

## POLICY STATEMENT

# FOOTPATH CYCLEWAY

**POLICY ADOPTED:** 17 February 2009

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### 1 Background

- 1.1 Council has recognised that 'slips, trips and falls' associated with footpath and cycleway networks form a significant percentage of public liability claims received by councils within NSW. In order to minimise the potential for 'slip, trip and fall' injuries to occur, Council has developed a risk management approach to Council's footpath and cycleway networks.

### 2 Scope

- 2.1 This policy applies to footpaths and cycleways surfaced with concrete, asphaltic concrete, bitumen seal or pavers.
- 2.2 This policy does not apply to turfed, gravel surfaced or unformed footpaths, boardwalks, walkways or walking trails

### 3 Policy Statement

- 3.1 Council aims to provide a managed network of footpaths and cycleways for pedestrians and cyclists to utilise.
- 3.2 Council will aim to provide equal access opportunity to all and will not discriminate against people with a disability.
- 3.3 The policy, together with the procedures, provides the guidelines for managing the footpaths and cycleways.
- 3.4 Council will develop an inspection and maintenance regime, based on risk management principals.
- 3.5 Council will within its budgetary constraints, endeavour to provide a level of funding each year to meet the maintenance requirements documented in the procedures in order to extend the life of the footpath and cycleway assets through timely maintenance and rehabilitation.

## 4 Classification of Footpaths

- 4.1 Council will classify each of its footpaths in accordance with the following standards. Repair and replacement work will be prioritised with reference to this classification.

Usage Classification	Strategic Rationale	Examples
<b>1 (high)</b>	<b>High Current Usage</b> <b>High strategic Importance</b> <b>Medium – high forecasted usage</b> <b>Demonstrated need for the path.</b>	Footpaths in CBD or near shopping centers
<b>2 (medium)</b>	<b>Medium current Usage</b> <b>Medium strategic Importance</b> <b>Medium forecasted Usage</b> <b>Demonstrated need for the footpath</b>	Footpaths near parks, leisure areas, schools, shops etc, etc.
<b>3 (low)</b>	<b>Low current usage</b> <b>Low forecasted usage</b> <b>Low strategic importance</b>	Footpaths in residential areas.  Footpaths in rural areas.  Category 1 and 2

## 5 Footpath Construction and Design Standards

- 5.1 Footpaths shall be designed and constructed in accordance with Austroads Guide to Traffic Engineering Practice, Part 13 and Council's Standard Drawings and Specifications (Appendix 1). Council's Standard Drawings and Specifications will take precedence over the Austroads Guide where they differ.
- 5.2 Generally the footpath in a residential or industrial area will be constructed from concrete, be at least 1.2m wide and offset 1mt from the property boundary with a 1.5% cross-fall, however, the footpath may be located anywhere within the verge width to meet specific local requirements. In a commercial area the footpath will generally be full verge width, except in new developments or redevelopments where substantial softening of those areas with appropriate landscaping is required. Ramps and crossings will generally comply with the minimum requirements of the Disability Discrimination act 1992 (AS1428 Part 1)
- 5.3 Polished and smooth, sealed surfaces, eg, ceramic tiles will not be approved.
- 5.4 Root barriers will be installed on both sides and along the full length of all new footpaths in new subdivisions and developments where it is deemed necessary. In established road reserves root barriers shall be installed adjacent to existing trees where required during new constructions and reconstructions where trees present a threat to the footpath.
- 5.5 Visual Aids - Council will consider the appropriate use of tactile tiles and other forms of grade definition to assist pedestrians with a visual impairment. Developers should approach Council staff to determine requirements on a case by case basis until a position is finalised.

- 5.6 Lighting - Generally footpaths will be lit from the street lighting system in accordance with AS/NZS 1158.3.1. Where there is no street lighting the footpaths will not be separately lit.

## 6 Opening of Footpaths and work within Council's Roads and Road Reserves

- 6.1 Telecommunication, gas and electrical authorities and private contractors may have need to dig across the footpaths.
- 6.2 Opening of footpaths is strictly prohibited without the prior permission of Council.
- 6.3 Council will permit work within Council's Roads and Road Reserves on application, as outlined in the procedure.

## 7 Related Procedures and Plans

Asset Management Plan- Footpath and Shared Paths  
 Procedure – Footpaths and Cycleways  
 Procedure – Work within Council's Roads and Road Reserves  
 Bland Shire Council- Pedestrian Access Mobility Plan (PAMP) 2012-2017

## 8 Review

This policy shall be reviewed three years from adoption or as required.

### Authorisation:

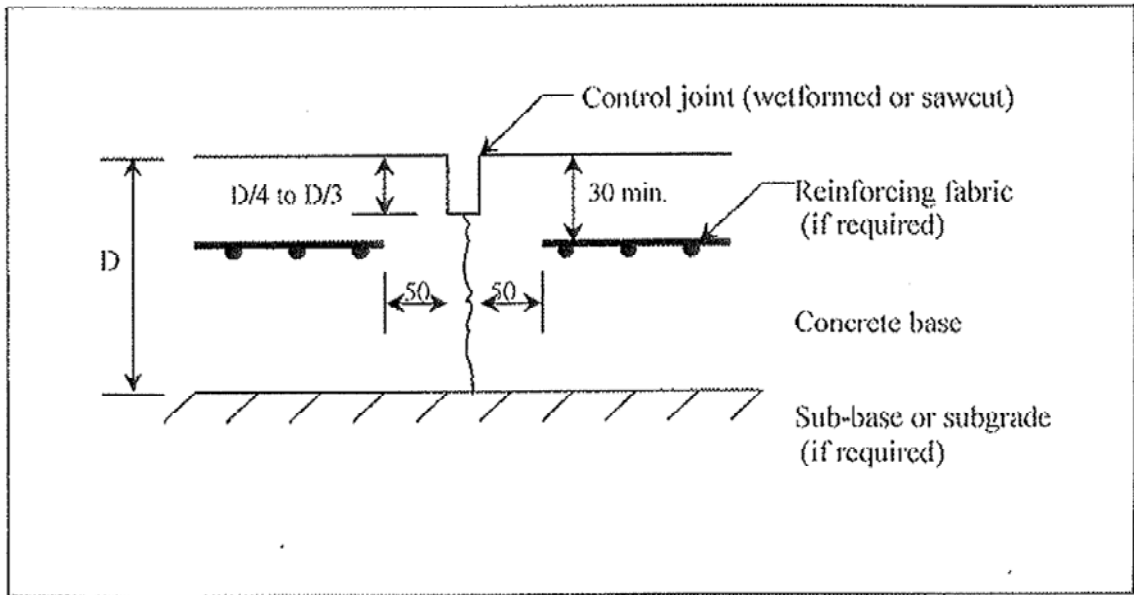
<u>Status</u>	<u>Committee</u>	<u>N/A</u>	
	<u>Manex</u>	<u>N/A</u>	
<u>Owner</u>	<b>Director Engineering Services</b>		
<u>EDRMS Doc. ID</u>	391997		
<u>Superseded Policy</u>			
<u>Date of Adoption/ Amendment</u>	<u>Revision Number</u>	<u>Minute Number</u>	<u>Review Date</u>
17 February 2009	0	23/2/09	May 2013
1 August 2013	1		May 2014
July 2014	2 (reviewed – no changes)		May 2019

### Related Council Policy / Procedure

Council Inspection, Evaluation and Maintenance of Footpaths and Cycleways

Work Within the Council's Roads and Roads Reserves Procedures

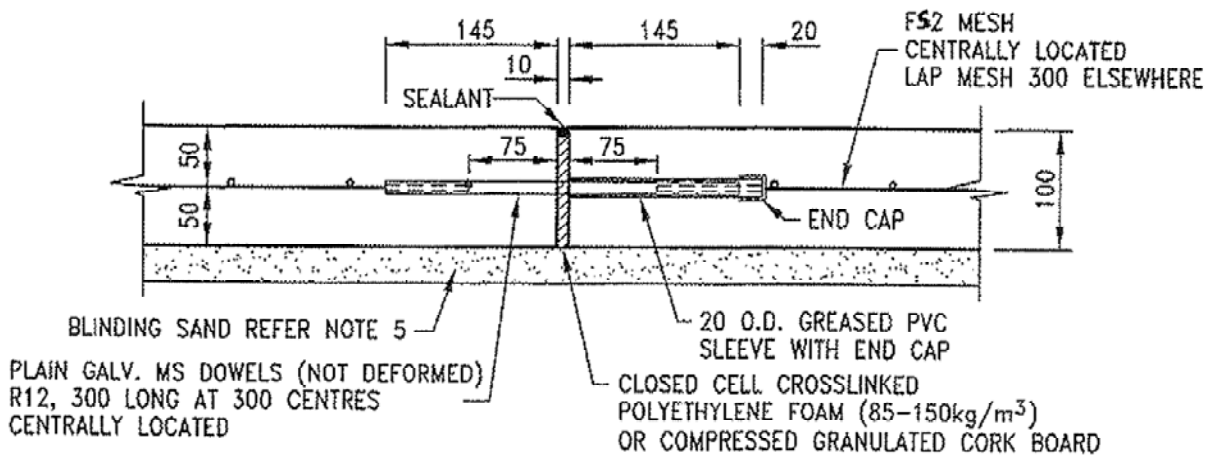
9 Appendix - Standard Drawings



**CONTROL JOINT**

D = 100mm  
 Mesh Size = F52 (SL52)  
 Control Joints are to be 3 metres apart

Expansion joints are to be as shown below



**Expansion Joints**

Dowel Tolerance for Vertical & Horizontal Alignment to be 1 in 80 maximum  
 Expansion Joints to be placed 6mts apart