



**City of  
Norwood  
Payneham  
& St Peters**

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**NAME OF POLICY:** Footpaths and Driveway Crossovers

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**POLICY MANUAL:** Service

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## **BACKGROUND**

Over the years, the Council has developed a range of policies to deal with various aspects of footpath and driveway crossover design and construction. Those policies have addressed a range of common and less frequently encountered issues, in an attempt to provide consistency and efficiency in the handling of all matters related to footpaths and driveway crossovers.

This Policy consolidates all of the Council's previous policies related to footpaths and driveway crossovers and provides one point of reference.

The Council requires clear policy to ensure consistency and efficiency when undertaking its capital works program. Likewise, clarity is required for property owners and contractors intending to make modifications to Council footpaths, including the construction of new driveway crossovers.

In accordance with Section 221 of the *Local Government act 1999* (the Act), a person must not make an alteration to a public road unless authorised to do so by the council. This Policy will also assist in assessing any relevant applications for permits pursuant to Section 221.

The Act also enables the Council to recover the whole or an agreed contribution to the cost of roadworks and if the Council carries out roadworks to repair damage, the Council may recover the cost of carrying out the work, as a debt, from the person who caused the damage. This Policy will also assist in determining the circumstances where the Council will seek recovery of costs.

## **DISCUSSION**

Setting clear policies for the construction and reconstruction of footpaths and driveway crossovers is important to ensure consistency and efficiency in the delivery of those works. As footpaths are a key aspect of streetscapes throughout the City and an important component of the City's civil infrastructure, footpaths play an important part in creating a quality place to live, work and visit.

This Policy does not deal with detailed design and construction specifications for footpaths or crossovers (such as width, cross-fall, thickness, etc.) as that detail is provided in separate specification documents. Those documents take into account the need and desirability of designing for access and mobility.

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

This Policy also does not deal with the maintenance of footpaths, such as sweeping programs or similar.

## **KEY PRINCIPLES**

The following key principles inform and underpin the Footpaths and Driveway Crossovers Policy:

1. Consistency in materials contributes to the establishment of a more visually appealing and higher quality of character streetscape. Conversely, use of too many different materials is visually busy and detracts from the quality of a streetscape.

2. Pavement material is an important material that influences human behaviour depending on how it is used. Unless a shared street or mall, footpath paving should generally be a different material to roadway paving.

Within the Australian Road Rules, under the *Road Traffic Act 1961*, drivers legally must give way to pedestrians when entering/exiting a road. For this reason, pedestrian infrastructure should be provided in a continuous manner across all residential driveway crossovers, maintaining footpath crossfall and material in preference to the driveway construction.

3. Driveway crossovers contribute visually to the quality and character of streetscapes and should be consistent in materials which are complementary to the footpath. Decorative driveway paving materials should not extend beyond the property boundary.
4. The existing dominant footpath materials (i.e. in-situ concrete and concrete unit pavers) work well on their own but are also visually compatible when used side-by-side. This is because standard in-situ concrete is a neutral grey colour and is also universally used (e.g. kerbs and gutters)
5. Driveway crossovers should be minimised where practicable, as they have the potential to have a negative impact on a streetscape, such as by reducing space for street trees to be planted and interrupting otherwise continuous footpaths, as well as reducing on-street parking capacity.
6. Efficiencies in the delivery of footpath reconstruction can be achieved through providing incentives to property owners to ‘upgrade’ the footpath adjacent to their property.
7. Provide and manage clear, safe and unobstructed footpath access where achievable for pedestrians of all abilities.

## POLICY

### Capital Works Footpath Construction and Reconstruction

1. Other than in precincts where a different paving treatment has been specified in an Urban Design Framework or other similar Council endorsed document, all footpaths are required to be constructed and reconstructed using a rectangular non interlocking concrete block paver in a mauve and black colour (standard block paving) as approved by the Council.
2. Where there is a public road without a footpath, regardless of whether or not there is a footpath on the opposite side of the road, upon request from residents, a survey of property owners fronting the verge without a footpath will be conducted to determine support for a new footpath. If three quarters (75%) or more of property owners agree to the installation of a footpath, it will be added to the Capital Works Program, in subsequent years.
3. In residential streets, the width of footpaths constructed shall be 1.5 metres where possible, commencing 200mm from the property boundary, with the gap being filled by mortar or dolomite as approved by the Council.
4. In locations of heavy pedestrian usage such as major shopping areas, the minimum width of footpaths constructed shall be 2 metres where possible.
5. When the reconstruction of footpaths is undertaken by Council, all existing driveway crossovers which are constructed from standard in-situ concrete<sup>1</sup> or standard block paving, and which are in good condition<sup>2</sup>, will be retained.
6. When the reconstruction of footpaths is undertaken by Council, all existing driveway crossovers which are constructed from bitumen, non-standard in-situ concrete and non-standard block paving, regardless of condition, as well as those constructed of standard in-situ concrete and standard block paving which are not in good condition, will be replaced with standard block paving.
7. When reconstruction of footpaths is undertaken by the Council, all existing “pedestrian access walkways”<sup>3</sup> located within the verge will be removed and not reconstructed.

8. The owners and occupiers of properties adjacent to footpaths which are to be reconstructed as part of the Council's Capital Works program, will be notified of the proposed works at least two (2) weeks in advance of the works being undertaken, including details on:
  - a. whether the driveway crossover is to be retained or replaced;
  - b. how property access will be affected;
  - c. the availability of parking of vehicles for those occupiers of properties which have no provision for off-street parking; and
  - d. advising owners/occupiers that some inconvenience will be experienced during the construction phase.

#### Owner / Developer Initiated Footpath Reinstatement & Reconstruction

9. Other than in precincts where a different paving treatment has been specified in an Urban Design Framework or other similar Council endorsed document, where a property owner is required to reinstate a damaged footpath adjacent to their property, it is required to be reconstructed using standard block paving (as approved by the Council).
10. Other than in precincts where an Urban Design Framework or other similar Council endorsed document applies, where an existing footpath is either bitumen or in-situ concrete and a property owner desires to replace it with standard block paving, then subject to prior agreement being reached with the Council, the Council will contribute 50% of the total cost.
11. Where small repairs<sup>4</sup> are undertaken to a footpath or driveway crossover, the material used is required to match the existing material as close as reasonably practicable.

#### Private Driveway Crossover Construction

12. Where a property owner constructs a new residential driveway crossover in a street where the footpaths have been identified in an asset condition audit as having a low service life rating (being those which will be replaced earliest), it is required to be constructed using standard block paving (as approved by the Council).
13. Where a property owner constructs a new residential driveway crossover in a street where the footpaths have been identified in an asset condition audit as having a high service life rating (being those which will be replaced latest), it is required to be constructed using either standard in-situ concrete or standard block paving, as the case may be so as to match the existing footpath.

#### Double and Second Driveway Crossovers

14. Where physically and legally possible, every property is entitled to at least a single driveway crossover<sup>5</sup>.
15. Other than where required to provide access to an approved development, double crossover<sup>6</sup> and/or second crossover units, will only be permitted where there is sufficient space preserved for two on-street car parking spaces along each relevant street frontage adjacent the property and all necessary clearances can be achieved from corners, fire plugs, street trees, bus shelters and stops, side entry pits, other traffic control devices, etc, as set out below:
  - a. an on-street car parking space is 6.0m in length;
  - b. the minimum distance from a corner to a driveway crossover shall be 6.0 metres, taken from the kerb line at the point where the kerb straightens;
  - c. the minimum distance from a street tree shall equate to the Structural Root Zone (SRZ) of the tree, as set out in *Australian Standard AS 4970-2009*;
  - d. the minimum distance from a stobie pole or side entry pit shall be 1.0 metre; and
  - e. the minimum distance from a bus stop or shelter shall comply with Austroads Guide to Road Design

## Notes

1. Standard in-situ concrete is Portland grey cement with a light broom or trowel finish and standard construction joints.
2. The condition of crossovers is based on a visual assessment, reviewing such factors as cracking, displacement and gradients.
3. A “pedestrian access walkway”, refers to a paved path between the footpath and the road kerb.
4. Small repairs are those which comprise up to 30% of the property frontage in the case of footpath repairs or 30% of the crossover area in the case of crossover repairs.
5. a single driveway crossover is a vehicle crossover not exceeding 3.5 metres width, where the crossover abuts a rollover or layback kerb and where the kerbing is not altered, the distance is measured between the outer edges of the crossover where it adjoins the kerb.
6. a double driveway crossover applies to a crossover exceeding 3.5 metres width where it meets the kerb.
7. a single on-street car park space is deemed as being 6.0m in length

## **REVIEW PROCESS**

The Council will review this Policy within 5 years of the adoption date of the Policy.

## **INFORMATION**

The contact officer for further information at the City of Norwood Payneham & St Peters is Council's Manager, City Assets, telephone 8366 4517.

## **ADOPTION OF THE POLICY**

This Policy was adopted by Council on 1 July 2019

## **TO BE REVIEWED**

This Policy is to be reviewed by 1 July 2024