

COUNCIL POLICY LV125

FOOTPATHS

KEY FOCUS AREA LIVEABILITY

Purpose

- To ensure footpaths provide pedestrian connectivity around the Town as an alternate form of transport to driving, while:
 - Providing a safe and accessible environment for all path users
 - Designing for the visually and physically impaired
 - Designing for all pedestrians and vulnerable cyclists
 - Preventing flooding of properties from the verge
- To balance the character of the Town's leafy streetscapes with footpath user requirements.

Policy

The Town of Claremont aims to progressively replace slab footpaths to improve access, public safety and amenity and to provide universal access for all users including those with prams, children, the elderly and people with a disability.

- Footpath widths and numbers according to road traffic numbers and minimum width recommendations by Department of Transport and Main Roads WA Planning and designing for pedestrians: guidelines and Department of Planning - Liveable Neighbourhoods recommendations.

Road Classification	Example Street / Road	Traffic Volume Vehicles / Day	Speed Limit (kp/hr)	Minimum Footpath Width			Comments
				Boundary Alignment	Mid Verge Alignment	Back of Kerb Alignment	
Access Road	Cul de sac	Below 100	50	1.5m	1.5m	1.5m	Footpath may not be required
Access Road	Residential streets	Below 500	50	1.5m	1.5m	1.5m	Footpath may be on one side
Access Road	Residential streets	Max 3000	50	1.5m	1.5m	1.5m	Footpath on both sides as required
Local Distributor	Princess Rd	Max 6000	50	1.8m	1.5m	1.8m	Footpath on both sides
District Distributor (B)	Davies Rd	Above 6000	50	1.8-2m	1.8-2m	1.8-2.5m	Median Refuges
District Distributor (A)	Gugeri St	Above 8000	60	2-2.5m	2-2.5m	2.1-2.5m	Median Refuges to be min 2.5m. Shared path on at least one side
Primary Distributor	Stirling Hwy		60	Entire verge			Controlled intersection

							crossing
Public Open Space	Rowe Park	Shared path			2.5m		Red asphalt with centre line
Public Open Space	Claremont Park	Shared path			Min 1.8m		Cream Concrete
District cycle routes	Stirling Road	Shared path			Min 2m		Cream Concrete

Note: At pinch points where constraints such as trees prevent the above widths, no longer than 2 metre sections the path can be narrowed to an absolute minimum of 1.2 metres, however this is not appropriate at intersections or in an area of high pedestrian traffic such as near a school or shopping precinct where wider path widths may be required.

2. Footpaths and ramps should be designed to provide universal access.
3. Footpaths will be constructed with a 2% ±0.5% cross fall grade away from the nearest property boundary where practicable. Preferably footpath stormwater runoff will be graded into an adjacent soft verge or into the road.
4. Tactile Ground Surface Indicators (TGSIs) will be installed at intersections, crossing points, and to delineate other hazards. TGSIs are to be in a contrasting colour to the surrounding path and are to be set out as specified within current Austroads and Main Road WA guidelines.
5. Footpaths in residential areas are to be poured in-situ Claremont cream coloured concrete. N20 Grey with 6kg/m³ yellow oxide additive. Where intersecting a commercial crossover the footpath is to be reinforced with F62 steel mesh reinforcement with 40mm cover provided from bottom of concrete.
6. Ramps are to finish flush with road levels with all approach grades not exceeding the recommended maximum grade for universal access. Width of the flush section is to be 1.8 metres in residential areas unless constraints prevent this, in which case the width can be reduced to a minimum of 1.5 metres.
7. Footpaths are to take priority when intersecting with crossovers or bike paths with the footpath material and colour continuing through.
8. In the interest of public safety Council considers it important that footpaths be regularly inspected and maintained and will fund a maintenance program accordingly. Furthermore, Council is committed to progressively replacing concrete slab footpaths with in-situ concrete over the next 10 years and will fund a replacement program accordingly.

Document Control Box			
Legislation:	<i>Road Traffic Code 2000</i> <i>Disability Discrimination Act 1992</i> <i>Town of Claremont Activities on Thoroughfares and Public Places Local Law</i>		
Organisational:	Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths Town of Claremont Disability Access and Inclusion Plan Policy LV106 Vehicle Access - Crossover Planning and designing for pedestrians: guidelines (Department of Transport and Main Roads WA endorsed) 2016 Liveable Neighbourhoods Provision of Public Footpaths' Procedure		
Version #	Decision:	OCM Date:	Resolution Number:
1.	Adopted	16 October 2001	1170/01
2.	Reviewed	5 October 2010	210/10
3.	Reviewed	10 December 2013	360/13
4.	Reviewed	9 December 2014	203/14
5.	Updated	15 December 2015	226/15
6.	Reaffirmed	17 May 2016	84/16
7.	Reviewed	13 December 2016	206/16
8.	Modified	18 September 2018	176/18
9.	Reviewed	18 December 2018	228/18