



ENGINEERING SERVICES POLICY

IMPLEMENTATION

Adopted by the Council on: 13 May 2022

TABLE OF CONTENTS

CONTENTS	PAGES
1. Background.....	3
2. Purpose.....	3
3. Application of this policy.....	3-4
4. Principles.....	4
5. Technical Guidelines.....	4-6
6. Repairs and Maintenance.....	6
7. Financial Consideration.....	6
8. Amendment and or repeal of this policy.....	6
9. Compliance and enforcement.....	6
10. Terminology and Prioritisation.....	6-7

1. BACKGROUND

Engineering Services Department for Winnie Madikizela Mandela Local Municipality strongly supports Non-Motorized Transport. It undertakes to provide pedestrian facilities where there is a reasonable expectation that such facilities will be used by pedestrians, even if the current pedestrian volumes are relatively low.

However, budget and resources will continue to be factor in the limitation of the number of footways that can be constructed, therefore the provision of footways shall be an on-going phased operation.

2. PURPOSE

- 2.1 The purpose of this policy is to ensure that council do make available budget for Public Walkways on an annual basis
- 2.2 The policy also seeks to provide guidance, consistency and uniformity during implementation of such a program.
- 2.3 Winnie Madikizela Mandela Local Municipality promotes walking as a safe means of commuting in a reasonable distance.
- 2.4 To promote safety by separating pedestrians from vehicular traffic
- 2.5 To provide a convenient, aesthetics and to prevent repeated maintenance of stormwater systems and verges

3. APPLICATION OF THE POLICY

The policy shall apply side by side all surfaced roads where is sufficient space in the opinion of the Engineering Services Department.

4. PRINCIPLES

- 4.1 The prioritization procedures and technical guidelines are not part of this policy; however, they are expected to be incorporated as part of the Maintenance Plan to be developed soon as well as Terms Of References (TOR) to be developed per particular program respectively.
- 4.2 Footways Shall be provided for where there is a reasonable expectation that these will be used, and in any event along routes which are ready well used by pedestrians and along which definite desire lines exist, and where the community have expressed a desire thereof, giving priority to the provision along bus routes and heavy trafficked roads, footways serving schools, places of

worship, Taxi & Bus ranks, libraries, shops , factories and footways in roads which have no constructed walkway on either side.

- 4.3 In the interest of the public safety, this policies expression is that provision of footways should be a rule rather than the exception.
- 4.4 To prioritize the provision of footways, an equitable and fair needs analysis has to be done and a street register has to be opened for record keeping by the Engineering Services
- 4.5 Footways shall not be confused to means a special material, rather, it should mean a prepared surface area for pedestrian use and bicycles
- 4.6 Footways shall form part of all new developments and roads projects, whether these are done by the Council or by private developers.
- 4.7 They shall be constructed to engineering standards acceptable to the Engineering Services Department.

5. TECHNICAL GUIDELINES

5.1 General

Footways shall generally comply with the standards as described in Pedestrian and Bicycle Facility Guidelines, Department of Transport, Draft 1.0, August 2003, however specific matters addressed herein are given as a quick reference

5.2 Location

Where a kerb along the road edge exists, footway should be against the kerb. On wide verges the footway may be against the road reserve boundary or other suitable location on the verge. Where no kerb exists, footway should preferably be away from the road edge. Trees or existing street furniture may influence the location of a footway

5.3 Width

Residential streets 1,5m: commercial and industrial streets 1, 8 to 3,0m depending on usage. Narrow width of unmade verge along footways should be avoided; rather widen the footway, especially where the presence of a solid wall obviates the need for edging

5.4 Gradient

Longitudinal gradient should preferable be not more than 8%. Steeper sections should be kept as short as possible. Steps must be considered where the longitudinal gradient is steeper than 15%.

5.5 Drainage

The cross fall must be generally 2 to 3% towards the road to facilitate drainage. Flat spots where water can accumulate should be avoided. Drainage across footways must be piped below the surface

5.6 Street Furniture

At least 1.0m clearance past any street furniture must be provided on at least one side thereof. Street furniture must not be placed in the pedestrian desire lines; this is a particular problem for blind people. If necessary street furniture must be moved, or position or width of the footway altered to achieve this. All sharp protrusions and corners on the street furniture must be removed.

5.7 Vertical Clearance

The vertical clearance to anything over the footway, like signs and trees, shall be 2,1m

5.8 Accesses

Existing vehicular and pedestrian accesses must be altered if necessary to tie into new footways. In the case of a vehicular access the footway level must be adjusted if altering the access is going to cause scraping or similar problems. If a footway is constructed past an existing legal vehicular entrance, dipped kerbs must be provided and a carriageway crossing constructed. Where a pedestrian access exists and the verge is wider than the footway, an access to the same standard as the footway shall be provided up to the access, provided it is not beyond the reserve boundary.

5.9 Facility for Disabled

Dipped kerbs and tactile paving blocks must be provided at pedestrian road crossings; reference shall be made to Standards for Civil Engineering Services in Townships.

5.10 Surface finish

Any unevenness or discontinuity in footway surfaces which could trip pedestrians, must be avoided. No cobbles or slippery surfaces are allowed. Where non-standard surfaces already exist, these shall only be removed if there is a real risk to pedestrians.

5.11 Unmade Verge

Any unmade portion of the verge remaining when a footway is provided should be shaped evenly; sudden changes in elevation or slopes steeper than 1 in 4 must

be avoided. The verge should not slope towards adjacent properties, unless adequate provision has been made for drainage

5.12 Landscaping

Where trees or shrubs are to be planted, this should be done in such a way that pedestrian desire lines are not impeded. Trees or shrubs with thorns, or which are poisonous, shall not be planted along footways. Sufficient horizontal and vertical clearance shall be maintained at all times.

6. REPAIRS AND MAINTENANCE

Repairs or upgrading of footways shall generally be considered as a priority where a potentially dangerous situation exists, or to avoid more costly future maintenance. Therefore, maintenance for aesthetic reasons does not necessary constitute a priority.

7. FINANCIAL CONSIDERATIONS

- (I) Provision of footways or Public Walkways as commonly known should be funded by Council and should form part of the Capital Budget.
- (II) Where an abutting land owner or a group of owners agree to pay for a footway, this can be provided by the owner(s), subject to the approval of the Engineering Services Department.
- (III) The Council shall not be liable for any direct or indirect cost incurred by others as a result of the processes of implementing this policy

8. AMENDMENT AND OR REPEAL OF THIS POLICY

This policy may be amended or repealed by the Council after consultation with the relevant stake holders inside and outside the Council.

9. COMPLIANCE AND ENFORCEMENT

- (I) This policy remains enforceable to the Council, Government or Public Works programs, Human Settlement Projects and the Private Development
- (II) Violation or non-compliance with this policy will give Winnie Madikizela Mandela Local Municipality a justification for drastic measures to be taken against a person or a group of people or a department or a private developer

- (III) Damaging of Municipal property constitute a punishable offence
- (IV) An appropriate sanction shall be taken by the Council, however the right to appeal can only be lodged through the Local Magistrate.

10. PRIORITISATION AND TERMINOLOGY

Footway: An area usually but not necessarily surfaced, primary intended for the use of non-motorized transport except animal drawn vehicles and bicycles (Note: Motorized wheelchairs for the disabled are allowed on footways)

Sidewalk: A footway alongside a vehicular road

Pavement: In general parlance a synonym for sidewalk, but the use of the word for that purpose must be avoided to eliminate confusion with its engineering meaning- the structural layer of a made road or footway

Verge: The portion of a road reserve between the made vehicular road and the road reserve boundary

Pedestrian: A person walking, with or without aids intended for the purpose, including wheelchairs.

Street Furniture: Any pole, sign boards, box, pillar, receptacle, bus shelter, or any legitimate structure erected or installed on the verge

PRIORITISATION

In order to rationalize the prioritization of footway construction, a scoring system shall be developed and will be proposed for consideration by the Council. Such scoring will eventually culminate to the need analysis.

AN ATTEMPT WILL BE MADE TO ENSURE AVAILABILITY IN OTHER LANGUAGES

The information contained in this policy document shall be translated where possible and be made available in Xhosa.

Inzame kunye namatile-tile azokwenziwa ukuguqula okuqulethwe kulomgaqonkqubo kuguqulwelwa kulwimi lwesiXhosa.

Signed on the 20. 06. 22 day of _____ 2022


Municipal Manager