

## PURPOSE

This policy provides guidance on the standards required for the provision and construction of footpaths and kerb ramps in the Glenorchy municipal area.

## SCOPE

This policy applies to:

- the replacement of existing footpaths, and
- the provision of new footpaths and kerb ramps.
- All subdivision works creating new roads and footpaths

## STRATEGIC PLAN ALIGNMENT

### Making Lives Better

Objective 1.1 Know our communities and what they value

Strategy 1.1.1 Guide decision making through continued community engagement based on our community plan

### Leading Our Community

Objective 4.1 Govern in the best interests of our community

Strategy 4.1.1 Manage Council for maximum efficiency, accountability and transparency

Strategy 4.1.3 Maximise regulatory compliance in Council and the community through our systems and processes

Objective 4.2 Prioritise our resources to achieve our community's goals

Strategy 4.2.1 Deploy the Council's resources effectively to deliver value

## STATUTORY REQUIREMENTS

<b>Acts</b>	Commonwealth Disability Act (DDA)
<b>Regulations</b>	N/A
<b>Australian/International Standards</b>	AS/NZS 1428.1 (2009) design for access and mobility, general requirements for access – new building works  AS/NZS 1428.4.1 means to assist the orientation of people with vision impairment—tactile ground surface indicator

## DEFINITIONS

**GCC** means Glenorchy City Council.

**LGAT** means Local Government Association Tasmania.

**Non-Pecuniary Interest** means an interest that is not financial or monetary in nature but arises from such things as personal relationships, beliefs or involvement in social, cultural, religious or sporting activities.

## POLICY STATEMENT

### Overview

This policy sets out the standards that will apply to any provision and construction of footpaths in the Glenorchy Municipal area and introduces new requirements that have not previously been included in Council policies.

In particular, the policy:

- introduces a footpath hierarchy;
- sets targets for the provision of footpath infrastructure based on the footpath hierarchy;
- introduces the use of a footpath technical guideline; and
- details the standards of the provision of footpaths and kerb ramps within new subdivisions.

### FOOTPATH HIERARCHY

Council is introducing and adopting a footpath hierarchy to highlight and distinguish highly used pedestrian routes, such as the CBD, to less frequented routes, such as a local street.

Similar to Council' road hierarchy for vehicles , it acknowledges the fact that footpaths provide a slightly varied function to the road depending upon locations where key destinations and facilities exist (e.g. shops, parks, walking tracks, bus routes, schools, community centres and aged care facilities). The existing road hierarchy, which was designed for the vehicle traffic, does not represent the pedestrian traffic on a street.

The Glenorchy City Council Footpath Hierarchy (GCC Footpath Hierarchy) divided all its footpaths into the four categories.

All Council's footpaths have been prioritised and differentiated based on the following criteria, which forms the GCC footpath hierarchy:

- Category 1 - CBD Centre: the main street in the CBD where there is significant business and pedestrian activity
- Category 2 - Primary: high pedestrian activity within the CBD business areas and direct pedestrian links between the CBD areas
- Category 3 - Secondary: footpaths that provide the best link between key destinations and facilities (e.g. bus stops, local shops, schools, playgrounds, etc.)
- Category 4 - Local: generally residential streets and any footpaths which are not included in the categories about.

A digital map will be produced and maintained by Council and recorded as part of the asset register to ensure the information are accurate and up to date.

The GCC footpath hierarchy can then be used to guide the level of service provided based on usage with a focus on high use areas.

The allocation of a hierarchy classification to a footpath segment will be continually reviewed and updated in consultation with the community and key stakeholders, such as Council's Access Committee.

## **FOOTPATH TARGETS**

Council set targets for the provision of footpath infrastructure based on the footpath hierarchy, with the categories mentioned above.

The following footpath targets are proposed for each footpath categories, with more technical details defined in the Footpath Guideline.

- Category 1 – CBD Centre: target width of 2 m using pavers or concrete
- Category 2 – Primary: target width of 1.8 m using concrete or asphalt
- Category 3 – Secondary: target width of 1.5 m using asphalt
- Category 4 – Local: target width 1.2 m using asphalt and footpath on one side of the cul-de-sac

The use of the word “target” is to provide guidance on the desired standard, but also provide flexibility to deliver value-for-money solutions to the community where constraints exist.

The target footpath widths are all wheelchairs friendly and increase based on usage. For instance, a 1.8 m wide footpath can accommodate two wheelchairs, whereas 1.5 m can accommodate a wheelchair and a pedestrian at the same time, and 1.2 m can accommodate a wheelchair.

The targets can be increased if more benefit can be provided to the wider community or decreased in certain circumstances where cost prohibitive or site constraints exist, so that Council can provide a safe and cost-effective network of footpaths to the community.

Shall any decommissioning of the existing footpaths in the Cul-de-sacs be required, Council officer will consult with affected residents and seek Council resolution prior to taking the action.

The preferred footpath material for asset replacement is predominantly asphalt. However, Council appreciate the benefit of using concrete and pavers along primary and CBD centre areas, due to their increased service life and aesthetic value.

## **FOOTPATH TECHNICAL GUIDELINE**

Council staff will develop and maintain a Footpath Technical Guideline for the provision of footpath infrastructure. This guideline is to address technical aspects relating to footpath and to assist the design of footpath infrastructure, taking into account the footpath hierarchy.

The Footpath Technical Guideline will be setting target criteria and outlining the minimal acceptable targets (e.g. horizontal and longitudinal gradients) based on relevant standards and guidelines.

The targets in the guideline will assist in defining the technical level of service at an affordable level to the community while endeavour to provide a safe and accessible footpath network.

This guideline and its target criteria acknowledge that, in principle, CBD and Primary routes need to meet a higher target than secondary and local routes due to the volume of pedestrians using the footpaths. The guideline also sets out the targets for rural zoned areas using the road shoulders.

The technical guidelines will be maintained and reviewed by Council's technical staff on an ongoing basis to ensure it aligns with the latest standards and guidelines.

## FOOTPATH DESIGN AND CONSTRUCTION IN NEW SUDDIVISIONS

For all new subdivisions within the Glenorchy municipality, the following standards are applied:

- All new subdivision roads within urban areas must be provided with a minimum 1.5m wide concrete footpath, measured from the back of the kerb, on both sides of the road and around cul-de-sac heads.
- Where Cul-de-sac heads proposed in the new subdivision works have a total road length less than 150m, the provision of footpath only on one sides of the road may be approved by Council's Director Infrastructure and Works if substantial benefit to both the Council and the community can be demonstrated to the satisfaction of the Director;
- Fully constructed footpaths may not be required in 'rural resource', 'rural living', 'environmental living' or 'environmental management' zones defined under the Glenorchy Interim Planning Scheme or the later state-wide planning scheme. However, provision shall be made in the constructed formation and road reservation for a future footpath on at least one side of the road.
- Subdivision design and construction must provide for suitable pedestrian road crossing points, with sight distances, grades and crossfalls to the approval of Council's Development Engineer.
- All footpaths in new subdivisions must be designed and constructed to the requirements set out in the technical guideline, the Tasmanian Standard Drawing and relevant Australia Standards for the provision of footpath infrastructure
- For all new footpaths, including new subdivisions, kerb ramps must be provided at road crossings on pedestrian paths of travel, in accordance with Glenorchy City Council Standard Drawing GCC 11-11 and AS1428 Design for Access and Mobility, Part 4.1.
- Tactile ground surface indicators must be provided for kerb ramps and splitter islands on pedestrian paths of travel in accordance with Council's Standard Drawing GCC 11-11 and AS1428 Design for Access and Mobility, Part 4.1. Council recommends the use of discrete Tactile buttons; Austact – colour "daffodil yellow". The use of alternative tactile technologies, including tiles, may be considered and shall be approved by Council's Manager Infrastructure, Engineering and Design, prior to the use.
- If the development is unable to meet the standards above, approval must be sought from the Manager of Infrastructure, Engineering and Design to vary this in-line with the footpath targets and technical guidelines.

## BACKGROUND

Council has obligations to ensure that footpaths in its area are safe, of sound construction and are effective in achieving their purpose.

To achieve this, it is necessary for Council to provide targets relating to the construction of footpaths and the requirements for the provision and replacement in different areas of the municipality. Footpath targets must reflect community expectations and contribute to making Glenorchy a safe and attractive place to live.

A footpath hierarchy and guideline for the provision of footpath has been developed to set targets based on their usage. This is to provide value to the community while delivering a safe and accessible footpath network.

This policy supersedes "Footpath Policy November 2016".

**DOCUMENT CONTROL**

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