

<b>Policy Number:</b>	<b>7.6</b>
<b>Policy Name:</b>	<b>Footpath &amp; Cycleways Policy</b>
<b>Classification</b>	<b>Public – Council Policy</b>
<b>Adopted:</b>	<b>28 July 2015</b>
<b>Frequency of Review:</b>	<b>Biennial</b>
<b>Last Review:</b>	<b>July 2015</b>
<b>Next Review Due:</b>	<b>July 2017</b>
<b>Responsible Officer(s):</b>	<b>Manager Infrastructure and Engineering Services</b>
<b>Policy Manual File Ref:</b>	<b>CC10/2601</b>
<b>Council File Reference:</b>	<b>CR15/14018</b>
<b>Legislation Authority:</b>	<b>N/A</b>
<b>Related Policies and Codes:</b>	<b>Footpath Design Guidelines - Gawler Town Centre</b>
<b>Related Procedures</b>	<b>N/A</b>

## 1. BACKGROUND

- 1.1 Pedestrians are the largest single road-user group. This is the case because most individual trips, whatever the primary mode (eg: public transport, bike and car) start and end or are combined with walking. As a result walking is fundamental to travel. Increase of cycling as a mode of travelling contributes towards a healthy life style, less motor vehicles on roads and reduction of greenhouse gas emission. Council aim is to encourage cycling.
- 1.2 Council acknowledges the above and recognises the need for safe, secure and equitable facilities and environments for walking and cycling. Importantly, Council also recognises that environments and facilities for pedestrians need to accommodate wheel chair and motorised wheel chair users and other small wheeled vehicles.
- 1.3 Council has a significant length of streets not currently provided with paved footpaths and associated pedestrian facilities (such as ramps with tactiles) and also proper cycleways. The aim of this policy is to provide an objective framework for prioritising demands for paved footpaths (footpaths and associated facilities) and cycleways to enable an equitable distribution of allocated funds to the construction of new footpaths, cycleways and shared paths, the replacement and repair of existing unserviceable footpaths and providing cycling facilities on urban roads.

## 2. PRINCIPLES

Council implement Town of Gawler Walking and Cycling Plan 2008 for managing walking and cycling infrastructure and facilities.

### 2.1 FOOTPATHS

- 2.1.1 All local roads should be provided with a paved footpath and associated facilities on at least one side of the road, except cul-de-sacs having 8 allotments or less need not be provided with a paved footpath except where the cul-de-sac forms part of a pedestrian network between other roads.
- 2.1.2 A Cul-de-sac serving more than 8 allotments (including the two corner allotments) shall have a concrete footpath on one side of the carriageway. The location of the footpath shall suit service locations and shall be as directed by the Manager Infrastructure and Engineering Services.
- 2.1.3 Any Cul-de-sac which is joined by a pedestrian thoroughfare or laneway shall have a concrete footpath on one side of the carriageway. The location of the footpath shall suit service locations and shall be as directed by the Manager Infrastructure and Engineering Services.
- 2.1.4 For all other roads, a footpath shall be constructed on at least one side of the carriageway. The location of the footpath(s) shall suit service locations and shall be as directed by the Manager Infrastructure and Engineering Services.
- 2.1.5 Main roads (arterial and local collector/corridors) should be provided with a paved footpath and associated facilities on both sides. Priority should be given to arterial and local connector/corridors as they generally provide a well-connected and continuous network to key destinations.
- 2.1.6 Footpath construction, replacement and repairs should be progressed in an orderly manner such that roads providing key linkages and the most connected, convenient and continuous path to major land uses and activity zones receive priority. Priorities shall be developed in consultation with stakeholders, including the Gawler Disability Action group.
- 2.1.7 Priority areas are in roads surrounding and adjacent to:
  - 2.1.7.1 The Main Shopping Precinct (1-1.5km radius)
  - 2.1.7.2 Community Centres
  - 2.1.7.3 Open Space (Parks, Gardens, Reserves, Playgrounds and Sporting Ovals)
  - 2.1.7.4 Swimming Centre

- 2.1.7.5 Public Transport Interchanges and Public Transport Networks
- 2.1.7.6 Schools
- 2.1.7.7 Linear Trails
- 2.1.7.8 Elderly Citizen Facilities\Units and Clusters of Elderly Accommodation\Hospitals and Health Care Centres
- 2.1.7.9 Part of a Network linkage
- 2.1.8 The selection of sections for construction, replacement and repair in any period shall be mindful of:
  - 2.1.8.1 The degree to which proposed construction, replacement and/or repair will improve access to the existing network for people with restricted mobility.
  - 2.1.8.2 The degree to which proposed construction will overcome identified hazards and/or concerns
  - 2.1.8.3 The number of residents to benefit from the improvement.
- 2.1.9 The prioritisation and construction of footpaths and associated facilities in areas designated as “new developments” be considered separate to existing established areas as specific funds have been allocated for this purpose via developer contributions.

## 2.2 CYCLEWAYS

- 2.2.1 Council is committed to the development of a network of cycleways in all parts of the Town.
- 2.2.2 Depending on the traffic volume and space availability on roads, cycling facilities: Advisory treatment, bicycle car parking lane, exclusive bicycle lane, protected bicycle lane, wide kerbside lane, shared- use path or off-road cycle path shall be provided for the development of a network of cycleways.
- 2.2.3 Appropriate road crossing facilities shall be provided for reducing length of the road crossing and giving pedestrian and cyclist priority.

## 3. STANDARDS

### 3.1 FOOTPATHS

- 3.1.1 Walking paths and associated facilities shall be constructed to comply with relevant Australian Standards, in particular those associated with access for people with disabilities, and in accordance with AustRoads, Guide to Traffic Engineering Practice, Part 13, Pedestrians, with the addition of other treatments used in South Australia.

- 3.1.2 The width of new footpaths shall not be less than 1.2 metres in local roads and by approval of the Manager Infrastructure and Engineering Services and should desirably be 1.5 metres and at least 2 metres in width within the Town Centre Precinct (where practically possible)".
- 3.1.3 Where a footpath falls on to a designated walking route as specified in Town of Gawler Walking and Cycling Plan 2008, the width of the new footpath shall be a minimum of 1.5 metres wide.
- 3.1.4 Crossfall on new footpaths shall not exceed 1:40 and where footpaths cross vehicle entrances and driveways a 1.2metre width with crossfall not exceeding 1:40 shall be provided across the entranceway.
- 3.1.5 Paved footpaths shall be constructed of suitable and durable materials to suit locality, function and amenity of the area and the use of segmented paving is to be avoided in areas known to have a high level of wheelchair access use. As a guide, bitumen footpaths will be retained/repared and replaced in historic areas, and concrete footpaths **will** be used in areas of new development, and also where the general locality has existing concrete footpaths.

## 3.2 CYCLEWAYS

Council is committed to the development of cycleways in all parts of the Town. It will work with the community to develop and implement suitable and planned cycleways that all of the community can use.

- 3.2.1 All bicycle paths and shared paths shall be constructed to comply with relevant Australian Standards and AustRoads, Guide to Traffic Engineering Practice, Part 14: Bicycles with the addition of other treatment used in South Australia.
- 3.2.2 All collector roads should be designed to include either:
- 3.2.2.1 an off-road cycle path a minimum of 2.5 metres in width, by approval of the Manager Infrastructure & Engineering Services, with a maximum longitudinal gradient no greater than that of the adjacent carriageway; width of 3 metres is desirable. They are of high quality construction, line marked and signed, or
  - 3.2.2.2 an exclusive bicycle lane a minimum of 1.5 metres in width with a maximum longitudinal gradient, no greater than that of the adjacent carriageway.
- 3.2.3 Appropriate width of routes along rivers is 2.5 metres and construction is with cement stabilised quarry rubble or bituminous surface.
- 3.2.4 All other off-road facilities for cycling should be shared used paths governed by Australian Road Rules. Minimum width is 2 metres but desirable with is 2.5 metres.

- 3.2.5 Bicycle parking and associated signage shall be provided.
- 3.2.6 Where the pedestrian and cycle movement system intersects with a road, road crossing shall be provided.
- 3.2.7 Surface treatment should be stable, firm, even, relatively smooth but slip resistant.

#### **4. REVIEW AND EVALUATION**

The effectiveness of this Policy will be reviewed on a biennial basis.

The Chief Executive Officer will report to council on the outcome of the evaluation and if relevant make recommendations for amendments, alteration or substitution of a new Policy.

The Policy will not be altered or substituted so as to affect a process already commenced.

#### **5. FURTHER INFORMATION**

Further information about this Policy can be obtained by:-

Telephone: 8522 9211  
Fax: 8522 9212  
Email: [council@gawler.sa.gov.au](mailto:council@gawler.sa.gov.au)  
Appointment: Town Hall, 89 – 91 Murray Street, Gawler  
Letter: PO Box 130, Gawler SA 5118

#### **6. AVAILABILITY OF POLICY**

The Policy is available for inspection during ordinary business hours at the Council principal office, Gawler Town Hall or Library Council Offices, 89 – 91 Murray Street, Gawler or is available on the Council website at [www.gawler.sa.gov.au](http://www.gawler.sa.gov.au).

A copy of this Policy will be provided to interested parties upon request, for a fee as contained in the Register of Fees and Charges.