



Path Policy

Reference Number:	6.6 12/270467
Type:	Council Policy
Category:	External
Relevant Community Plan Outcome:	<ul style="list-style-type: none">• City assets and infrastructure are developed and enhanced on a strategic and equitable basis in collaboration with local communities and other relevant parties, including industry and government• Drive an integrated, responsive transport system and well-maintained network of roads and paths that facilitate safe, efficient and sustainable connections
Responsible Officer(s):	Coordinator Transport Strategy & Assets
First Issued/Approved:	This Policy replaces the Footpath Policy. Approval June 2010
Minutes Reference:	CoS 4/09/2023, Item 4.37
Last Reviewed:	September 2023
Next Review Due:	September 2025
Applicable Legislation:	Local Government Act 1999, Disability Discrimination Act 1992
Related Policies:	Transport Plan 2016-2031 Transport Asset Management Plan Open Space Strategy 2025 Outdoor Dining Policy Tree and Vegetation Policy Walking and Cycling Strategy Disability Access and Inclusion Plan (DAIP) 2021-2025
Related Procedures:	Administrative Path Guidelines Infrastructure Guidelines

1. Purpose

This Policy guides the provision of safe routes for people to walk, cycle, use mobility aids and 'non-motorised' small wheeled recreational devices that connect local neighbourhoods, major land uses (e.g. shops, schools, parks, etc) and to other forms of transport.

2. Scope

This Policy applies to public paths, access ramps and driveway access crossovers in public spaces (streets and reserves) under the care and control of the Council.

3. Policy Statement

- 3.1 **Social Equality** – Public spaces that are good for walking are good for people and help to develop a socially integrated community.
 - 3.1.1 Paths and access ramps should be provided to encourage people onto the street and into open space areas, stimulating social interaction.
 - 3.1.2 Paths and access ramps should be provided to encourage healthy lifestyles and social activity.
 - 3.1.3 Paths and access ramps should be socially inclusive and designed to encourage use by all members of community.
 - 3.1.4 Paths and access ramps should connect the community to medical facilities, schools, shops, recreational /community facilities and transport.
- 3.2 **Cultural Vitality** – Public spaces promoting walking deliver opportunities for people to enjoy cultural activities and encourage people to experience a vibrant community.
 - 3.2.1 Paths and access ramps should connect gathering places, cultural destinations and open space areas.
 - 3.2.2. Paths should include places for people to meet and provide interest through public art.
 - 3.2.3 Paths and access ramps should be designed to encourage walking, cycling (where designated), use of mobility aids and small wheeled recreational devices.
 - 3.2.4 Trading and outdoor dining activities should be allowed where path width exceeds transport and recreational movement needs.
- 3.3 **Environment & Health Responsibility** – Public spaces for walking contribute to amenity, support environmentally sustainable forms of transport and improve personal health.
 - 3.3.1 Paths and access ramps support sustainable transport as their use does not generate greenhouse gas emissions or traffic noise.
 - 3.3.2 Preference should be given to constructing paths and driveway access crossovers for longevity and sustainable use, using locally sourced materials and recycled materials using the least amount of embodied energy.
 - 3.3.3 Path and driveway access crossover materials shall be consistent with the relevant treatment in the adjacent precinct and sensitive to the status and heritage of precincts in which they are located.
 - 3.3.4 Path environments should enhance local amenity and environments.
 - 3.3.5 Paths and access ramps should encourage prolonged activity for fitness and recreation for personal wellbeing.

3.4 **Economic Viability** - Walking is essential for the economic health of the city.

- 3.4.1 Paths and access ramps should provide access to shops, commercial sites and offices requiring walking trips.
- 3.4.2 Paths and access ramps should be provided on each side of Arterial Roads, Distributor Roads and Collector Streets and Local Collector Streets where space permits.
- 3.4.3 Paths and access ramps should be provided in Local Access Streets and Local Access Places dependent upon walking and cycling demand.

3.5 **General Considerations**

- 3.5.1 New paths and access ramps requested by residents are assessed for priority construction based on improving disability access, and / or where there is no path on a Local Access Street, or at a Local Access Place that is longer than 150 metres, or where the path is required to connect a strategic land use or destination.
- 3.5.2 The width of paths and access ramps should vary dependent upon the adjacent land uses, the user demand, type of use (pedestrian and cyclist) and its relevance to transport and recreational networks. Generally, where space is available paths will be a minimum of 1500 mm in width.
- 3.5.3 Paths in open space areas should provide for recreational activities and where possible, convenient commuter transport connections, optimising the use of these areas.

4. **Definitions**

Key Term – Acronym	Definition
None	