

# Council Policy

<b>Council policy title:</b>	<b>Footpath Treatments within the Road Reserve</b>
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<b>Council policy owner:</b>	Director Environment, Recreation & Infrastructure
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(A Council Policy is a public statement formally resolved by Council, which clearly states Council's requirements in relation to a particular matter or issue. For the Council policy approval process, refer to Section 10 and Appendix 1 of the Policy Handbook.)

## 1 Policy intent

This policy establishes criteria to determine where new footpaths within the road reserve are to be provided throughout the municipality, the standards for design and construction of new footpaths, and the prioritisation process that Council will apply to allocate funding to provide new footpaths.

This policy has been developed to ensure a consistent, equitable and inclusive approach to consultation, design and implementation of new footpaths within the road reserve, where there is currently no footpath provided.

## 2 Purpose/Objective

The Bayside Integrated Transport Strategy (ITS) prioritises walking as a preferred mode of transport for short trips. However there are a number of streets where no footpath exists, which limits opportunities for walking. Council will improve the footpath network throughout the municipality to provide appropriate pedestrian connectivity to public and private facilities with the aim of providing equal access and opportunity to all.

This policy outlines Council's position in relation to:

- Where new footpaths within the road reserve should be provided;
- The materials used to construct new footpaths; and
- The prioritisation process used to determine when new footpaths should be constructed.

The objectives of this policy are to:

- Ensure that footpaths within the road reserve comply with the guidelines for disability access in the pedestrian environment and the requirements of the Equal Opportunity Act 2010 and the Road Management Act 2004;
- Guide decision making in relation to the allocation of funding for the provision of new footpaths within the road reserve;
- Guide effective community engagement relating to the provision of new footpaths within the road reserve; and
- Ensure that expectations are managed in response to community needs and requests received for the construction of new footpaths within the road reserve.

### **3 Scope**

This policy is applicable to the road reserve of sealed roads within the municipality where no sealed footpath exists.

This policy does not cover:

- Paths through parks and other public land not contained within the road reserve;
- Laneways/walkways; and
- The area adjacent to unconstructed roads.

### **4 Roles & Responsibilities**

The implementation of the policy, and the procedures in respect of the policy, is the responsibility of the Manager, Sustainability and Transport.

The Director Environment, Recreation and Infrastructure Services is responsible for the recommendation of changes to the Policy to Council.

### **5 Monitoring, evaluation and review**

The policy will be reviewed every three years to monitor effectiveness and levels of community satisfaction. Resident and officer feedback collected throughout this period will inform the review. Any variations or alterations to this Policy must be made by resolution of Council.

### **6 Policy statement**

Council recognises that footpaths play a vital role within the community. They provide a means of access to commercial centres, schools, public transport and other key community facilities and services. They also provide a means to improved health and wellbeing through exercise and reduced reliance on private vehicles. Under the Equal Opportunity Act 2010 it is against the law for public places to be inaccessible to people with a disability. Places used by the public include public footpaths and walkways. Any new footpath constructed within the road reserve will need to be accessible to people with a disability.

## 6.1 Where footpaths will be provided

The need for separation of pedestrian and vehicular traffic increases with increasing vehicular volumes and speeds. For this reason, the following hierarchy for footpath provision has been established:

Road Type	Function	Footpath provision	Footpath Width
Arterial	Significant through traffic routes	Both sides of the road	1.5m
Collector/Distributor	Local access routes	Both sides of the road*	1.5m
Local	Property access	One side of the road**	1.2m
Local: Cul-de-sac	Property access	None***	N/A

\* For those roads in areas of low pedestrian demand (less than 70 pedestrians per day) a footpath on one side of the road is appropriate.

\*\* A request for a new footpath that would establish a footpath on both sides of a local road will be determined by the level of support from adjacent residents as outlined within the Procedure (TBA)

\*\*\* There is no minimum requirement for a cul-de-sac street to have at least one footpath on one side of the street unless:

- It provides pedestrian connection to another street or access to a public amenity/service; or
- A request for a footpath is received from a resident living in a cul-de-sac street in which case a request will be determined by the level of support from adjacent residents as outlined within the Procedure (TBA).

### New Footpaths for streets to the south of Bay Road

All streets south of Bay Road that do not have footpaths are to remain the same on the basis of preserving neighbourhood character, unless:

- They provide a direct connection between the existing pedestrian network and a public transport stop; or
- There is a documented need for a person to have access to a paved footpath on a street where no footpath exists.

In such instances, the respective street(s) will be assessed in accordance with the priority criteria set out in the Prioritisation Matrix.

## 6.2 Footpath materials

Council acknowledges that a footpath within the road reserve needs to be designed, constructed and maintained to allow for a safe, continuous and accessible path of travel so that all users irrespective of their access and mobility needs are able to use it.

Loose surface materials such as gravel, crushed stone and granitic sand are not recommended to be used within the road reserve as the lack of slip resistance causes difficulty for some users and can also impose severe difficulties for people using mobility aids. Loose materials also pose an ongoing maintenance burden on Council due to the increased level of maintenance inspection requirements associated with such materials and their higher lifecycle costs.

Whilst it is recognised that materials used to construct new footpaths within the road reserve will be predominantly concrete or asphalt, some community members and stakeholders may be concerned that the use of such materials may impact the local character of some streets.

To address this issue, a number of areas within the municipality have been designated as 'areas of sensitivity' (refer to 6.3) where the use of an alternative material will be permitted.

Alternative material that will be available for use in 'areas of sensitivity' is coloured concrete.

Otherwise, any new footpath south of Bay Road, with the exception of the locations listed on item 6.1, which does not provide a direct connection between the existing pedestrian networks and a public transport stop, or where there is a demonstrated need for a person to have access to a paved footpath because of some form of disability, will only be considered if constructed from gravel or granitic sand.

### 6.3 'Areas of sensitivity'

Locations identified as 'areas of sensitivity' are those areas of the road reserve:

- Adjacent to golf courses; and
- Adjacent to parks and reserves.

### 6.4 Prioritisation Matrix

A Prioritisation Matrix (presented in Attachment 1) will be used by Council to assess road reserves that currently have no footpath and allocate a priority to these sites for the construction of new footpaths. Prioritisation will occur every 3 years as part of the review of the Footpath Treatment Policy and Procedure. Using the Prioritisation Matrix, a score will be given to each location within the road reserve that does not have a footpath, based on the criterion. The scores of each location will be ranked against each other to determine a prioritised list of sites. Further information regarding this process is outlined in the Footpath Treatment Policy Procedure.

### 6.5 Treatment in Areas of Sensitivity

Where practical, the planting of vegetation, in accordance with Council's Nature Strip Planting Policy, will be considered where new footpaths are installed in areas of sensitivity, or at locations where significant vegetation existed previously. As part of this process, property owners/residents of the affected street will be consulted to determine the level of support for such planting. The future maintenance associated with any planting that occurs will be the responsibility of the adjacent property owner/resident. This process is outlined in the Footpath Treatment Policy Procedure.

### 6.6 Community and Stakeholder Engagement

Council recognises that some property owners/residents may have concerns regarding the change in the appearance of the nature strip when a new footpath is proposed. Equally, it is also important that property owners/residents balance their own considerations with the needs of other potential footpath users to ensure that the wider community benefits are realised and advocacy of disabled users is addressed.

At the start of the financial year, letters will be mailed to adjacent property owners/residents with information of Council's intention to construct a new footpath at that location to be scheduled no earlier than the third quarter of that financial year. Any objections relating to the construction of a new footpath will not warrant the removal of a site from the prioritised list of sites. However, Council will work with property owners/residents to coordinate the timing of the installation of the footpath and to address any other issues of concern.

Relevant officers will communicate this process to residents/property owners as part of the community engagement process which is outlined in Footpath Treatment Policy Procedure.

### 6.7 Exceptions to this Policy

In exceptional circumstances where an urgent and significant safety issue arises, which justifies by-passing parts of this process (including a recommendation to move straight to implementation for safety reasons), this will result in the following:

- The location will be immediately addressed with a temporary treatment to ensure public safety by Council's maintenance service provider;
- The Director Environment, Recreation and Infrastructure Services will inform the CEO;
- The CEO will request a report be prepared for Council; and
- Council will make the final decision.

In the event that factors exist which make the provision of a new footpath more expensive than would otherwise be the case, this will require the development of a business case for consideration as part of Council's Capital Works budget considerations.

## 7 Related documents

<b>Policies</b>	Community Engagement Policy (C/POL/17/110) Road – Service Driven Asset Management Plan (DOC/16/204333) Road Management Plan 2017 (DOC/17/78280)
<b>Strategies</b>	Bayside Integrated Transport Strategy 2018 – 2028 Bayside Walking Strategy 2015
<b>Procedures</b>	Footpath Treatment Policy Procedure (TBA)
<b>Guidelines</b>	

## 8 Definitions & Abbreviations

Term	Meaning
Road Reserve	The full width of any road and accompanying nature strip, from property boundary line on one side of the street to the property boundary line on the opposite side of the street and includes facilities such as roads, footpaths and associated features that may be constructed for public travel
Arterial Road	Roads whose main function is to form the principal avenue of communication for metropolitan traffic movements not catered for by freeways. These include State Highways and Declared Main Roads and typically carry flows in excess of 15,000 vehicles per day
Collector / Distributor Streets	These are non-arterial roads that primarily provide a route between and through residential, industrial and commercial areas and convey traffic to Declared Main Roads. These streets typically carry flows between 2,000 and 20,000 vehicles per day
Local Street	A road, street or court that primarily provides direct access for abutting residential, industrial and commercial properties to their associated nodes. These streets typically carry less than 2,000 vehicles per day. However, some local streets can carry flows up to 5,000 vehicles per day
Local: Cul-de-sac	Cul-de-sac provide only provide direct access to residents, they have no through traffic however some cul-de-sac roads allow cyclists, pedestrians or other non-automotive traffic to pass through connecting easements or paths.

**Please note:** This policy is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) or the staff intranet to ensure this is the latest version.

## Attachment 1 - Footpath Prioritisation Matrix

Criterion	Justification	Ranking	Score
<b>Pedestrian Safety</b>			
Road Width	Multi-lane roads and narrow roads are more hazardous to pedestrians. The road width includes shoulders	Multi-lane road	3
		Narrow <6m	3
		Medium 6 - 6.9m	2
		Moderate 7 - 7.9m	1
		wide >8m	0
Speed limit	The higher the speed limit the greater the risk to pedestrians	70km/h	3
		60km/h	2
		50km/h	0
Traffic volume	Higher volumes of traffic increase the risk to pedestrians who may be forced to walk on a road	>10,001 vpd	10
		5001 - 10,000 vpd	8
		3001 - 5000 vpd	6
		2001 - 3000 vpd	5
		1001 - 2000 vpd	4
		501 - 1000 vpd	2
		0 - 500 vpd	0
Sight distance	Road geometry can reduce the visibility of pedestrians to drivers. Hazards can include sharp bends	Serious restrictions	5
		Serious isolated restrictions	3
		Moderate restrictions	2
		Few restrictions	1
		Unrestricted	0
Parking demand	Parked vehicles can force pedestrians into the road	High parking demand	3
		Frequent parked cars	2
		Occasional parked cars	1
		Minimal parked cars	0
<b>Proximity to services/facilities (only select the two highest scoring services/facilities if the site is within the vicinity of numerous services/facilities)</b>			
Schools	Including Kindergartens	0 - 800m	10
Shops	Major Activity Centres & Neighbourhood Activity Centres	0 - 800m	8
Community Facility	E.g., Parks, Community Centre, Scouts Halls	0 - 800m	6
Commercial Development	Large offices, employment sites	0 - 800m	5
Health Facility	E.g., Hospital, Medical Centre, Dentist	0 - 800m	5

Criterion	Justification	Ranking	Score
Train Station	N/A	0 - 800m	4
Bus Stop	N/A	0 - 400m	4
<b>Social Impact</b>			
Requests for footpaths	Have requests been made for a footpath?	10+ requests	5
		6 - 10 requests	4
		4 - 5 requests	3
		2 - 3 requests	2
		1 request	1
Request from people with mobility aids	Has the path been specifically been requested by someone who uses a mobility aid?	Yes	5
		No	0
<b>Pedestrian Connectivity</b>			
Would a footpath provide a missing link between existing footpaths?	N/A	Yes	5
		No	0
Identified existing pedestrian desire line/goat track?	N/A	Yes	5
		No	0
<b>Population Density</b>			
Population Density	Footpaths in areas of higher population density will facilitate access for a greater number of people	0 - 9 persons p/h	1
		10 - 19 persons p/h	2
		20 - 29 persons p/h	3
		30 - 39 persons p/h	4
		40+ persons p/h	5
<b>Environmental Impact</b>			
Vegetation Removal	Will vegetation removal be required? The extent and type of vegetation removal required will result in a number of points being deducted	Significant species	-5
		Extensive	-3
		Moderate	-1
		Minor	0

