New Footpath Policy

Aligned City Value/s	**Approachable**	**Responsive**	**Transparent**	**Innovative**
Responsible Directorate	**Infrastructure**			
Responsible Business Unit/s	**Engineering Services**			
Responsible Officer	**Manager Engineering Services**			
Affected Business Unit/s	**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:

Austroads 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 cul-de-sacs) should have a footpath on at least one side. A footpath within a cul-de-sac road may be considered where the road exceeds 200 metres in length, provides pedestrian access or connection beyond the closed end, and there is a demonstrated need supported by one or more residents.

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, footpath provision should be generally consistent with the principles of Element 2 of Liveable Neighbourhoods. A footpath shall be provided on at least one side of every street. The provision of a footpath on the opposite side of the street may be required where warranted, having regard to pedestrian demand, street function, connectivity, surrounding land use, access to destinations, and the need to provide a safe and continuous pedestrian network.

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. Prior to the construction of a new footpath, the City will consult with impacted residents and consider their views as part of the decision-making process, in accordance with the Community Engagement Policy.

Definitions

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
Community Engagement 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 (West Australian Planning Commission)
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**	8 September 2026	**Resolution #**	0926/004
Next review due	**Date**	2028		