

Footpaths

Council Policy

1. Purpose

Council has a strategic aspiration for the City of Holdfast Bay to be 'the healthiest city in South Australia'. Adoption of this policy is consistent with Council's aim to provide safe corridors for the movement of people throughout the City.

2. Scope

This policy applies to all footpaths and shared paths on public land (roads and reserves) in the City of Holdfast Bay.

This Policy does not deal with the use and occupation of footpaths. Separate policies and by-laws deal with uses such as hoarding, outdoor dining, outdoor trading, display of moveable signs and busking on footpaths.

3. Roles and Responsibilities

Council	Constructing and maintaining footpaths throughout the City of Holdfast Bay.
General Manager Assets and Delivery Manager Engineering Manager Field Services	Ensuring delivery of this policy, and efficiency in the capital works and maintenance programs.
Property Owner	Maintaining their driveway crossover in good repair, ensuring a continuous footpath network.

4. Policy Statement

- 4.1. Footpaths are a vital part of the City's streetscapes and civil infrastructure, contributing to a high quality of life for residents and visitors. Council supports walking, cycling, and other active transport to promote health and reduce environmental impacts. Council is committed to maintaining a safe, accessible footpath network that meets community needs while aligning with budget and maintenance priorities.
- 4.2. Council is responsible for constructing, upgrading, and maintaining footpaths in the City of Holdfast Bay, in accordance with the *Local Government Act 1999* and *Road Traffic Act 1961*. No person may remove, alter, or interfere with a footpath on Council land without prior written authorisation. Authorisation is only granted to those contracted by Council, or permitted under Section 221 of the Act to install driveways or carry out compliant works.

4.3. Where practical, Council will provide footpaths on the road network.

4.3.1. Footpaths on Both Sides of Roads

Council will consider footpaths on both sides where:

- The area is a medium to high activation zone (e.g. commercial, sporting, or educational precincts).
- The road is classified as medium to high movement (collectors, distributors, arterials).

4.3.2. Footpaths on One Side of Roads

Council will consider footpaths on one side in the following cases, to support safety and connectivity:

- Local roads: Prioritised considering existing infrastructure, trees, and street lighting for better nighttime visibility.
- Cul-de-sacs:
 - Over 60m in length to the court bowl.
 - Over 30m in length to the court bowl in new developments.
- Well-used links: Where they connect to the existing footpath network.

4.3.3. No footpaths for laneways

Footpaths will not be provided for laneways, as they are narrow and primarily serve vehicles

Design Principles

4.4. Footpaths and associated cycleways shall be designed in accordance with Australian Standards, Austroads Guidelines and relevant Council documents, and must prioritise user safety.

4.5. Footpath design must consider slip resistance of materials, visibility, lighting, and the interaction with verges, driveways, and roads. Where practical, all new footpaths and upgrades should ensure usability by all community members, including those living with disability or mobility impairments. Features such as Tactile Ground Surface Indicators (TGSIs), handrails, and kerb ramps will be installed where practical.

4.6. Footpath materials must be distinct from road materials (except in shared zones or pedestrian plazas) to clearly delineate pedestrian spaces and promote safe use. Unless a different treatment is specified in a Council-endorsed document, all footpaths must be constructed using either approved pavers or plain/neutral grey concrete. Renewals and repairs will be undertaken on a like-for-like basis where practical.

4.7. To protect tree health and reduce root damage, Council may use treatments such as:

- Permeable paving for water infiltration
 - Flexible rubberized soft-fall materials
 - Tree pits and inlets that support root growth and protect footpaths
- Implementation will be based on cost, practicality, and expected benefits to urban ecology and infrastructure.

4.8. Footpath widths are to be, where practical, as follows:

- Minimum Standard: New footpaths should be at least 1.5 m wide, built to relevant standards for accessibility with alignment adjusted to avoid trees or obstacles if necessary. Localised pinch points may narrow to 900 mm if necessary.
- Residential Streets: 1.5 m wide, starting 200 mm behind the property boundary, with approved infill material between the boundary and path.

- High Pedestrian Areas: Preferred width 2.0 m wide, where practical.

Footpaths and Driveway Crossovers

- 4.9. During footpath construction or renewal, existing driveway-crossovers will generally be retained unless Council determines otherwise. For clarity, this does not relate to repairs of crossovers, which are subject to Council's Driveways Policy.
- 4.10. If sections of a driveway-crossover need to be replaced during footpath works, Council will generally do so using grey concrete, or where relevant, materials that match the footpath, not the original driveway crossover.
- 4.11. Any replacement driveway-crossovers installed by Council will generally be plain grey concrete, or where relevant, match the footpath treatment, not the original driveway crossover. Ongoing maintenance becomes the responsibility of the property owner.

Construction

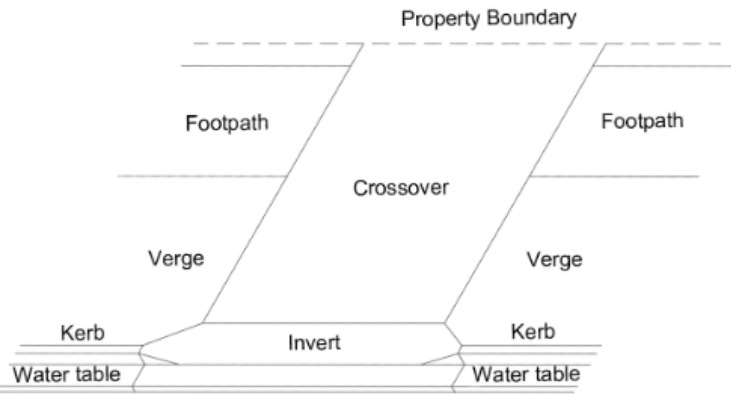
- 4.12. Residents will receive written notice 7–14 days before capital works begin, to provide the opportunity to remove irrigation or landscaping encroaching on the road reserve. If these are not removed, Council contractors may remove irrigation. Any disrupted landscaping will not be reinstated (refer Council's Verge Policy).
- 4.13. The notice of capital works (whether for new construction or renewal) will include details on:
- whether driveway crossovers will be retained or replaced
 - impacts on property access
 - advice about expected inconvenience.
- 4.14. Before construction near trees, a suitably qualified Council officer must undertake an inspection for potential impacts. Works must protect root zones using Council officer-recommended methods and materials.

Maintenance

- 4.15. Footpath maintenance will prioritise safety.
- 4.16. Council undertakes regular condition audits of footpaths and kerb access ramps. Paths and ramps are rated between 1 (very good) and 5 (very poor), in accordance with IPWEA Practice Note 1 Condition Assessment & Asset Performance Guidelines, Footpaths & Cycleways.
- 4.17. Reported hazards are inspected promptly and repairs are scheduled based on available resources and service levels. Repairs and upgrades are prioritised by condition, usage, and safety.
- 4.18. The renewal of existing footpaths will be prioritised based on the following factors:
- safety, condition, pedestrian volume, and usage
 - network importance, including connectivity and the road hierarchy
 - ongoing maintenance needs
 - alignment with other capital works, including streetscape upgrades.

4.19. Footpath maintenance includes tree management, with a minimum 2.4 m canopy clearance maintained where practical.

5. Definitions

Key term or acronym	Definition
Footpath	A formed/paved pedestrian path along one or both sides of a street, made of materials such as brick, concrete, bitumen, or compacted material, provides a safe walking space separated from vehicular traffic.
Reserve Path	A path located within a reserve or park area, designed for pedestrian use. These paths are typically made of materials like gravel, compacted earth, or asphalt, and are intended to provide access to natural areas while minimising environmental impact.
Shared Path	A path designed to accommodate both pedestrians and cyclists. Shared paths are typically paved, concrete, or asphalt. They are physically separated from motorised vehicular traffic and are intended to minimise interactions between different types of users
Verge	The area between the property boundary and the kerb.
Driveway crossover	<p>A private access point from a street or road to a property, designed for vehicle use, which may crossover the footpath.</p> 
Condition	Condition assessment is based on the Institute of Public Works Engineering Australasia (IPWEA) Practice Note 1. Condition Assessment & Asset Performance Guidelines, Footpaths and Cycleways.
Accessibility standards	<p>New and reconstructed footpaths will be designed and constructed to meet at least the following standards:</p> <ul style="list-style-type: none"> • Australian Standard AS1428 Part 1: Design for Access and Mobility – General requirements for access – New building work • Australian Standard AS1428 Part 4: Design for Access and Mobility – Means to assist the orientation of people with vision impairment: Tactile ground surface indicators

6. Administration Use Only

Reference Number:	Document Set ID 5274654	
Strategic Alignment:	Wellbeing aspirations to have the highest physical activity rates and be the healthiest city in SA and the Sustainability objective to prioritise active transport and improve walkability to support healthy ageing.	
Strategic Risk:	AD02 Insufficient or ineffective Asset Management Planning	
Responsible Officer(s):	Manager Engineering	
Approval Date and Council Resolution Number:	9 September 2025 C090925/9151	
Approval History (Council), including GM approval:	<u>Council</u> 9/09/25	<u>General Manager</u> 28/08/25
Review Cycle:	Three years	
Applicable Legislation:	<i>Local Government Act 1999</i> <i>Road Traffic Act 1961</i>	
Related Policies:	Verge Policy Trees Policy Driveway Crossover Policy Climate Change Policy	
Other Reference Documents:		