



## Footpath Policy

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<b>Department:</b>	City Infrastructure	<b>Division:</b>	Infrastructure Management
<b>Function:</b>	14 - Infrastructure	<b>Responsible Officer:</b>	Manager, Infrastructure Management

### A – PREAMBLE

The City of Salisbury is committed to providing a safe, accessible and well maintained footpath network linked by accessible kerb ramps. Council’s footpath policy provides guidelines for the location and type of footpaths to be constructed or reconstructed.

### B – SCOPE

This policy applies to all built-up areas within the City of Salisbury.

### C – POLICY PURPOSE/OBJECTIVES

This Policy sets out guidelines for provision of footpaths constructed with council allocated and developer contributor funds.

### D – DEFINITIONS

1. **Footpath:** A path for pedestrians and cyclists.
2. **Built-up:** An area consisting of mainly housing, commercial or industry, with little open space. Refers to the general area east of Port Wakefield Road.

**Accessible:** The ability to be accessed by all, and more specifically those with disabilities. In particular this requires that footpath provision includes pairs of accessible kerb ramps for access by pedestrians using various mobility aids and by people with **children in prams or strollers**. **It means that the footpath network complies with the *Disability Discrimination Act 1992* Section 23 ‘Access to Premises’.** **It also means that Universal Design principles are incorporated into footpath design.**

### E - POLICY STATEMENT

1. Council supports active transport (walking and cycling) as a preferred method of travel within the City to benefit the health and wellbeing of our residents and to minimise the impact of transportation on the environment.
2. Council aims to provide a footpath network that is convenient, safe, and easy to use.
3. As a general principle, Council will renew/repair failing infrastructure before providing new infrastructure.
4. The nominal minimum level of service for new footpath is for a 1.2 metres wide, block paved (concrete pavers) and constructed to at least industry practice.
5. The level of service for maintenance of existing footpaths is based on a risk approach, with audit frequency and intervention levels set in the Asset Management Plan.
6. Where physically practical, Council will provide a footpath :
  - a. On both sides of:
    - i. roads near schools, retirement villages, sports grounds and other public facilities being significant pedestrian generators; and roads with carriageways wider than 12 m or with central medians.
    - ii. roads abutting commercial or shopping areas
    - iii. bus routes;
    - iv. local roads classified as primary collectors;
    - v. arterial roads;
    - vi. cycling routes where bike lanes terminate.
  - b. On one side of:
    - i. through Local roads, and on the same side of the road as street lighting where possible, and
    - ii. cul de sacs greater than 60 m long to the centre of the court bowl and 30 metres long to the centre of the court bowl for any new development.
  - c. Within and around:
    - i. Key zones and precincts
7. Footpaths shall be constructed generally as follows:
  - a. on arterial and primary collector roads a minimum footpath width of 1.5metres with a preferred width of 1.8 metres where verge width permits.
  - b. on local roads a minimum footpath width of 1.2 metres with a preferred width of 1.5 to 1.8 metres where verge width permits.
  - c. Within and around key zones and precincts a minimum width of 1.5metres with a preferred width of 1.8 metres.
8. Prior to installation of footpaths residents will be consulted by mail and given the opportunity to express their views. Residents will be advised of the consultation outcome and where objections exceed two thirds of residents directly fronting the proposed footpath, the construction will not proceed. Where feedback received from residents via mail is divided, a street meeting take place and Elected Members be invited to attend.
9. Council may defer the construction of a footpath on this street where the footpath:
  - a. does not form an essential link in the network;
  - b. has no persons with disabilities or mobility issues using the street as a pedestrian

- link, and
- c. In low volume local roads, such as cul-de-sacs, the residents may choose (clear majority) to have no footpath, as the road has the look and feel of a shared use road

**10. Priority**

- a. New footpaths shall be provided by priority based on:
  - i. the needs of people with disabilities or mobility issues.
  - ii. key zones and precincts
  - iii. proximity to high pedestrian generators, such as Schools, Aged Care facilities, Shopping Centres, Bus Routes and Reserves
  - iv. importance within the footpath network;
  - v. existing usage; and its potential usage;
  
11. New paths, shared pathways or trails in reserves shall be considered based upon the connection to the existing network, potential usage and statewide programmes. Shared pathways shall have a minimum width of 2.5 metres or as specified in Ausroad Standards.
  
12. The implementation of the footpath construction program is dependent on the budget available as guided by the appropriate Asset Management Plan(s), community needs, and consultation with Ward Councillors and the Mayor.
  
13. Resident requests for new footpaths/kerb ramps not included in the annual Footpath Construction Program will be considered for inclusion if:
  - a. the request meets the priority criteria listed in item 9 above, and
  - b. Funding is available

To ensure the highest priorities are considered in a consistent manner, such requests will be collated over a three month period and reviewed by the Footpath Request Evaluation Team (FRET) quarterly.

FRET is required to provide a quarterly report to the Asset Management Sub Committee, presenting its deliberations to the Sub Committee by ward.

Any appeals to decisions of FRET are reported to the Asset Management Sub Committee.

**F – LEGISLATION**

1. *Local Government Act, SA 1999*
2. *Disability Discrimination Act, 1992*

**G – REFERENCES**

1. City of Salisbury Transportation Asset Management Plan
2. AS 1428 “Design for Access and Mobility”
3. Ausroad Standards

**Document Control**

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