1 A quantitative system of condition evaluation will be adopted for the future assessment of the existing footpath network
- 7.2 Existing footpaths will be maintained in a condition rating of 3 (Fair) or better

- 7.3 Reconstruction or rehabilitation of existing footpaths required by 7.2 will be in accordance with the Infrastructure Asset Management Plan – Footpath and Walkway Assets
- 7.4 Where possible, concrete or asphalt footpaths will be replaced with brick paving
- 7.5 A hierarchy of footpaths has been established as per the adopted Pedestrian Access Mobility Plan based on pedestrian needs, traffic volume, speed and potential conflict, to enable the qualitative selection of candidate streets for the construction of a footpath. This hierarchy of footpath construction is as follows:

7.5.1 Footpath constructed on both sides of street

Roads in this category warrant footpaths on both sides due to pedestrian use for safety and accessibility reasons.

Consideration will be given to constructing footpaths on both sides of a street for:

- Arterial roads and major collector roads with an annual average traffic volume in excess of 3,000 AADT (annual average daily traffic)
- Bus routes
- Roads with central medians and/or a carriageway width greater than 12 metres
- Commercial precincts
- In the vicinity of schools, retirement villages, aged care facilities, sports grounds and other public facilities which are significant pedestrian generators
- An area of high demand (such as a worn track along an existing verge or if there is are extenuating circumstances to provide an accessible footpath)
- Accessibility concerns required by specific groups, for example people with disabilities living on both sides of street
- Roads that are within the hierarchy as per the Pedestrian Access Mobility Plan.

7.5.2 Footpath constructed on one side of street

Consideration will be given to constructing footpaths on one side of a street where the annual average daily traffic volume is less than 3,000 AADT

These streets are typically residential streets (general city route) with no significant pedestrian generators. Streets with these traffic volumes generally can be crossed safely with reasonable care to access the footpath on one side of the street.

As part of any new land division that creates a street, it is a requirement for the developer to provide a footpath on at least one side of any street

created at the developer's expense and that it be constructed to the satisfaction of Council.

7.6 The General Manager Infrastructure, Planning and Sustainability Services may waive the provision of a footpath where:

- The changing needs of the Community have been considered and the demographic data does not support provision of a footpath; or
- The terrain of an area impedes the construction of a safe footpath to meet Australian Standards; or
- It is unlikely that the footpath will be required either for local pedestrian traffic or through pedestrian traffic; or
- The footpath does not form an essential link in the network, and a majority of residents on both sides of a road advise Council that they do not want a footpath.
- The AADT is generally less than 350 vpd. These streets are typically short cul-de-sacs or dead end roads, unless there is a strong demand from residents residing in that street.

7.7 The selection of streets for the construction of a footpath is based on:

- Pedestrian use and access to Community facilities
- Continuity of the network
- The hierarchy as detailed in 7.5 above
- Ease of construction
- Resident requests
- Reasonable spread across the City
- Consideration of special access needs
- Footpath hierarchy as per the Pedestrian Access Mobility Plan.
- Environmental and sustainability impacts/benefits

The final program for each year will be determined by the General Manager Infrastructure Services in accordance with the approved budget and the provisions of this Policy.

New paths or walkways in reserves shall be considered based upon connections to the existing network and potential usage.

7.8 New and re-constructed footpaths will be designed and constructed to a minimum standard that complies with the provisions of:

- Australian Standard AS1428 Part 1- *Design for Access and Mobility - General requirements for access – New building work*
- Australian Standard AS1428 Part 4 – *Design for Access and Mobility : Means to assist the orientation of people with vision impairment: Tactile ground surface indicators*

- *Austrroads, Guide to Traffic Engineering Practice, Part 13, Pedestrians*
- *AS/NZS 4455.2 – Masonry Units, Pavers, Flags and Segmental Retaining Wall Units – Part 2 Pavers and Flags*
- *AS/NZS 4456 - Masonry Units, Pavers, Flags and Segmental Retaining Wall Units – Methods of Test*
- The technical requirements of the Concrete Masonry Association of Australia technical publications MA 57: *Guide to Specifying*, T45: *Design Guide for Residential Accessways and Roads*, and T46: *Detailing Guide*; and
- The City of Campbelltown standard drawings for Block Paved Footpath and Concrete Footpath
- AS 1379 – Australian Specification and Standard Supply of Concrete
- Infrastructure Guideline SA, Standards and Requirements for the Design and Construction of Infrastructure Assets in South Australia

7.9 The nominal width of paved footpath in residential areas is 1.5 metres with the potential to increase the width for arterial roads or high pedestrian generator areas such as commercial precincts, schools, and the hospital. The footpath will be constructed to normal industry practice. Council will gradually upgrade the narrow footpath to the nominal width of 1.5m width.

7.10 Where possible, consistent streetscape planting which incorporates street trees with understory planting and mulching, will be included as part of full width verge development including a constructed footpath.

7.11 The exact location of a footpath within the verge will be determined by the General Manager Infrastructure Services with reference to the publication, *Services in Streets, a Code of Practice for the Placement of Infrastructure Services in New and Existing Streets*, Main Arterial Roads Landscape Design Guidelines and *Infrastructure Guideline SA*

7.12 An assessment of existing street trees will be undertaken prior to a footpath being constructed to determine the suitability of location within the verge of the species or individual tree.

7.13 Where possible, an audit of the footpath network shall be undertaken every four (4) years.

8. Review & Evaluation

This Policy will be reviewed annually. The Chief Executive Officer will report to Council on the outcome of the review and make recommendations for amendment, alteration or a substitution of a new Policy if considered necessary.

9. Availability of the Policy

Copies of this Policy will be available at Council's principal office during ordinary business hours and at Council's website www.campbelltown.sa.gov.au.