

LIVERPOOL PLAINS SHIRE COUNCIL

POLICY REGISTER

Policy No. 2.5

POLICY TITLE: FOOTPATHS

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History of Policy Review

Version	Adoption Date	Minute No	Details of Review
1	19 th November 2003	8759	New Policy
2	20 th December 2006	10710	Capital Works Changes
3	30 th June 2011	13619	Funding/Alignments/Widths
4	26 th February 2014	723	Capital Works Changes

OBJECTIVES

Footpaths are the major means by which pedestrians can be separated from motor vehicles on roads. They provide a safe environment for pedestrians and as such have a special place in the road safety equation.

POLICY STATEMENT**1. CONSTRUCTION**

Path construction shall be of cast-in-situ concrete or brick paving in accordance with specifications as approved by the Director - Works. Where a new path is to be constructed intersecting a bitumen or gravel crossover, the crossover shall be upgraded to a new concrete cross-over. Where a new path abuts an existing concrete or brick paved crossover in poor condition, the path should be constructed through the crossover and the crossover modified accordingly in consultation with the adjacent landowner.

2. ALIGNMENT AND WIDTHS

A path shall generally be a minimum 1.2 metres in width and desirably be located a minimum 1.5 metres behind the back of the road kerb line. Dual use paths shall be a minimum 2.5 metres wide.

In particular circumstances where the cross-sectional shape of the verge prevents construction of the path on the desirable alignment, paths may be constructed on alternate alignments subject to:

- a) The alignment not causing interference to the alignment of the various public utility services installed in or to be installed within the road verges;
- b) The path width being not less than 1.5 metres if the path is located within one metre of the back of the kerb;
- c) The path not causing interference to permitted informal angle parking zones.
- d) When a kerb side path is constructed, concrete crossover aprons may be replaced, if they are assessed to present a hazard to future path users;
- e) Path to be constructed to full verge width in areas adjacent to shopping centres and areas where, in the opinion of the Council, pedestrians congregate in large numbers. Where these paths are constructed with brick paving, vehicle crossovers being upgraded shall be constructed with brick paving having a contrasting colour;
- f) Where a new path is to be constructed on a mid-verge or property line alignment, it shall be constructed on a smooth even plane between any concrete or brick paved crossovers and at a level compatible with the crossovers. Where it is not practical to construct the path to the crossover level, the footpath shall be constructed through the crossover and, the crossover ramped or reconstructed to suit the level of the path.

3. PRIORITIES

Future pathway construction projects shall be selected from Councils “Future Capital Works Pathway Program” with priority based on a needs analysis using the following criteria:

- Priority 1 A location where conflict with vehicular traffic creates a dangerous situation for pedestrians.
- Priority 2 Schools, shopping centres and other locations where pedestrians congregate in numbers or where the condition of an existing path could present a hazard to pedestrians.
- Priority 3 Regional roads where a need has been established.
- Priority 4 Local urban roads where a need has been established.
- Priority 5 A path for which a request has been submitted, but assessed as having no great need.

4. EXTENT

A path shall be constructed on the verge of a road reserve where a need has been established. The following criteria should be used in establishing the need:

- a) Pedestrian usage;
- b) Vehicle numbers;
- c) Assessment of conflict between pedestrians and vehicles;
- d) Function of the path;
- e) Road visibility, width and condition of verges.

5. FUNDING

For all new footpath construction, the land owner adjacent to each section of path may be required to contribute to half the costs incurred by the Council to construct the path in accordance with Section 217 of the Roads Act 1993 or as per the following criteria;

Residential and Village Areas (as defined under the LPSC LEP) – Property owners in residential or village areas, excluding non exempt crown or public land, shall be required to contribute 50% of the actual cost of constructing a new foot path or shared path to the frontage of their property to a maximum frontage length of 20 metres with no charge for any additional frontage. The contribution rate shall be reduced to 25% of the actual cost of construction for maximum boundary length of 20m for property owners with a side boundary fronting the new footpath construction. The front or side boundary of a property shall be determined from the street address, orientation of any dwelling on the property or in the case of street corner blocks the shortest boundary fronting the roadway shall be regarded as the frontage.

Commercial and Industrial Areas – Property owners in commercial or industrial areas shall be required to contribute 50% of the full cost of constructing a new footpath or shared path for the length of the property boundary fronting the footpath construction.

All non exempt crown and public land shall be required to contribute at the rate of 50% of the actual cost of the work for the full length of the property boundary fronting the footpath construction.

For all new crossover construction in relation to footpath developments, the land owner for which access is provided shall be required to contribute half the cost incurred by the Council to construct the crossover in accordance with Section 218 of the Roads Act 1993.

6. GENERAL

- a) In the case of new shopping centres, commercial or industrial developments where full verge paving is considered necessary, the developer shall be responsible for the full cost of construction for the frontage of the development in addition to any other development approval condition. Construction of the path must be to the satisfaction of the Director - Works.
- b) All new paths shall comply with Disability Access Standards, in particular for wheelchair/pram-ramps at crossings, longitudinal grades and horizontal cross-falls.
- c) The Director - Works shall present the five (5) year Path Forward Works Program based on the Needs Analysis for review, prior to annual budget considerations.
- d) In the event of substantial opposition to a proposed path, Council is to be consulted to determine whether the proposed path is to be constructed based on the original need with particular emphasis on the safety aspects associated with the path - ie. an assessment of whether the path would be considered essential. If it is not considered essential, it would be replaced on the program by the next highest priority project. If the need is determined as not sufficient to pursue, it is referred back to the Path Forward Works Programme to be considered when the need is then justified to proceed.
- e) Where practicable, advice should be conveyed to the landowners where a path is to be constructed twelve (12) months prior to the construction commencing.