

# Policy

## Fremantle suburban footpaths

<b>Reference Number:</b>	<b>SG46</b>
<b>Type:</b>	Strategic
<b>Legislation:</b>	<i>Disability Discrimination Act (1993, amended 2004)</i> <i>Commonwealth Disability Discrimination Act (1992)</i> Building codes of Australia <i>WA Equal Opportunities Act (1984, amended 1988)</i>
<b>Procedure:</b>	"<Insert hyperlink or NA>"
<b>Delegation:</b>	"<Delegation or NA>"
<b>Other related document:</b>	"<Other related document or NA>"

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## Objective

To provide for the effective management of the City's suburban footpath network including:

- The provision of universal access for pedestrians along all streets and public spaces in the City in accordance with the Disability Discrimination Act where possible.
- Ensuring that footpaths are designed and constructed in accordance with Australian Standards and the relevant industry best practice.
- The provision of footpaths that are safe, comfortable to use and conducive to the streetscape environment.
- Supporting City of Fremantle strategies to encourage walking and cycling in the city through the provision of a safe interconnected network linking community facilities.
- To provide standards to ensure a footpath is upgraded in a manner that is sympathetic to and enhances an existing heritage streetscape.
- To provide safe temporary passage for pedestrians whilst footpath construction or upgrading works are in progress.

## **Policy**

### **1. Background**

This policy applies to all areas outside the central business district (CBD), which is bounded by Parry Street and Norfolk Street. Within the CBD refer to D.E4-Paving Policy for Central Fremantle.

### **2. Relevant standards and guidelines**

In general, the following standards and guidelines have been considered in establishing this policy:

- AS1428.1 Design for access and mobility: General requirements for access-new building work
- AS1428.2 Enhanced and additional requirements-buildings and facilities
- AS1428.3 Requirements for children and adolescents with physical disabilities
- AS1428.4 Tactile ground surface indicators for the orientation of people with a vision impairment
- AS3661.1 Slip resistance of pedestrian surfaces
- AS3727 Guide to residential pavements
- Austroads Guide to engineering practice-part 13 - pedestrians
- Austroads Guide to engineering practice-part 14 - bicycles
- Liveable Neighbourhoods - A WA Government Sustainable Cities Initiative
- Utility Providers Code of Practice
- Utility Providers Restoration and Reinstatement specifications

NB. Definitions used within this policy are in accordance with the protocols used in Austroads-Guide to Traffic Engineering Practice Part 13 and Australian Standards.

### **3. Footpath construction**

Where reasonably practicable on the grounds of sustainability and physical space, footpaths are to be constructed on both sides of the street. This is reinforced by the following circumstances:

- Where the road is designated as a local, district or primary distributor
- Where a footpath is needed on both sides to provide for safe universal access to

schools, community centres, local centres, public facilities and public open spaces

- Where a footpath currently exists on both sides of the street.

Any maintenance or upgrade works should also be carried out to the footpath on both sides of the road at the same time, dependant on the hazard identification rating and priority list.

Ideally, a footpath should be provided on at least one side of all local access streets throughout the municipality in order to enable universal access. Where a footpath exists on both sides of the street, at least one footpath (preferably both) must comply with universal access requirements as laid out in AS1428 and current disability access legislation.

Exceptions-footpaths may be omitted from one side of the street where:

- there is no development fronting that part of the street
- topography or vegetation precludes provision for a footpath (ie. tree avenues, power poles)
- vehicle speeds are low - less than 40km/h
- future traffic volumes will be less than 300vpd
- where the street does not connect or contain land uses which generate high levels of pedestrian activity.

Footpaths are to be continuous and connected across roads via kerb ramps and breaks in median islands where they exist. Footpath design and location should be considered in terms of linkages to public facilities requiring pedestrian access including schools, bus stops, post boxes and public telephones. Consideration is to be given to issues relating to stormwater drainage, eg. avoiding the positioning of gully grates in front of pram ramps.

Footpaths should be free of obstructions wherever possible. Poles and planting should be located in the verge area, unless pre-existing within the footpath alignment and relocation cannot be achieved. Street furniture must be located in a widened section of footpath and out of the direction of the trafficable walkway.

Where obstructions cannot be removed they should be contained within a consistent line for the benefit of visually impaired pedestrians.

Ideally, the minimum clearance from obstructions along the footpath should be 1200mm to ensure universal access is maintained.

Where possible, footpaths are to be constructed to ensure they are clearly differentiated

from non accessible areas such as roadways, car parks or wide crossovers. This is to be achieved by using a different surface treatment and a clearly defined edge.

In order to minimise maintenance requirements, where a narrow strip of soft verge (nature strip) less than 500mm wide exists on either side of the footpath, this strip shall be sealed with a hard surface (pavers, concrete, etc). For the same reasons, footpaths in roads under the management and care of Main Roads Western Australia shall be negotiated with Main Roads WA regarding its width and ongoing maintenance.

#### 4. Temporary pathways

A safe passage of movement is to be provided where footpaths are obstructed as a result of public or private construction works. This may be achieved in the following ways:

- in accordance with Main Roads Traffic Management at Roadworks guidelines and Australian Standards 1742.3
- where possible, temporary footpath is to be constructed in accordance with the access requirements contained within this policy, including the provision of continuous and level outs, kerb ramps and minimum clearances.

Adequate warning regarding any obstruction must be provided.

Obstructions are subject to Road Reserve Obstruction Permit conditions and applications are to be made 1-2 weeks prior to obstructing the footpath (depending on length of closure).

#### 5. Tactile ground surface indicators (TGSIs)

Tactile pavement markers are to be installed on new kerb ramps and median island crossings at the following locations:

- local centres, shopping precincts, community centres and adjacent to seniors residential centres, schools and colleges
- on all major routes leading to these centres

Retrospective installations will occur where a request has been made by a member of the community and budget allocation allowance.

Tactile indicators are to be accurately aligned to direction of travel for pedestrians, and not aligned with the adjacent kerb or paving pattern.

Tactile indicators should be installed in a contrasting colour to the adjacent footpath.

#### 6. Vehicle crossovers

Crossovers are to be installed in accordance with council policy OP25-Vehicle crossings which sets out the funding and construction arrangements.

## 7. Technical

Technical notes and specifications should be prepared as appropriate to provide specific design and construction requirements for the following elements within the scope of a project:-

- kerb
- pedestrian kerb ramps
- vehicle crossover
- service pit covers
- drainage grates and pits if within the footpath
- tree pits and garden beds
- existing trees within the verge area
- development assessments
- heritage

## 8. Footpath standards for suburban Fremantle

Street type	Criteria	Recommended material
Special use local centres	High volume and frequency of pedestrian traffic. The need to present a differing product and high quality presentation for special areas.	To be designed as part of a local centre masterplan and may include: <ul style="list-style-type: none"> <li>• high quality pavers</li> </ul>
Heritage areas See appendix A	Existing surface treatments to be considered for retention when requested by the City's heritage officers.  Heritage values to be enhanced by considering the environment within the street section.	<ul style="list-style-type: none"> <li>• maintain existing slab footpath</li> <li>• limecrete</li> </ul>
Residential streets	Provide a connecting network of footpaths consistent with use.	<ul style="list-style-type: none"> <li>• In-situ concrete brush finish</li> </ul>

Cycle routes	Meeting the requirements of the Fremantle bicycle network strategy plan and Perth bicycle network plan.	<ul style="list-style-type: none"> <li>• Ideally 2500mm-3000mm wide in-situ concrete - brush surface finish</li> <li>• Minimum 1800m wide</li> <li>• Asphalt - where already existing</li> </ul>
Parks and recreation	Pedestrian volumes and types  Park character - to enhance a special feature within the park	<ul style="list-style-type: none"> <li>• In-situ concrete with brush surfaced finish</li> </ul>
Development sites	Non standard materials - approval is subject to individual project assessments. An appropriate maintenance and material replacement bond, an agreed maintenance and auditing programs will need to be provided and differential or specified area rates will apply.	

## 9. Intervention levels

Footpaths are condition rated, a risk and deterioration based assessment. Where the condition rating of a footpath falls between 6 and 20 on the ten point footpath condition rating scale, it will be placed on the planned replacement program.

See appendix B for the condition rating scale.

## 10. Specified precincts

For areas where there are narrow streets and footpaths in place, a holistic approach is taken. An area is mapped out and designated as a specified precinct, and disability access provisions are made for one route running north to south, and one route running east to west. The remainder of the narrow pathways can be kept or renewed in their current form as appropriate, and so as to be sympathetic to the surroundings. This is laid out in the precinct plan.

## Appendix A Heritage considerations

### **Footpath replacement assessment criteria**

This appendix is specifically designed for suburban streets or areas where heritage considerations may apply. Within the central business district (CBD) refer to DE4-Paving policy for central Fremantle.

In a residential area, where a minimum of 50% of houses within a street section (between two streets) have places listed on the city's municipal heritage inventory, then for the purpose of footpaths construction this section will be assessed under the heritage criteria.

An assessment will be conducted using the 'Heritage Precinct Policy - Footpath Assessment Form' (the form is attached to this policy. The following criteria will be assessed:

- number of places listed on the municipal heritage inventory
- whether any other aspects of the visual setting exist, such as bulk form, character, colour etc
- whether any characteristics consistent with the heritage setting exist such as trees, kerbing or wide verges.

Based on the above criteria, a recommendation will be made in regards to the footpath width and footpath materials.

The manager of infrastructure services is delegated by the CEO to make the final decision should any dispute arise.

Only new footpath replacement projects will be considered under the heritage considerations (appendix A).

Existing concrete footpaths will not be replaced unless they have been identified for replacement in accordance with the priorities outlined in the footpath replacement program.

Where a heritage street section has been identified then on side of the street may still contain a footpath with a minimum width of 1500mm. The other side may be constructed at 1200mm as identified by the criteria. This is to ensure that footpath installations still comply with universal access standards.

**Heritage considerations (Appendix A) - Footpath assessment form**

Street name: \_\_\_\_\_ Direction: \_\_\_\_\_  
(north/south/east/west)

Between: \_\_\_\_\_ and \_\_\_\_\_

1. Are more than 50% of the properties within the street section listed on the municipal heritage inventory?

Yes  No

2. Describe any other aspects of the visual setting such as siting, bulk form, scale, character, colour, texture and materials that support features listed on the municipal heritage inventory.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Describe any other characteristics that are consistent with the heritage setting such as trees, kerbing and wide verges.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I have inspected the footpaths on \_\_\_\_\_  
and have ascertained that the criteria is/is not consistent for heritage considerations for the purpose of upgrading the footpath. The recommended footpath treatment (based on the suburban footpath policy) for this street section is: \_\_\_\_\_

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Print name: \_\_\_\_\_

## B Footpath condition rating scale

Status	Grading			Description
Monitor	0%	0	New	New footpath installed, or recently rehabilitated to new condition.
	10%	1	Near new	Near new footpath, with no observed defects. Footpath designed to meet current standards, well maintenance, no maintenance required. Often moved to condition 1 status based upon the time since construction, rather than observed condition decline.
	20%	2	Excellent	Excellent footpath, only very slight condition decline visible, but obvious that the asset is no longer in new condition.
	30%	3	Very good	Very good footpath, but with some early signs of deterioration evident. Deterioration to footpath still very minor in nature and causing no serviceability problems. Designed to current standards.
	40%	4	Good	Good overall footpath condition but with some obvious deterioration evident, slight impairment to serviceability.
	50%	5	Fair	Fair overall condition of footpath, but with obvious deterioration and some loss of serviceability.
Replacement programme	60%	6	Fair to poor	Fair to poor overall condition, with obvious deterioration, affecting the serviceability of the footpath. Maintenance costs increasing.
	70%	7	Poor	Poor overall condition, severe deterioration, starting to limit the serviceability of the footpath, with high maintenance costs.
	80%	8	Very poor	Very poor overall condition, with serviceability being heavily impacted upon by the poor condition. Maintenance costs are very high, and the footpath needs rehabilitation.
	90%	9	Extremely poor	Extremely poor overall condition, with severe serviceability problems, footpath requires immediate rehabilitation. Could be a risk if it remains in service.
	100%	10	Failed	An asset that has failed, is no longer serviceable and should not remain in service. There would be an extreme risk in leaving the footpath in service.

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**Responsible directorate:** Technical services  
**Reviewing officer:** Manager infrastructure projects  
**Decision making authority:** Council  
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