

7 REQUEST FOR THE PROVISION OF A FOOTPATH ALONG WALFORD, YACKATOON AND BERGLUND ROADS, BEACONSFIELD UPPER

FILE REFERENCE INT1823472

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RECOMMENDATION

That Council advise the petitions:

1. That the footpath is listed on Council's footpath priority list, however is ranked as a low priority and would not be constructed in the foreseeable future
2. To bring construction forward, affected residents would need to contribute to the construction of the footpath

Attachments

- 1 Copy of petition 2 Pages

EXECUTIVE SUMMARY

A petition was submitted at the March 2018 Council meeting requesting Council to install a footpath along Walford, Yackatoon and Berglund Roads, Beaconsfield Upper.

These footpaths have been rated as a low priority path on Council's footpath priority list, with construction unlikely in the foreseeable future without resident contributions.

A connecting path of 2.4km would also need to be constructed to connect the Walford, Yackatoon and Berglund Road path into the existing footpath network increasing the overall estimated cost of the total works to over \$1million

BACKGROUND

A petition was submitted at the March 2018 Council meeting requesting Council to install a footpath along Walford, Yackatoon and Berglund Roads, Beaconsfield Upper.

The requested paths form a link along these local rural roads approx. 3.4km in length, but do not connect with any existing footpath in the Upper Beaconsfield network. To do so, an additional 2.4km of footpath would need to be constructed to connect to the existing network.

These footpaths have not previously been requested, and have now been prioritised under Council's Footpath Priority List to determine their priority for construction. This priority listing looks at strategic importance (connectivity), safety, usage and community importance.

Given these various factors (isolated location, existence of a "goat trail" along the length requested, lower speed/lower volume roads and this petition) this path has been rated in Council's Footpath Priority List as a low priority path. The paths are also outside of the identified paths in the pedestrian and cycle strategy. Currently there are over 300 paths prioritised on this list against these set criteria, and this path currently ranks outside the top 100 and as such is unlikely to be constructed in the foreseeable future.

One of the key criteria with the footpath program is connectivity and this path would require a path to be constructed along Split Rock Road to connect with the existing footpath network in Upper Beaconsfield.

Based on similar type paths recently constructed in the Emerald area, the approximate cost of the 3.2km long gravel path along Walford, Yackatoon and Berglund Roads as well as construction of 2.4km of gravel path along Split Rock Road has been estimated at over \$1million. Both these paths would require extensive tree removal to provide a DDA compliant path and would need to consider the environmental aspect of the path provision.

Due to the high construction cost and the need to provide a connecting path, affected property owners could contribute to the cost of the infrastructure to prioritise these works. The residents have expressed their support of having the path constructed by means of the petition.

POLICY IMPLICATIONS

Nil

RELEVANCE TO COUNCIL PLAN

The construction of this proposed path is in line with Council Plan action 3.1 Provision and maintenance of assets on a life-cycle basis.

CONSULTATION/COMMUNICATION

The request to construct the path along Walford, Yackatoon and Berglund Roads, Beaconsfield Upper was made by residents of Beaconsfield Upper via a petition. No consultation has taken place since receiving this petition. Given that the petition supports the delivery of the paths and doesn't make any mention about making a financial contribution, for this path to proceed, further consultation would be required to understand the residents willingness to contribute to the works.

FINANCIAL AND RESOURCE IMPLICATIONS

Based on similar type paths recently constructed in the Emerald area, the approximate cost of the 3.2km long gravel path along Walford, Yackatoon and Berglund Roads as well as construction of 2.4km of gravel path along Split Rock Road has been estimated at over \$1million. These works would not align with existing funding identified in the draft forward capital works program and would require either additional rate funding or resident contributions.

CONCLUSION

The construction cost of the footpath along Walford, Yackatoon and Berglund Roads is high due to the long length (3.4km) and the need to also construct a connecting path along Split Rock Road (an additional 2.4km) to join the existing footpath network. The requested paths have been rated at low priority and would only be constructed in the short term with affected property owner financial contributions