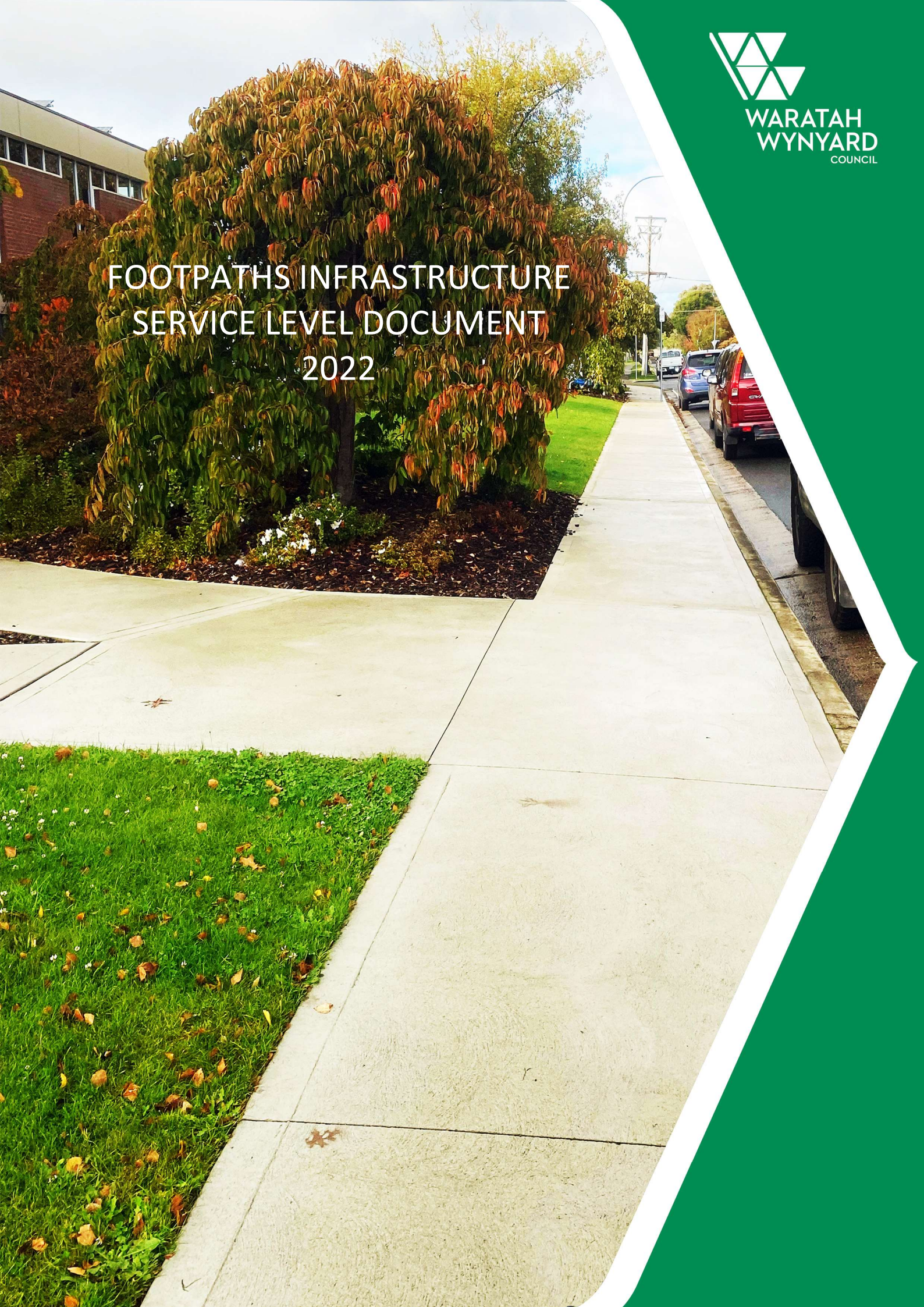




WARATAH  
WYNYARD  
COUNCIL

# FOOTPATHS INFRASTRUCTURE SERVICE LEVEL DOCUMENT 2022





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## 1. INTRODUCTION

Waratah-Wynyard Council is responsible for maintaining a footpath network of 81.9 km. The network is constructed predominantly of concrete but also includes other construction materials such as asphalt, pavers and gravel. Table 1 gives a summary of the footpath network in terms of construction material.

*Table 1: Network Summary*

FOOTPATH TYPE	LENGTH (km)
Concrete	74.8
Asphalt	4.4
Gravel	1.7
Paved	0.7
Bitumen	0.3

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 Waratah-Wynyard 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 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 footpaths associated with the urban road network. Council's other paths and walking tracks found in parks and reserves are not covered by these service levels.

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 areas.

## 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

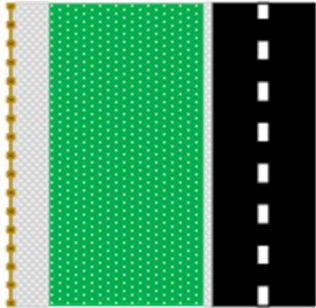
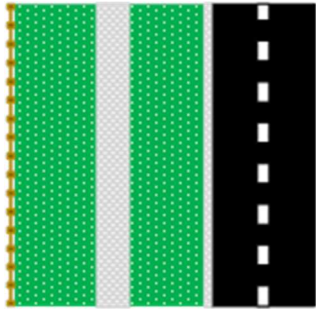
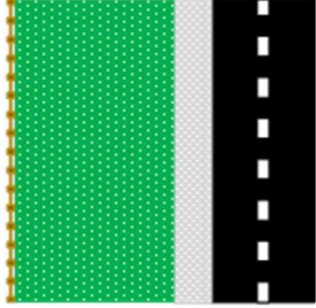
In this way, Council aims to deliver sustainable, value for money services to the community.

## 4. FOOTPATH DEFINITIONS

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

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

*Table 2: Footpath Definitions*

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

## 5. MEASURING LEVELS OF SERVICE

Six metrics are used to determine the state of Waratah-Wynyard Council's services which are consistently applied across all of the Council's service areas. The metrics are:

- Quality
- Condition
- Function
- Capacity
- Utilisation
- Maintenance

Each of these metrics are measured based upon the services relative to this municipal area and are described briefly below.

### **5.1 Quality**

The Quality metric is used to describe the community's perception of how appropriate the service is and how well it is currently performing.

### **5.2 Condition**

The Condition metric only applies to physical infrastructure. It describes the state of the infrastructure in regard to its working order. The Condition metric is typically used as a trigger for renewal of an existing asset.

### **5.3 Function**

The Function metric is used to describe the ability of the service to meet the needs of the community, as well as safety and statutory requirements. It is typically used as a trigger for upgrade of the service (or infrastructure) to ensure it is fit for purpose.

### **5.4 Capacity**

The Capacity metric is used to describe how well the service meets demand. It is typically used as a trigger for new assets in order to meet increased demand.

### **5.5 Utilisation**

The Utilisation metric is used to show where service provision exceeds demand. It is typically used to identify services (or infrastructure) which may need greater use or rationalisation.

### **5.6 Maintenance**

The Maintenance metric is used to describe how adequate current levels of maintenance funding are.

## **6. 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.

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..

## **7. MAINTENANCE RESPONSIBILITY**

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 (driveway) within the time specified in the notice.

It is the property owner's responsibility for all defects occurring within the section of the driveway between the property boundary and the roadway, including the footpath but not the kerb crossover (refer to Figure 1).

Council will only undertake repairs where:

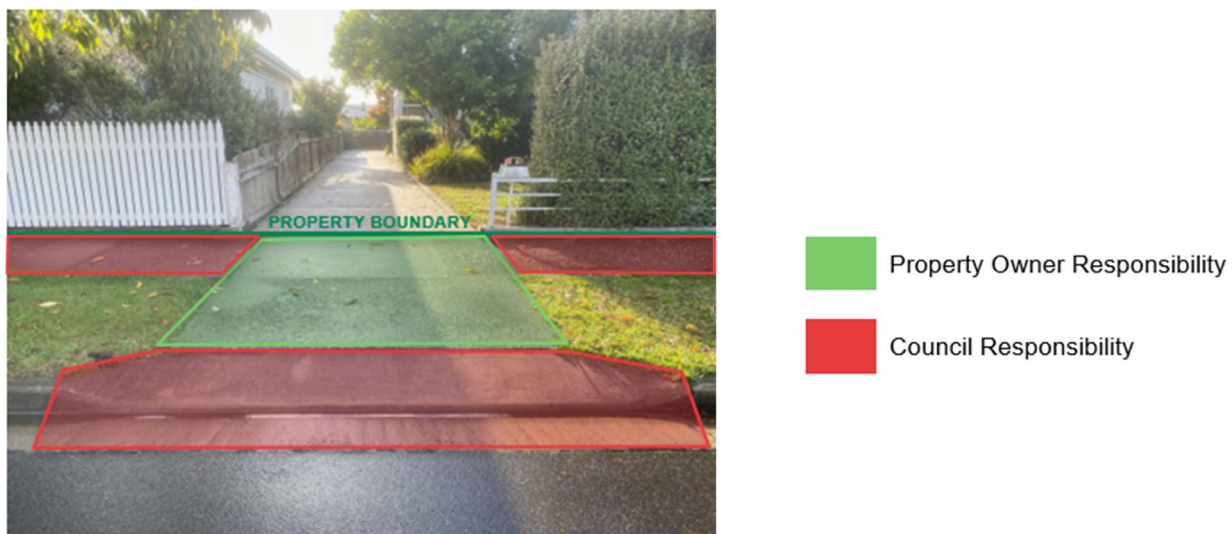
- Damage to the driveway area has been caused by Council or a public authority, reinstatement works may be carried out by Council, the public authority or an approved contractor under Council supervision
- The Council has recently completed works that have affected the effectiveness of the vehicle crossover

These defects include gradient defects within the crossover (kerb) or roadway and any actionable defects as listed in in Section 9 of this document.

If Council is notified of a damaged vehicle crossover and deem it to be a hazard, then Council must serve a notice on the owner to carry out repairs within a specified timeframe.

See Figure 1 for a visual representation of maintenance responsibilities.

*Figure 1: Footpath Maintenance Responsibility*



## 8. 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.

Table 3: Hierarchy Definitions

HIERARCHY CLASS	FUNCTION	DESCRIPTION
1	Highly trafficked footpaths, such as the Central Business Districts	<ul style="list-style-type: none"> <li>• May be constructed with any combination of exposed aggregate, concrete dye, pavers, standard concrete or asphalt</li> <li>• Provided on both sides of the road</li> <li>• Kerb ramps linking paths within the network and constructed to Australian Standards</li> <li>• Minimum width for newly constructed paths 1.5m</li> <li>• Constructed from kerb to property boundary where applicable</li> <li>• Kerb ramps that do not meet current standards (e.g. with respect to grade and/or alignment) will have tactile ground surface indicators installed</li> </ul>
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"> <li>• Aged care centres</li> <li>• Senior citizen centres</li> <li>• Schools</li> <li>• Doctors surgeries</li> <li>• Car parks</li> </ul>	<ul style="list-style-type: none"> <li>• Standard concrete or asphalt footpath</li> <li>• Provided at least on one side of the road</li> <li>• Kerb ramps linking paths within the network and constructed to Australian Standards</li> <li>• Minimum width for newly constructed paths 1.5m</li> <li>• Kerb ramps that do not meet current standards (e.g. with respect to grade and/or alignment) will have tactile ground surface indicators installed</li> </ul>
3	Footpaths in local access streets	<ul style="list-style-type: none"> <li>• Standard concrete or asphalt footpath</li> <li>• Provided at least on one side of the road</li> <li>• Kerb ramps linking paths within the network and constructed to Australian Standards</li> <li>• Minimum width for newly constructed paths 1.5m</li> </ul>
4	Footpaths with low levels of pedestrian traffic in cul-de-sacs	<ul style="list-style-type: none"> <li>• Standard concrete or asphalt footpath</li> <li>• Provided only on one side of the road</li> <li>• Kerb ramps linking paths within the network and constructed to Australian Standards</li> <li>• Minimum width for newly constructed paths 1.5m</li> </ul>
5	Footpaths in the following areas: <ul style="list-style-type: none"> <li>• General industrial</li> <li>• Light industrial</li> <li>• Rural living</li> <li>• Rural resource</li> </ul>	<ul style="list-style-type: none"> <li>• No footpath provided in these areas</li> </ul>

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.

## 9. 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.





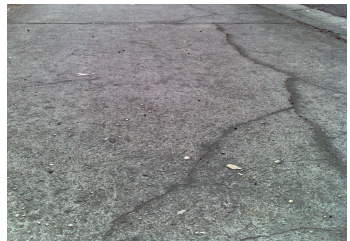

Of most concern to Council are abrupt height deviations (vertical displacements) in the footpath where there is an increased likelihood for tripping to occur. Slippery surfaces, excessive cross fall and a hole in the nature strip can also present a significant hazard to footpath users. Overhanging vegetation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


Council's defined intervention levels are detailed below.

*Table 4: Footpath Intervention Levels*

DEFECT	INTERVENTION LEVEL	EXAMPLE
Vertical Displacement	Where observed lip is greater than 10mm and less than 20mm 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.	



DEFECT	INTERVENTION LEVEL	EXAMPLE
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 Crossfall	Where the cross fall exceeds 12.5%.	
Hole in Nature Strip/Edge Drop Off	Where a hole is located within the nature strip and is greater than the depth of the adjacent footpath.	
Water Ponding	Where water pools in the footpath creating an obstruction. Acknowledged only through customer requests or staff observations due to the difficulty in locating during the typical inspection timeframe.	
Cracking – Minor (< 50% panel affected)	Acceptable, except when it is adjacent to an actionable defect.	
Cracking – Major (> 50% panel affected)	Acceptable, except when it is adjacent to an actionable defect.	

DEFECT	INTERVENTION LEVEL	EXAMPLE
Surface Deterioration	Acceptable, except when it is adjacent to an actionable defect.	

## 10. INSPECTIONS

Routine inspections of the footpath network will be conducted as an accountability measure of Council's service levels and a driver of funding. As part of this process the location of defects and their severity are recorded, and the resultant information used to plan the annual maintenance program. Defects are also reported to Council by footpath users 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.

The routine inspection process also serves to provide information about the condition of Council's footpath network. This information is used in the development of the capital renewals and construction program as well as to track trends in the overall condition of the network through annual *State of the Assets* reports.

All footpaths are inspected on an annual basis as part of Council's routine inspections process.

## 11. 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.

The methodology for prioritising footpath defects is shown in the priority matrix table below.

Table 5: Prioritisation Matrix

Hierarchy Class	Defects										
	Vertical Displacement			Slippery Surface	Overhanging Vegetation	Excessive Cross Fall	Hole in Nature Strip	Water Ponding	Cracking		Surface Deterioration
	10 – 20mm	20 – 40mm	> 40mm						Minor	Major	
1	Medium	High	High	High	High	Medium	Medium	High	Low	Medium	Medium
2	Low	Medium	High	High	Medium	Medium	Medium	Medium	Acceptable	Low	Low
3	Acceptable	Low	Medium	Medium	Low	Low	Low	Low	Acceptable	Acceptable	Acceptable
4	Acceptable	Low	Medium	Medium	Low	Low	Low	Low	Acceptable	Acceptable	Acceptable



## 12. RESPONSE TIMES

Council's response times are directly related to the priority of the defect as determined by the priority matrix in the section above. 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.

*Table 6: Response Times*

PRIORITY	RESPONSE TIME
High	24 months
Medium	24 months
Low	36 months

### 13. APPENDIX A – FOOTPATH HIERARCHY INVENTORY

Table 7: Footpath Hierarchy Inventory – Class 1

LOCATION	STREET NAME	LOCATION DETAILS
Somerset	Elizabeth Street	Somerset Plaza
	Falmouth Street	From the junction with Simpson Street to the junction with Wragg Street (western side only)
	Simpson Street	From the junction with Wragg Street to the junction with Elizabeth Street
	Simpson Street	From the junction with Wragg Street to the junction with Falmouth Street (southern side only)
	Wragg Street	From the junction with the Bass Highway to the junction with Falmouth Street
Wynyard	Exhibition Link	
	Goldie Street	From the junction with Saunders Street to the junction with John Street (southern side only)
	Goldie Street	From the junction with Hogg Street to the junction with Saunders Street
	Little Goldie Street	Hogg St to Jackson St
	Little Saunders Street	
	Park Street	Adjacent to supermarket
	Saunders Street Car Park	

Table 8: Footpath Hierarchy Inventory – Class 2

LOCATION	STREET NAME	LOCATION DETAILS
Somerset	Beaufort Street	From the junction with Lyons Street to the junction with School East Access
	Cardigan Street	From the junction with George Street to the junction with Old Cam Road (northern side only)
	Elizabeth Street	From the junction with Simpson Street to the junction with Pelissier Street
	Falmouth Street	From the junction with Simpson Street to Old Cam Road (eastern side only)
	Falmouth Street	From Wragg Street to Pelissier Street (western side only)
	George Street	From the junction with Simpson Street to the junction with Wragg Street
	Old Cam Road	
	Simpson Street	From the junction of George Street to the junction with Elizabeth Street (northern side only)
	Simpson Street	From the junction of Loongana Place to the junction with Elizabeth Street (southern side only)
	Simpson Street	From the junction of Wragg Street to the junction with Falmouth Street (northern side only)

LOCATION	STREET NAME	LOCATION DETAILS
Wynyard	Austin Street	From the junction with Jenner Street to the junction with Park Street (eastern side only)
	Church Street	From the junction with Inglis Street to the junction with Goldie Street (western side only)
	Church Street	From the junction with Inglis Street to the junction with West Jenner Street
	Cotton Street	From the junction with Inglis Street to the junction with George Street
	Dodgin Street	From the junction with Hogg Street to the Camp Creek Bridge
	Gibbons Street	From the junction with Hales Street to the junction with Austin Street
	Goldie Street	From the junction with Hogg Street to the Camp Creek Bridge
	Goldie Street	From the junction with Inglis Street to the junction with Austin Street (northern side only), and from the junction with John Street to the junction with Austin Street (southern side only)
	Hogg Street	From the junction with Little Goldie Street to the junction with Dodgin Street (western side only)
	Inglis Street	From Goldie Street to the junction with Frederick Street
	Jackson Street	From the junction with Goldie Street to the junction with Dodgin Street
	Little Goldie Street*	Carpark to Doctors Lane
	Lowe Street	
	Martin Street	Old Bass Hwy to 1 Martin St (Camp Creek side)
	Moore Court	Adjacent to Aged Care Facility
	Old Bass Highway	From the Camp Creek Bridge to the junction with Old Port Road
	Park Street	From the junction with Austin Street to the junction with Saunders Street (northern side only)
	Saunders Street	From the junction with Goldie Street to the Table Cape Bridge (eastern side only)
	West Jenner Street	
	York Street	From the junction with York Court to the Junction with Inglis Street (northern side only)
	Yacht Club Access	
Yolla	Murchison Highway	Part only - Refer to map
	School Lane	

\* Partial Street only in this hierarchy. Refer to map in Appendix B.



Table 9: Footpath Hierarchy Inventory – Class 3

LOCATION	STREET NAME	STREET NAME
Sisters Beach	Bridge Street	Heppels Road
	Fenton Crescent	
Somerset	Arthur Street	Lewis Street
	Athol Street	Lyons Street
	Bass Highway	Malakoff Street
	Beaufort Street*	New Street
	Bells Parade*	Oonah Crescent
	Cardigan Street*	Pelissier Street
	Elizabeth Street*	Raglan Street
	Falmouth Street*	Simpson Street*
	Flinders Drive	Somerset Esplanade
	George Street*	Wragg Street*
Waratah	Annie Street	Que Street
	Collins Street	Ritchie Street
	Crosby Street	Smith Street
	English Street	Vincent Street
	Hall Street (southern side only)	William Street
	Main Street*	
Wynyard	Airport Street	Katelyn Drive
	Alicia Court	Lockett Street
	Austin Street	Martin Street
	Bluewater Crescent	Maxwell Place
	Bowick Street	Moore Street*
	Church Street*	New Street
	Cotton Street*	Old Bass Highway*
	Daphne Street	Park Street*
	Dodgin Street*	Petunia Street
	Edward Street	Port Road
	Frederick Street	Quiggin Street
	Freestone Crescent	Reid Street
	Gibbons Street*	Rose Street
	George Street	Sandy Crescent
	Goldie Street*	Saunders Street*
	Golf Links Road	Station Street
	Gordon Street	Table Cape Road
	Hale Street	Walker Street

LOCATION	STREET NAME	STREET NAME
	Hogg Street*	Wilkinson Street
	Inglis Street*	Wynyard Wharf Access
	Inglisdale Drive	Wynyard Wharf Carpark
	Jackson Street*	York Street*
	Jenner Street	
Yolla	Murchison Highway*	

\* Partial Street only in this hierarchy. Refer to map in Appendix B

Table 10: Footpath Hierarchy Inventory – Class 4

LOCATION	STREET NAME	STREET NAME
Sisters Beach	Serrata Crescent	
Somerset	Back Cam Road	Guy Crescent
	Beaufort Court	Loongana Place
	Brady Place	Mackenzie Drive
	Cardigan Street*	McKays Road
	Challis Street	Oak Avenue
	Delacey Street	Pelissier Court
	Elm Court	Ramsden Street
	Emily Crescent	Ronald Crescent
	Enden Place	Southern Place
	Fairlands Drive	Taroona Place
	Gilmour Court	
Waratah	Hall Street (northern side only)	Main Street*
	Magnet Court	
Wynyard	Ballad Avenue	Moore Court*
	Banksia Crescent	Moraine Place
	Beamish Avenue	Morse Place
	Belton Street	Palm Crescent
	Bowick Court	Pandanus Court
	Brighton Place	Park Street*
	Dart Street	Percy Street
	Easton Avenue	Pergola Crescent
	Grace Avenue	Phoenix Place
	Hales Court	Pine Crescent
	Hill Court	Quiggin Court
	Houston Court	Rees Street

LOCATION	STREET NAME	STREET NAME
	Inglis Court	Stanwyn Court
	Isabelle Court	Sunset Avenue
	John Street	Ward Street
	King Drive	York Court
	Kingsmill Street	York Street*
	Maple Crescent	Yulambi Court
	Millpond Court	

\* Partial Street only in this hierarchy. Refer to map in Appendix B



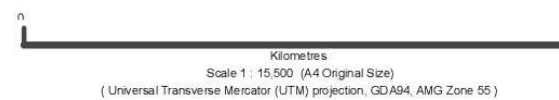
## 14. APPENDIX B – FOOTPATH HIERARCHY THEMATIC MAPS

Figure 2: Map of Sisters Beach Footpath Hierarchy



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### Sisters Beach Footpath Hierarchy



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Figure 3: Map of Somerset Footpath Hierarchy

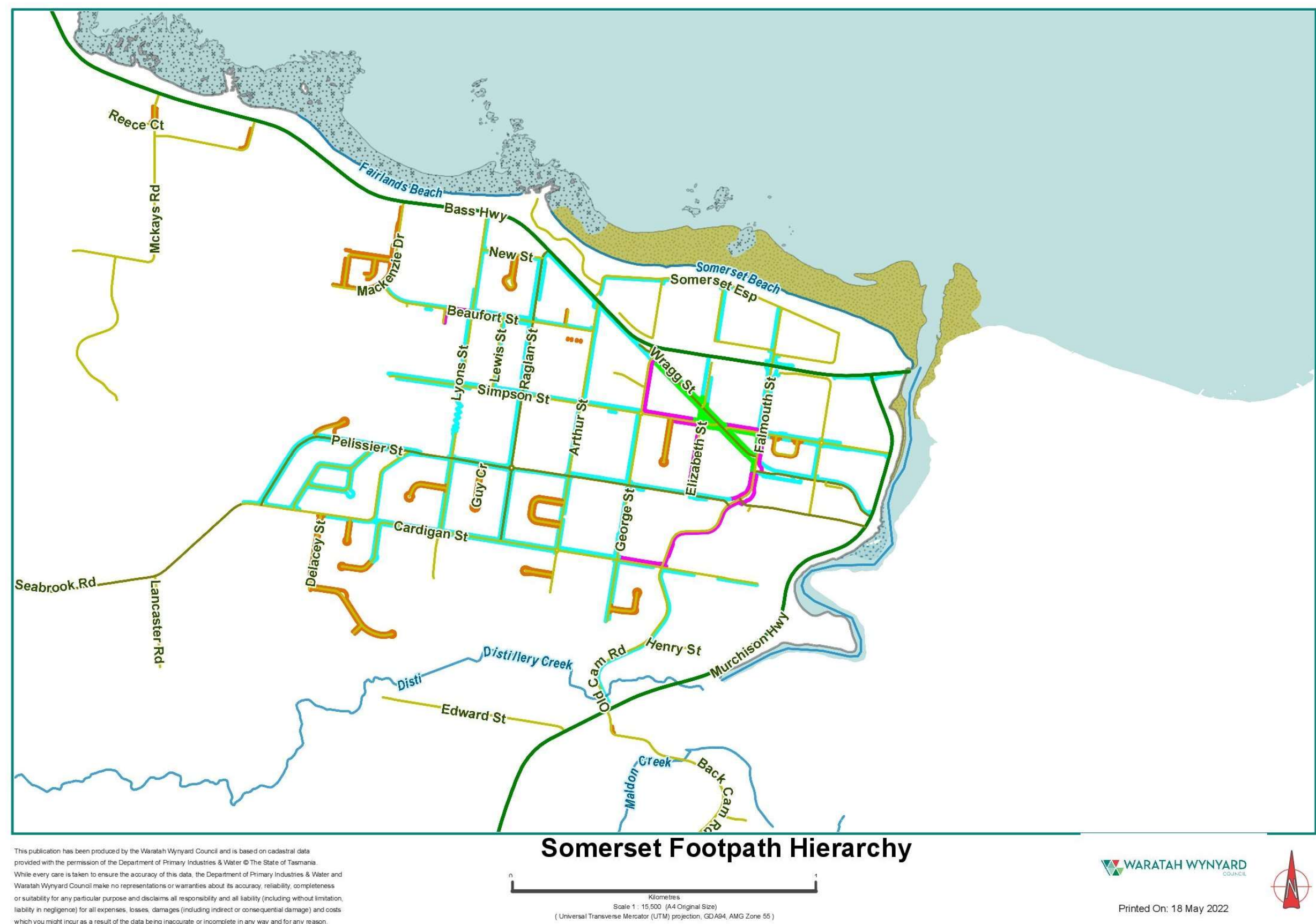


Figure 4: Map of Waratah Footpath Hierarchy

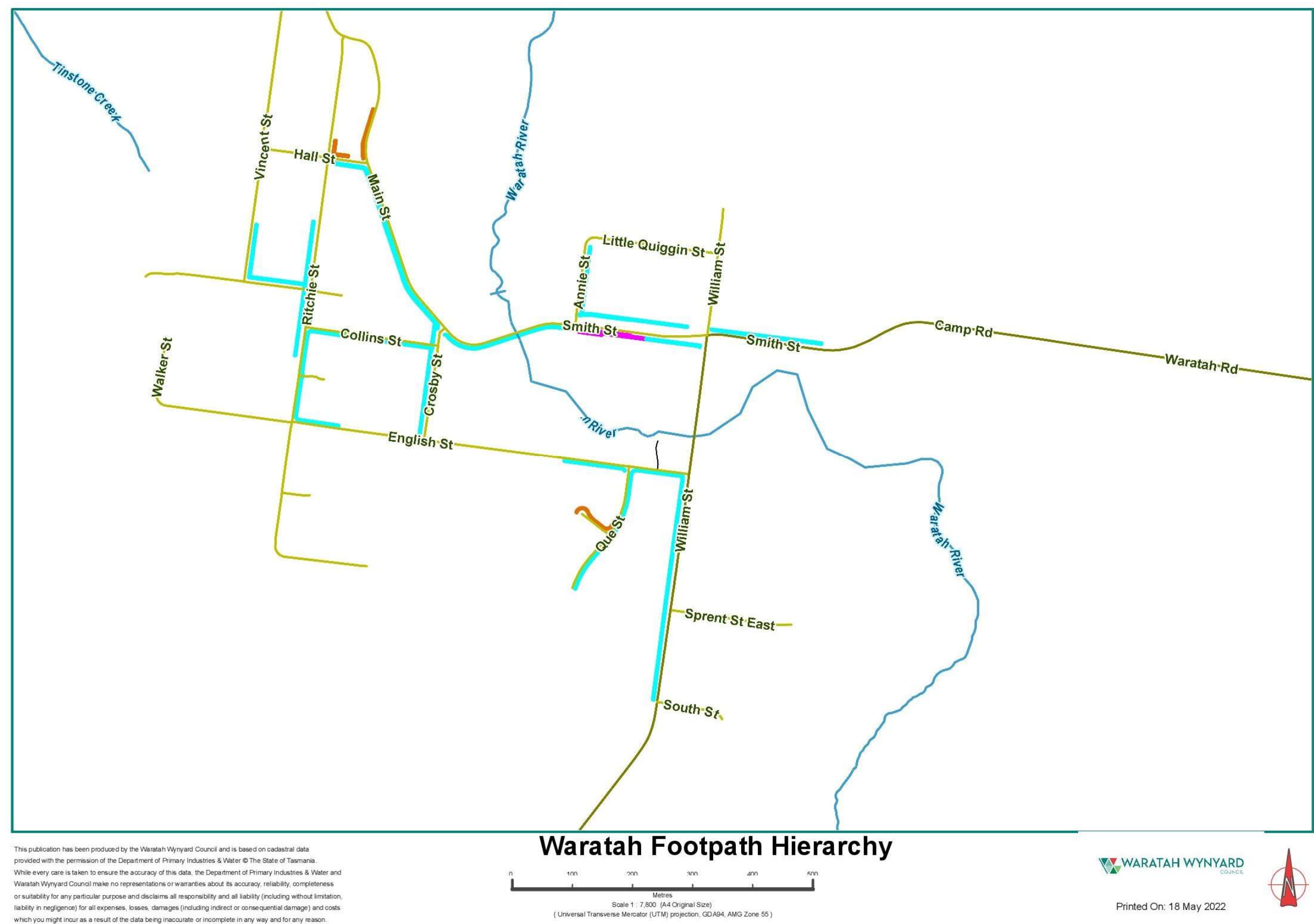




Figure 5: Map of Wynyard Footpath Hierarchy

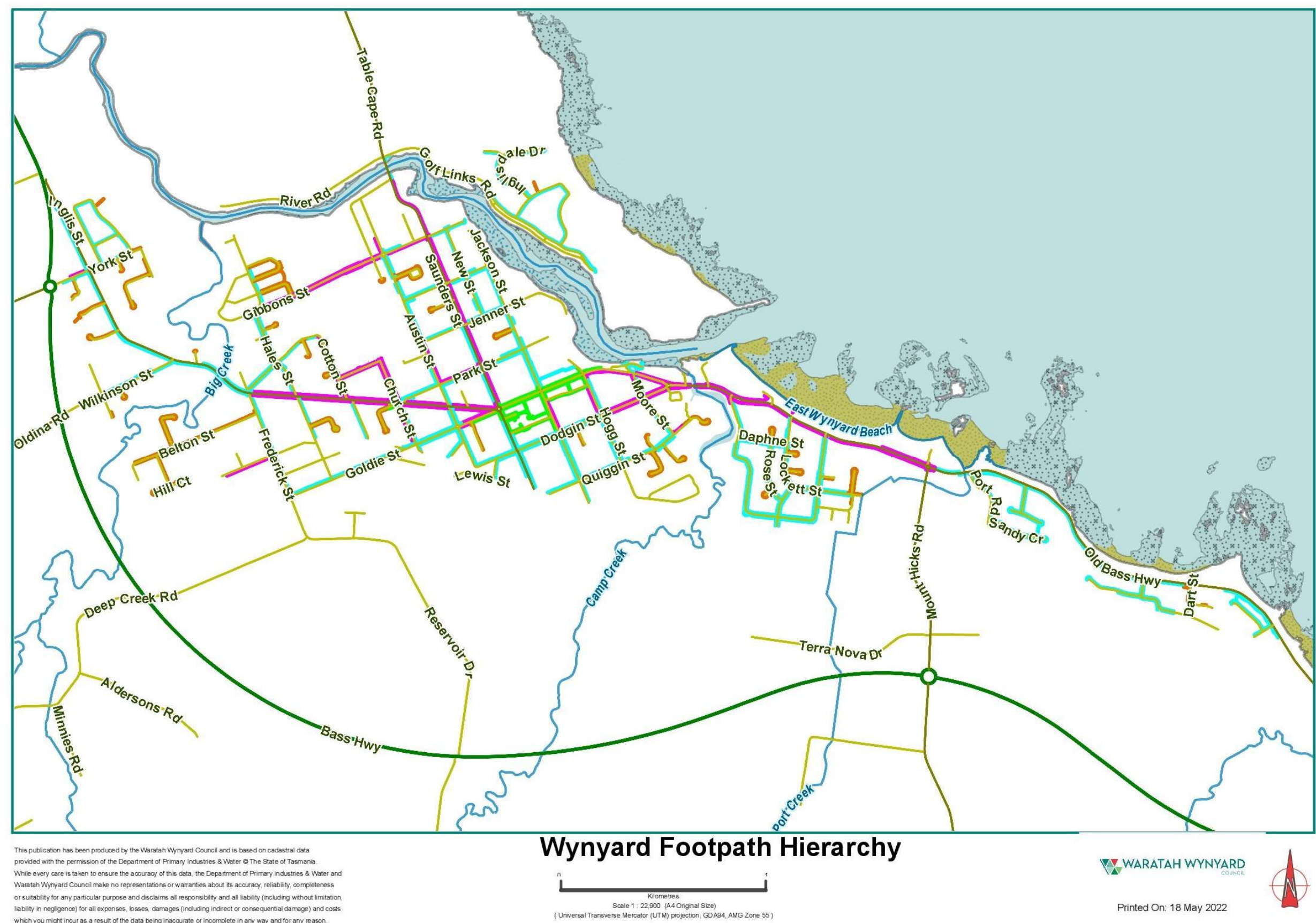


Figure 6: Map of Yolla Footpath Hierarchy

