



**FOOTPATHS INFRASTRUCTURE
SERVICE LEVEL DOCUMENT
2020**



LIST OF CONTENTS

1.	INTRODUCTION.....	3
2.	SERVICE AIM	4
3.	SERVICE PRINCIPLES	4
4.	ROADS DEFINITION	4
5.	PROVISION OF SERVICE	6
6.	MAINTENANCE RESPONSIBILITY	6
7.	HIERARCHY	8
8.	DEFECTS AND INTERVENTION LEVELS	10
9.	INSPECTIONS.....	13
10.	PRIORITISATION OF WORKS	13
11.	RESPONSE TIMES	15
12.	SERVICE DEFICIENCIES	16
13.	APPENDIX A: <i>FOOTPATHS HIERARCHY INVENTORY</i>	17
14.	APPENDIX B: <i>FOOTPATHS HIERARCHY THEMATIC MAPS</i>	23

LIST OF TABLES

Table 1:	Network Summary	3
Table 2:	Footpath Definition.....	5
Table 3:	Hierarchy Definitions	9
Table 4:	Intervention Levels	11
Table 5:	Prioritisation Matrix.....	14
Table 6:	Upgrade Prioritisation Matrix.....	16
Table 7:	Footpaths Hierarchy Inventory – Class 1	17
Table 8:	Footpaths Hierarchy Inventory – Class 2	18
Table 9:	Footpaths Hierarchy Inventory – Class 3	19
Table 10:	Footpaths Hierarchy Inventory – Class 4	22

1. INTRODUCTION

Circular Head Council (Council) is responsible for maintaining a footpath network of 39 km. The network is constructed predominantly of concrete but also includes other construction materials such as asphalt and gravel. A summary of the footpath network in terms of construction material is provided in Table 1

Table 1: Network Summary

TYPE	QUANTITY
Concrete	26 km
Asphalt	12 km
Gravel	1.4 km

The community expects its footpaths to be maintained at an acceptable and affordable level. Council must also comply with relevant industry standards and guidelines to ensure its statutory and risk management obligations are met.

This document sets out the manner in which Council will meet its various obligations and outlines the level of service to be provided with respect to its footpath network.

Specifically, the intention is to clearly communicate the methodology by which hazards in the footpath network are assessed and prioritised for corrective works (including the programming of annual maintenance), and capital renewal and construction activities.

It is expressly noted that this document relates only to Council's urban footpath network, i.e. those associated with the urban road network. Councils other paths and walking tracks found in parks and reserves are not covered by these service levels at this stage.

Given limitations in available resources, the goal is to achieve a reasonable balance between managing the risks to users posed by hazards while still providing acceptable, fit-for-purpose footpath infrastructure that can be maintained in a sustainable and cost effective manner into the future.

2. SERVICE AIM

To provide safe pedestrian access in all urban areas, other than industrial.

3. SERVICE PRINCIPLES

Council's strategic asset management framework and decision making processes are underpinned by the three principles of good governance:

- Transparency
- Accountability
- Evidence Based

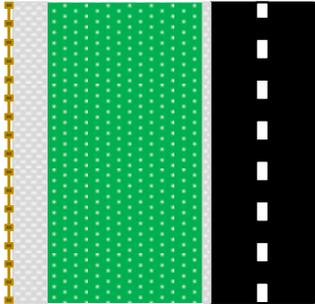
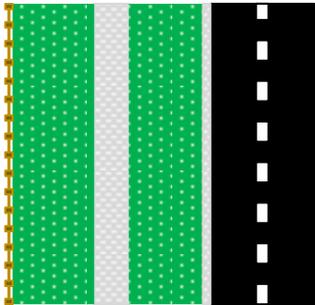
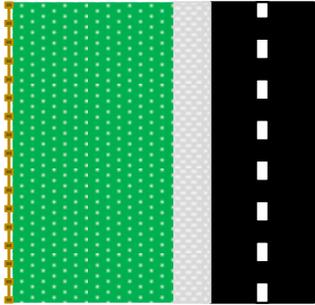
In this way, Council aims to deliver sustainable, value for money services to the community.

4. ROADS DEFINITION

Footpaths included in this document incorporate those which are in the urban environment and constructed out of concrete, asphalt or gravel.

A footpath is described as any asset you can walk on within the constructed footpath corridor, as explained in Table 2 below:

Table 2: Footpath Definition

EXAMPLE	LOCATION DESCRIPTION	FOOTPATH DEFINITION
	<p>Footpath against property boundary</p>	<p>Between boundary line and adjacent footpath edge</p>
	<p>Footpath is between property boundary and road edge</p>	<p>From footpath edge to adjacent edge</p>
	<p>Footpath against road edge</p>	<p>Between footpath edge and the front of kerb</p>

5. PROVISION OF SERVICE

Limited by resource availability, Council will provide a footpath service to ensure that at least one side of the road reservation in urbanised areas are provided with a constructed footpath. The Footpaths Asset Management Plan drives the construction approach methodology and takes into consideration the location, suitability and lifecycle cost when assessing the materials used in construction.

Where service gaps are identified, missing footpaths will be prioritised based on the service level described in the hierarchy definitions stated in Table 3. Typically, footpath gaps in a higher hierarchy class will be prioritised before those in a lower hierarchy class.

Based on the service aim of providing a footpath service to at least one side of urban roads, many roads currently have footpaths on both sides and may be over serviced. In these instances, the footpath infrastructure is to be left in service for as long as its condition allows and will simply not be forecast for renewal.

The use of concrete dye, exposed aggregate, and pavers will be assessed on a case by case basis but will usually be limited to use in CBD areas.

6. MAINTENANCE RESPONSIBILITY

Council accepts maintenance responsibility for footpath defects within the kerb crossover, roadway and footpath corridor. Examples of these defects are:

- Gradient defects within the crossover (kerb), footpath or roadway
- Hazards and defects within the crossover (kerb), footpath or roadway

Property owners accept maintenance responsibility for footpath defects which occur on the driveway within the road reservation. Examples of these defects are:

- Gradient defects within the driveway
- Hazards and defects within the driveway

Pursuant to Section 35(1) of the Local Government (Highways) Act 1982, Council may serve a written notice upon a landowner requiring repairs to be carried to a vehicular crossover within the time specified in the notice.

Where damage to the crossover area has been caused by Council or a public authority, reinstatement works may be carried out by Council, the public authority or an approved contractor under Council supervision.

See Figure 1 and 2 for a visual representation of maintenance responsibilities and Table 3 for a list of example defects by responsibility.

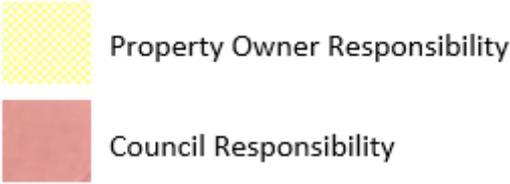


Figure 1

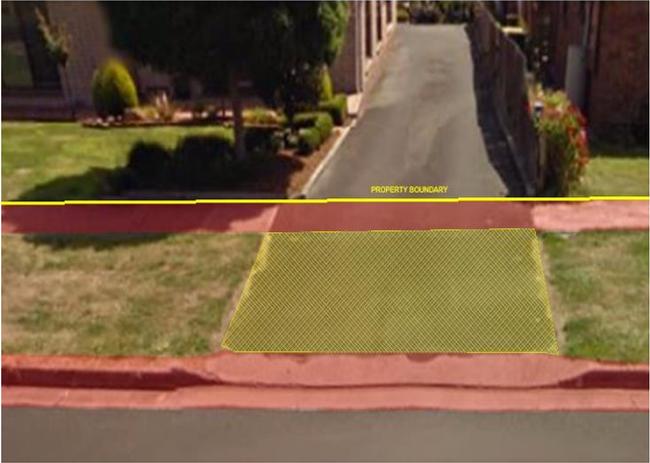


Figure 2



7. HIERARCHY

A key aspect of Council's approach is to recognise that some footpaths are of greater 'importance' than others in the sense that a specific hazard in a certain location might pose greater risk to the public than a similar hazard elsewhere in the network. A section of footpath may be identified in this manner because it is subject to particularly high levels of use and/or because the typical pedestrian in that area may be considered more prone to slips and trips.

Examples of this include sections of footpath outside schools and day care facilities, doctor's surgeries, senior citizens clubs and the like. The basis for determining a footpath's position in the footpath hierarchy is shown in Table 3.

Appendix A contains the full inventory of Council's urban footpath network categorised by their ranking within the footpath hierarchy. Appendix B shows this information on a thematic map.

Table 3: Hierarchy Definitions

HIERARCHY CLASS	FOOTPATH FUNCTION	TYPE DESCRIPTION
1	Highly trafficked footpaths, such as the Central Business Districts	<ul style="list-style-type: none"> • May be constructed with any combination of exposed aggregate, concrete dye, pavers, standard concrete or asphalt • Provided on both sides of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m • Constructed from kerb to property boundary where applicable
2	Footpaths with medium levels of pedestrian traffic and/or those that are located near vulnerable users, such as: <ul style="list-style-type: none"> • Aged care centres • Senior citizen centres • Schools • Doctors surgeries • Car parks 	<ul style="list-style-type: none"> • Standard concrete or asphalt footpath • Provided at least on one side of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m
3	Footpaths in local access streets	<ul style="list-style-type: none"> • Standard concrete or asphalt footpath • Provided at least on one side of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m
4	Footpaths with low levels of pedestrian traffic in cul-de-sacs	<ul style="list-style-type: none"> • Standard concrete or asphalt footpath • Provided only on one side of the road • Kerb ramps linking paths within the network and constructed to Australian Standards • Minimum width for newly constructed paths 1.5m
5	Footpaths in the following areas: <ul style="list-style-type: none"> • General industrial • Light industrial • Rural living • Rural resource 	<ul style="list-style-type: none"> • No footpath provided in these areas

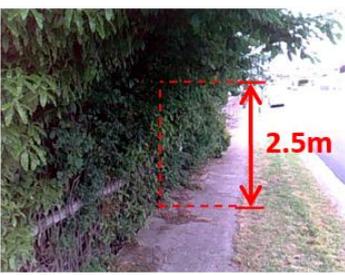
8. DEFECTS AND INTERVENTION LEVELS

Footpaths of different types (e.g. concrete, asphalt, pavers etc) are susceptible to various defects (a fault or failure which may present a hazard to footpath users). Intervention levels define the minimum severity for each defect type that will trigger corrective maintenance. In general, a severe defect will be prioritised for action before a lesser defect.

Of most concern to Council are abrupt height deviations (vertical displacements) in the footpath where there is an increased likelihood for tripping to occur. Slippery surfaces, excessive cross fall and a hole in the nature strip can also present a significant hazard to footpath users. Overhanging vegetation and water ponding can impact on the users' ability to access the footpath corridor.

Council's defined intervention levels are detailed in Table 4 below.

Table 4: Intervention Levels

DEFECT	INTERVENTION LEVEL	EXAMPLE
Vertical Displacement	Where observed lip is greater than 20mm and less than 40mm in height variation (for Hierarchy Class 1 only)	
	Where observed lip is greater than 20mm and less than 40mm in height variation	
	Where observed lip is greater than 40mm in height variation	
Slip Hazard	Where footpath surface is slippery, as determined by the Inspecting Officer	
Overhanging Vegetation	Where vegetation or other material is encroaching onto the pedestrian walkway. Pursuant to Section 39(6)(a) of the Local Government (Highways) Act vegetation must not be lower than 2.5 metres.	
Excessive Cross Fall	Where the cross fall exceeds 12.5%.	

DEFECT	INTERVENTION LEVEL	EXAMPLE
Hole in Nature Strip/Edge Drop Off	Where a hole is located within the nature strip and is a concern for safety, as determined by the Inspecting Officer. Repaired only when undertaking footpath construction/reconstruction work.	
Water Ponding	Where water pools in the footpath creating an obstruction, as determined by the Inspecting Office. Acknowledged only through customer requests or staff observations due to the difficulty in locating during the typical inspection timeframe.	
Cracking – Minor (hairline cracks)	Acceptable	
Cracking – Major (cracks have separated or there is a height deviation in crack)	Acceptable, except when it is adjacent to an actionable defect	
Surface Deterioration	Acceptable, except when it is adjacent to an actionable defect	
Footpath Hole	Where observed hole is at least 100mm in diameter	

9. INSPECTIONS

Routine inspections of the footpath network are continually being carried out by works maintenance staff as a part of their normal duties and the locations and severity of defects used to plan maintenance activities. Defects are also reported to Council by community members and in such instances a reactive inspection is triggered to assess the concern in accordance with the same criteria used in the routine inspection process.

10. PRIORITISATION OF WORKS

A defect which meets Council's defined intervention levels is prioritised for corrective maintenance according to the severity of the defect, the hierarchy classification of the footpath in question, and available resources. In this way, available resources are targeted to strategically manage the risk associated with defects in the footpath network and ensure financially responsible management of assets.

The methodology for prioritising footpath defects is shown in Table 5 below.

Table 5: Prioritisation Matrix

HIERARCHY CLASS	DEFECTS										
	VERTICAL DISPLACEMENT			SLIPPERY SURFACE	OVERHANGING VEGETATION	EXCESSIVE CROSSFALL	HOLE IN FOOTPATH	WATER PONDING	CRACKING		SURFACE DETERIORATION
	<20mm	20 – 40mm	>40mm						MINOR	MAJOR	
1	Acceptable	High	High	High	Medium	Medium	High	Medium	Acceptable	Acceptable	Acceptable
2	Acceptable	Medium	High	High	Low	Low	High	Low	Acceptable	Acceptable	Acceptable
3	Acceptable	Medium	Medium	Medium	Low	Low	Medium	Low	Acceptable	Acceptable	Acceptable
4	Acceptable	Low	Low	Low	Low	Acceptable	Low	Low	Acceptable	Acceptable	Acceptable

11. RESPONSE TIMES

Council's response times are directly related to the priority of the defect as determined in Section 10 above (Prioritisation of Works). As Council's primary consideration is to manage the risk to footpath users, response times relate to the time required for Council to take reasonable steps to reduce the risk associated with the defect, and for it to be scheduled into the planned program for corrective maintenance.

Examples of managing the risk posed by a defect may include:

- Closing the footpath
- Highlighting a trip hazard using high visibility paint, or
- Placing hazard warning signs or barriers

The time taken to actually repair the defect will depend upon the appropriate repair method and availability of resources.

12. SERVICE DEFICIENCIES

In addition to the defects identified in Section 8, the network is assessed for its fitness-for-purpose. Insufficiencies in these areas may trigger upgrades of current footpath infrastructure.

The types of service shortages are:

- Missing kerb ramps
- Below-standard kerb ramps
- Inadequate footpath width

A service deficiency is prioritised for upgrade works according to its nature, the hierarchy classification of the footpath in question, and available resources. In this way, available resources are targeted to strategically manage the risk associated with defects in the footpath network.

The methodology for prioritising footpath service deficiencies is shown in the Upgrade Prioritisation Matrix table below (Table 7).

It should be noted that the response times reflected in Section 11 do not relate equally to this matrix, the purpose of which is to prioritise upgrade works within available funding levels.

Table 6: Upgrade Prioritisation Matrix

HIERARCHY CLASS	SERVICE DEFICIENCIES		
	Missing Kerb Ramp	Below Standard Kerb Ramp	Inadequate Width
1	High	Medium	Typically, only scheduled for upgrade works once its condition has deteriorated to the point of requiring renewal.
2	High	Medium	
3	Medium	Low	
4	Low	Low	

13. APPENDIX A: FOOTPATHS HIERARCHY INVENTORY

Table 7: Footpaths Hierarchy Inventory – Class 1

CLASS 1 FOOTPATHS	
STREET NAME	LOCATION DETAILS
SMITHTON	
Davis Street	
Emmett Street	From the junction with Smith Street to the junction with King Street
King Street	From the junction with Emmett Street to the junction with Nelson Street
Montagu Road	From the Duck River bridge to Mill Road
Nelson Street	From the junction with Smith Street to the junction with King Street
Smith Street	From the junction with Emmett Street to the junction with Nelson Street
STANLEY	
Alexander Terrace	From the junction with Victoria Street to the junction with Fletcher and Marshall Street
Church Street	From the junction with Wharf Road to the junction with Fletcher and Marshall Street

DRAFT FOOTPATHS INFRASTRUCTURE SERVICE LEVEL DOCUMENT

Table 8: Footpaths Hierarchy Inventory – Class 2

CLASS 2 FOOTPATHS	
STREET NAME	LOCATION DETAILS
SMITHTON	
Goldie Street	
Grant Street	From the junction with Nelson Street to the junction with Bugg Street
Nelson Street	From the junction with Smith Street to the junction with Grant Street
Sampson Avenue	From the junction with Goldie Street to the junction with Maurice Street
STANLEY	
Albert Street	
Main Road	From the junction with Albert Street to the junction with Wharf Road
Victoria Street	From the junction with Main Road to the junction with Church Street
Wilson Street	

DRAFT FOOTPATHS INFRASTRUCTURE SERVICE LEVEL DOCUMENT

Table 9: Footpaths Hierarchy Inventory – Class 3

CLASS 3 FOOTPATHS	
STREET NAME	LOCATION DETAILS
SMITHTON	
Arthur River Road	
Arthurs Lane	
Brittons Road	
Brook Street	
Bugg Street	
Dallas Court	
David Street	
East Esplanade	
Emmett Street	From the junction with Upper Havelock Street to the junction with Smith Street From the junction with King Street to the junction with Flowery Flat Lane
Fossey Street	
Gibson Street	
Grant Street	From the junction with Bugg Street, continuing west
Grey Street	
Havelock Street	
Hellyer Street	
Kay Street	

DRAFT FOOTPATHS INFRASTRUCTURE SERVICE LEVEL DOCUMENT

CLASS 3 FOOTPATHS	
STREET NAME	LOCATION DETAILS
SMITHTON	
King Street	From the junction with East Esplanade to the junction with Nelson Street. From the junction with Emmett Street to the junction with Sampson Avenue
Lee Street	
Lette Street	
Lialeeta Crescent	In its entirety, with exception to the southern cul-de-sac
Massey Street	From the junction with King Street to the junction with Robert Street
Mill Road	
Montagu Road	From the junction with Mill Road, continuing west
Murray Street	
Nelson Street	From the junction with Bass Highway to the junction with Grant Street From the junction with King Street to the junction with Kay Street
Robert Street	
Sampson Avenue	From the junction with Maurice Street to the junction with King Street
Senior Drive	
Smith Street	From the junction with Emmett Street to the eastern end
Upper Grant Street	
Upper Havelock Street	
Wedge Street	

DRAFT FOOTPATHS INFRASTRUCTURE SERVICE LEVEL DOCUMENT

CLASS 3 FOOTPATHS	
STREET NAME	LOCATION DETAILS
SMITHTON	
West Esplanade	From the junction with Pelican Point Road to the junction with Poke Street

CLASS 3 FOOTPATHS	
STREET NAME	LOCATION DETAILS
STANLEY	
Alexander Terrace	From the junction with Church Street to the junction with Wharf Road
Browns Road	
Church Street	From the junction with Fletcher and Marshall Street to the junction with Rougemont Street
Edwardes Street	
Fletcher Street	
Hales Street	
Main Road	From the junction with Edwardes Street to the southern end of the path, along Stanley Highway
Marine Esplanade	In its entirety, with exception to the northern side from the junction of Edwardes Street to the western end
Marshall Street	
Pearse Street	
Wharf Road	

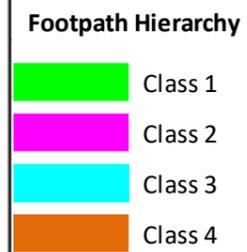
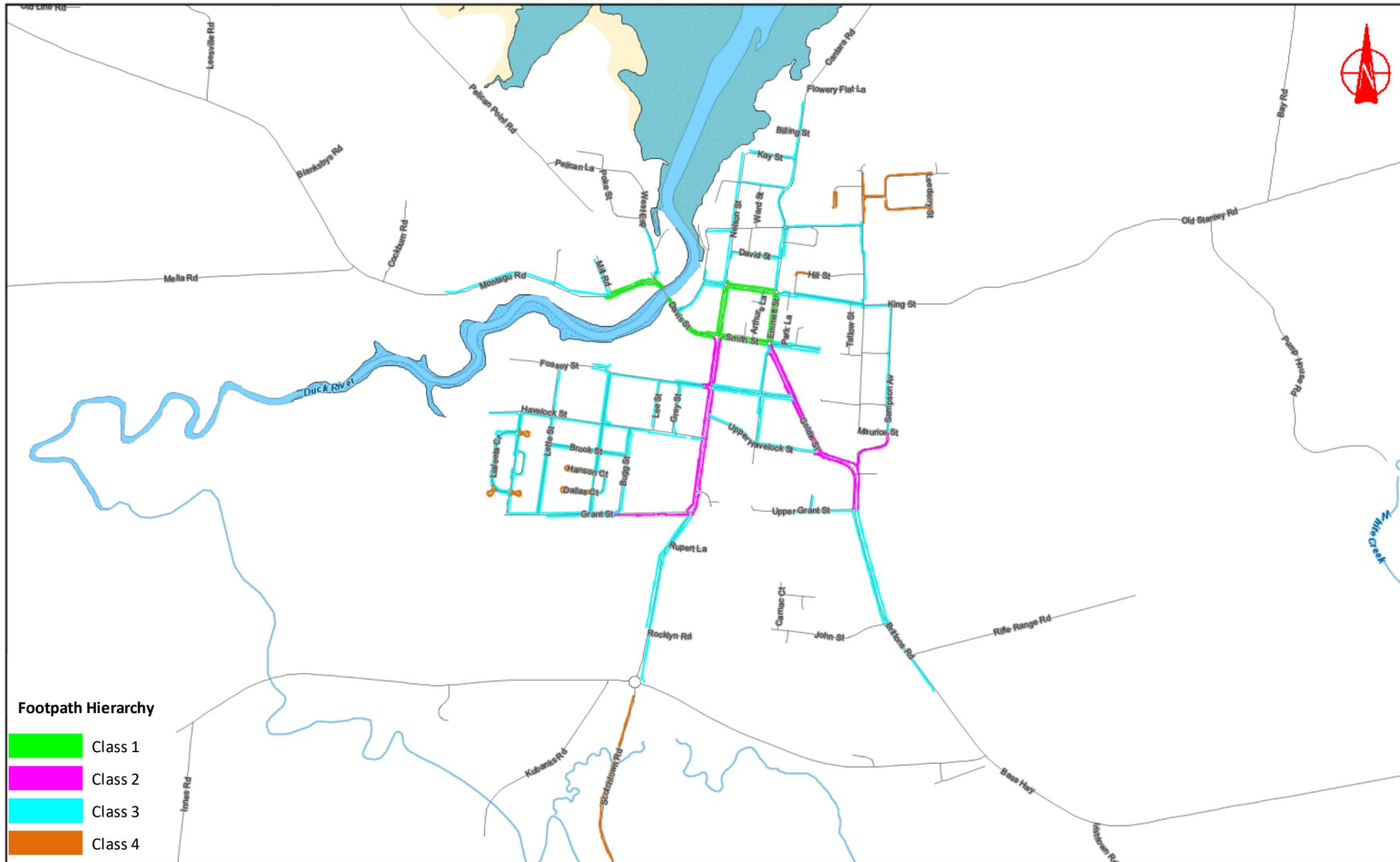
DRAFT FOOTPATHS INFRASTRUCTURE SERVICE LEVEL DOCUMENT

Table 10: Footpaths Hierarchy Inventory – Class 4

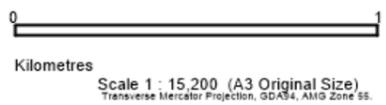
CLASS 4 FOOTPATHS	
STREET NAME	LOCATION DETAILS
SMITHTON	
Coomonderry Court	
Dallas Court	
Hanson Court	
Hill Street	
Leederry Street	
Leemael Court	
Lialeeta Crescent	Southern cul-de-sac
Massey Street	From the junction with Robert Street to the northern end
Nutview Court	
Scotchtown Road	
Tier Hill Drive	
West Esplanade	From the junction with Poke Street to the northern end
William Street	
STANLEY	
Juliana Court	
Marine Esplanade	From the junction with Edwardes Street to the western end of path (northern side only)
Rougemont Street	

14. APPENDIX B: FOOTPATHS HIERARCHY THEMATIC MAPS

Footpaths Network: Smithton



This publication has been produced by the Circular Head Council and is based on cadastral data provided with the permission of the Department of Primary Industries & Water © The State of Tasmania. While every care is taken to ensure the accuracy of this data, the Department of Primary Industries & Water and Circular Head Council make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.



Printed On: 3 Sep 2015



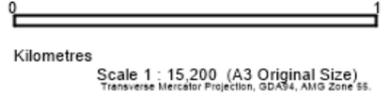
Footpaths Network: Stanley



Footpath Hierarchy

- Class 1
- Class 2
- Class 3
- Class 4

This publication has been produced by the Circular Head Council and is based on cadastral data provided with the permission of the Department of Primary Industries & Water & The State of Tasmania. While every care is taken to ensure the accuracy of this data, the Department of Primary Industries & Water and Circular Head Council make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.



Printed On: 3 Sep 2015

