

Footpath Inspection Policy

Approved by	Council resolution
Responsible Officer	Risk WHS Officer
Council Service Unit	WH & S
Next Review Date	23/05/2019

Version Control

Ref	Date	Description	Council Resolution
0.1	23/05/2016	Presented to Council	20/E205/16

Purpose

Cootamundra Shire Council has a duty of care to the public to manage its footpath infrastructure. To honour Council's duty of care with regard to footpaths, Council must have in place a monitoring and maintenance program.

This footpath inspection policy details a clear methodical and consistent way of quantifying Council's exposure to risk caused by particular footpath defects.

Once the risk to Council/Public of the footpath defects are known and ranked throughout Cootamundra Shire current maintenance monies can be expended to obtain maximum benefit to the community.

Methodology

To assess the risk to the public a footpath defect constitutes the following elements are to be considered:

- Lighting in the precinct
- Shadows at night in the precinct
- Height differential of the defect
- The unevenness of the defect
- The slipperiness of the defect

The before mentioned elements that contribute to the risk to the public of the defect have been compiled in table format shown below.

Review Period

This document is to be reviewed every Three (3) years to ensure that it remains relevant to current legislative requirements.

Easy Guide to Assessing Footpath Risk Rating		LIGHTING	Lighting Excellent (5)	Lighting Good (4)	Lighting Adequate (3)	Lighting Inadequate (2)	No Artificial Lighting (1)
		SHADOWS	No Shadows	Little Shadow	Some Shadow	Medium Shadow	Heavy Shadow
TRIP SIZE (mm)	UNEVENNESS	SLIPPERINESS	If rating is in coloured, you must consider the volume of traffic and the location of the footpath. If they are important, go to the next level up.				
> 30 (5)	Extreme (5)	Extreme (5)	1	1	1	1	1
20 to 30 (4)	Very (4)	Very (4)	2	2	2	1	1
15 to 20 (3)	Uneven (3)	Uneven (3)	2	2	2	2	1
5 to 15 (2)	Slight (2)	Slight (2)	3	3	3	2	2
< 5 (1)	(1)	(1)	4	4	4	4	4

High Priority 1 to Lower Priority 4

The table above was sourced from the “Best Practice Manual for Footpath, Nature Strips and Medians” published by Statewide Mutual (Insurance Company).

Intervention Levels for Maintenance

The prioritised defects from the above risk analysis will be remediated by priority to the level of budgeted figures.

Inspection Timeframes

The inspection timeframes are set out below:

Three Monthly Inspections

- Adam Street (from Murray to Thompson Streets)
- Wallendoon Street (from Poole to Hovell Streets)
- Mackay Street (from Parker to Thompson Streets)
- Bourke Street (from Murray to Cooper Streets)
- Murray Street (from Wallendoon to Adams Streets)
- Parker Street (from Hurley to Morris Streets)

- Cooper Street (from Wallendoon to Morris Streets)
- Thompson Street (from Mackay to Adam Street)

Six Monthly Inspections – Second Tier

- Parker Street (from Morris to Temora Streets)
- Morris Street (from Parker to Sutton Streets)
- Sutton Street (from Morris to Temora Streets)
- Bourke Street (from Thompson to Hovell Streets)
- Adam Street (from Crown to Murray Streets)
- Crown Street (from Adam to Scott Street – including footbridge)
- Poole Street (from Scott Ave to Hurley Streets)
- Mackay Street (from Poole to end)
- Poole Street (from Hurley to Cowcumbra Streets)
- Cowcumbra Street (from Poole to Meagher Streets)
- Bourke Street (from Murray to Olney Streets- including footbridge)
- Scott Ave

Annual Inspections

- All other footpaths in Cootamundra
- King Street – Wallendbeen
- Cynthia Street – Stockinbingal

Repair Methods

Footpath defects may be replaced or repaired. Repair methods include the use of grinding or patching with cold mix bitumen. Loose pavers may be reset with packing sand.

Repairs will be prioritised dependent upon manning and resources.

Tables: Footpath Risk Action Response in conjunction with the Risk Matrix table and Condition Assessment table is used to determine corrective action to be taken

PRIORITY	CONTROL MECHANISM	RESPONSE TIME
LOW	Consideration should be given as to whether action needs to be taken.	As resources permit Watch and act (monitor)
MEDIUM	Program for maintenance works.	Within 30 Days
HIGH	Make safer Effect repairs (either temporary or permanent).	3 days 24 Hours
Very High	Make safe Effect immediate repair or isolate	Within 4 hours 24 Hours

The table above was sourced from the “Best Practice Manual for Footpath. Published by Statewide Mutual (Insurance Company).

Condition Assessment

Condition Ratings Reference Sheet

The condition of footpaths is audited against a rating scale which ranges from excellent to very poor. This scale is used as the basis of all assessments of footpaths and shared paths by Council’s staff. The rating scale forms the Condition Rating Reference Sheet below.

<p>1. Excellent</p> <p>As New</p> <ul style="list-style-type: none"> • No cracking present • No broken or sinking sections • Uniform gaps between sections of <10mm • Displacement between sections up to 5mm • No problems with service structure levels • No risk of public injury due to surface defects • 		
<p>2. Good</p> <p>Some signs of wear and tear – No immediate intervention required</p> <ul style="list-style-type: none"> • Some sign of wear and tear • No immediate intervention required • Note for review at next inspection 		

<ul style="list-style-type: none"> • Not risk to public safety • 		
<p>3. Average</p> <p>Moderate level of defects</p> <ul style="list-style-type: none"> • Some cracking present • Minor broken / sinking sections • Non-uniform gaps between sections of 10-20mm • Displacement between sections of 5-20mm • Service structure levels <20mm above/below surrounding path level • Low risk of public injury due to surface defects 		
<p>4. Poor</p> <p>Poor Condition with extensive wear and tear or defects</p> <ul style="list-style-type: none"> • High level of cracking present • High level of broken / sinking sections • Non-uniform gaps between sections of 10-15mm • Displacement between section of 10-20mm • Service structure levels <10mm above/below 		

<p>surrounding path level</p> <ul style="list-style-type: none"> • Significant risk to public safety and amenity 		
<p>5. Very Poor</p> <p>Severe defects – requiring replacement or reconstruction</p> <ul style="list-style-type: none"> • High level of cracking present • High level of broken / sinking sections • On-uniform gaps between sections of >20mm • Displacement between sections of >20mm • Service structure levels >20mm above/below path level • High risk of public injury due to surface defects 		

