



Footpath Maintenance Policy

Date policy was adopted by Council:	28 January 2009
Resolution number:	10/09
Previous Policy review date:	June 2013
Next Policy review date:	June 2016
Reference number:	C13120430

POLICY STATEMENT

Footpaths form a major part of the public realm and their serviceability has a direct impact on the pedestrian experience within Queanbeyan. Ensuring that footpaths are safe and well maintained will directly contribute to the Queanbeyan Tomorrow Community Vision 2021 strategy:

“Actively promote walking and cycling as transport options to move in and around the Queanbeyan area”

This policy includes maintenance of all formed and formalised footpaths, including:

- Sealed path network adjacent to the road network
- All paths within Queanbeyan City Council parks and recreation areas
- All other constructed pedestrian routes on Queanbeyan City Council or community land.
- Cycle Paths.

This policy also includes maintenance of pedestrian amenities directly associated with footpaths including:

- Pram ramps
- Tactile indicators in footpaths
- Barriers and Bollards installed for the protection of pedestrians
- Handrails installed for footpath/cycle path users.

The footpath network is divided into five categories based on usage and type of usage:

Footpath Hierarchy	Description
1	Footpaths within the CBD
2	Footpaths adjacent schools, nursing homes, shopping centres (non-CBD), TAFE, Childcare Centres, hospitals
3	Parks, high usage connectors
4	Residential streets servicing >50 houses and an average block size less than 1500 m ²
5	Cul-de Sacs and residential streets servicing < 50 houses, all other locations

Table 1

1 OUTCOMES:

The objectives of this policy are to:

- Set the maintenance standard for the Queanbeyan City Council footpath network.
- Ensure maintenance resources are used optimally in a way that minimises risk exposure

2 POLICY:

- A register of footpath defects will be maintained. Footpath defects will be recorded as Trip, Crack, Bay damage & Edge drop.
- Defects will be identified in two ways:
 - a) Regular footpath inspections
 - b) Complaints from footpath users.

Inspections will be conducted at the following frequencies:

Footpath Hierarchy	Inspection Frequency
1	3 months
2	6 months
3	12 months
4-5	24 months

Table 2

- Repair works will be prioritised in two ways:
 - a) Segment approach – rectified using the following scores.
 - b) **Severe defects** – rectified individually and within **7 days**.
- The prioritisation process for making safe and rectifying path defects is a risk management process. The defects will be scored using the following table.

Path Hierarchy =>				1	2	3	4	5
Hierarchy Score =>				10	8	6	4	2
Trip Size	Crack size	Bay damage	Score	DEFECT SCORE				
< or = 5mm	< or = 5mm	< or = 25%	2	20	16	12	8	4
6-10mm	6-10mm	26-40%	4	40	32	24	16	8
11-20mm	11-20mm	41-60%	6	60	48	36	24	12
21-30mm	21-30mm	61-80%	8	80	64	48	32	16
>30mm	>30mm	81-100%	10	100	80	60	40	20

Table 3

Path Hierarchy =>		1	2	3	4	5
Hierarchy Score =>		10	8	6	4	2
Edge drop height	Score	DEFECT SCORE				
< or = 50mm	2	20	16	12	8	4
51-100mm	4	40	32	24	16	8
>100mm	6	60	48	36	24	12

Table 4

Defect scores will be allocated based on the size and location in the footpath hierarchy. The total defect score & per metre length defect score will be calculated for each segment.

Segments will be ranked from highest to lowest using the per metre defect score. Works programs will be prioritised to repair the highest risk segments. Entire segment will be treated.

Works program will be prioritised separately for Table 3 & Table 4.

3 DEFINITIONS

- Segment - normally a full length of continuous footpath between road intersections. Where one of the key footpath attributes, such as width or material, changes then the segment should be split accordingly.
- Severe defects - trip size > 50mm & pit lid failures; which council will assess a high priority rectification required on the basis of footpath uses.

4 LEGISLATIVE OBLIGATIONS AND/OR RELEVANT STANDARDS

This policy has been developed to meet industry best practice.

5 CONTENT:


Nil

6 PERFORMANCE INDICATOR

The effectiveness of this policy will be measured by:

- Reporting on defect incidence and financial reporting on maintenance program.
- Feedback from footpath network users.

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PROCEDURES/GUIDELINES:-	
Date Procedure/Guideline (if any) was developed:	
RECORDS:-	
Container Reference in TRIM: Policy	SF080616
Container Reference in TRIM: Procedure	Nil
Other locations of Policy:	Intranet (linked to TRIM Container)
Other locations of Procedures/Guidelines:	Nil
DELEGATION (if any):-	
RESPONSIBILITY:-	
Draft Policy developed by:	Asset Planning Engineer
Committees (if any) consulted in the development of the Draft Policy:	Nil
Responsibility for Implementation:	Manager, Engineering Operations
Responsibility for Review of Policy:	Manager, Engineering Operations
INTEGRATED PLANNING FRAMEWORK:	
Community Strategic Plan:	Strategic Priority No. 5
Delivery Program Title:	Infrastructure, Access & Transport – Other Infrastructure
Operational Plan:	Program No. 215

Senior Authorising Officer	Position General Manager	Signature/Date  22 June 2011
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ACTION	COUNCIL MEETING DATE	RESOLUTION NUMBER	REPORT ITEM NUMBER
NEW/RECONFIRMED/ AMENDED			
New	28 January 2009	10/09	8
Amended	22 June 2011	154/11	5
Amended			

DATE REVIEWED	REVIEWER POSITION	REVIEWER NAME
June 2011	Manager Engineering Services	Derek Tooth
June 2013	Asset Planning Engineer	AHM Rajiuzzaman