

Responsible Directorate	Infrastructure
Responsible Business Unit/s	Engineering Design
Responsible Officer	Manager Engineering Design
Affected Business Unit/s	Engineering Operations Facilities, Projects and Assets Development Services Parks and Sustainability

Objective

This policy provides a statement highlighting the provision of a ‘fit for purpose’ strategic footpath network to enable safe pedestrian access, free of discrimination for all users within the community, to destination facilities and linking to the wider public transport network.

This is fundamental to increasing the use of ‘active transport’ (walking, cycling and public transport) on which future developments within the City and wider metropolitan area are predicated.

Scope

This policy applies to all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians walking in the carriageway, and extends to all new subdivisions, redevelopment areas, activity centres and locations where the changes in usage impact on pedestrian demand.

Supporting documentation:

Austrroads Guide to Road Design – Part 6a (Pedestrian and Cyclist Paths) – Section 2.2.2 states: *“In general, all roads should have some type of walking facility out of the vehicle path. An exception may be categories of road that have a very low volume and low operating speed (i.e. < 40 km/h) such as minor access roads.”*

Liveable Neighbourhoods (adopted by West Australian Planning Commission as operational policy) also identifies that streets should have *“improved pedestrian access and amenity based on development fronting and overlooking wide footpaths along both sides of most streets”*. While this should be a prerequisite for all future development, the same objectives and requirements are achievable whenever existing streets are modified and, ultimately, could be retrofitted to most existing streets.

In addition, where parks and reserves provide a significant barrier to pedestrian movement, paths are required as part of the strategic network.

Policy

1. All streets within the City (excluding short cul-de-sacs) are to have a footpath on at least one side.
2. A road that is Local Distributor and above should have a footpath on each side where there is residential (or commercial pedestrian) frontage access or it is providing a strategic link.

3. Where the default speed limit (50 km/h) for built up areas applies, new paths are to be constructed adjacent to the kerb at a minimum width of 1.8m. In exceptional circumstances narrower paths, minimum width 1.2m, may be located closer to the property boundary to suit existing path provision or streetscapes.
4. In accordance with the Crossover Policy, all new footpaths constructed by the City will be constructed through existing crossovers in order to maintain the visual and physical continuity of the path along the street.
5. Where higher speed limits apply the prevailing streetscape shall be taken into account and appropriate measures designed to maintain both the amenity and pedestrian safety of the street, with such measures being included in the budgeted cost of construction of the footpath.
6. For all new subdivisions the minimum level of footpath provision should be in accordance with Element 2 of Liveable Neighbourhoods. A footpath is required on both sides of every street where there is direct property access. The absolute minimum of a footpath on only one side, is only acceptable where there is no property access and the omitted path would not interrupt a pedestrian link which otherwise would require crossing the road to maintain continuity.
7. In major redevelopment areas and activity centres, footpath provision shall be in accordance with Elements 2 (Movement network) and 7 (Activity centres and employment) of Liveable Neighbourhoods as well as applicable Design Guidelines and Local Planning Provisions. The desirable minimum footpath width is 2.4m (under exceptional circumstances a minimum 2.0m) where there are no activated frontages, increasing to 3.0m or more where adjacent properties are capable of activation (commercial, shopping and alfresco).
8. Where paid parking is implemented, because adjacent verges are no longer only available for vehicles parking in front of their own property, this disconnects the supply (of parking places) from demand (the premises that are visited). This results in substantial pedestrian movements that require the provision of footpaths to create a functional path network. This must be an integral part of the paid parking strategy where footpath provision is assessed and provided in accordance with the requirements of Liveable Neighbourhoods appropriate to the characteristics of the area.
9. For further information on acceptable footpath provision, and minimum width criteria, reference should be made to the Department of Transport's *Planning and Designing for Pedestrians: Guidelines* and, in particular, Section 7.1 Path Widths.
10. The City shall prepare each year, an agreed schedule of works whereby new path provision is prioritised on the basis of the risk of not having a footpath and the likelihood of pedestrians being exposed to that risk.

Definitions

Short Cul-de-Sac means a road that has very low volume and operating speed, one less than 200 metres in length which does not have any continuing pedestrian access or egress beyond the closed end. As such it is deemed to be a 'safe' pedestrian and cycling street and does not require the provision of a path.

Local Distributor means part of the City of Stirling's Functional Road Hierarchy, and 'distributes' traffic within a suburb from higher to lower category roads. Indicative traffic volumes are from 3000 to 7000 vehicles per day.

Relevant management practices/documents

Crossover Policy
City of Stirling Functional Road Hierarchy
Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
Integrated Transport Strategy
Footpath Installation – Information Sheet
Liveable Neighbourhoods Policy
Planning and Designing for Pedestrians: Guidelines (Department of Transport)

Legislation/local law requirements

Road Traffic Code 2000
Disability Discrimination Act 1992
City of Stirling Thoroughfares and Public Places Local Law 2009

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Relevant delegations	Not applicable		
Initial Council adoption	Date 2 October 2012	Resolution #	1012/016
Last reviewed	Date 26 May 2020	Resolution #	0520/027
Next review due	Date 2021		