



SHIRE OF NUNGARIN- FOOTPATH PLAN

2025-2030

Purpose

Council recognises the importance of footpaths and dual use paths. There is greater demand than funds available to meet all proposals for footpath and dual use path provision. This plan establishes how priority will be allocated and standards established

The main objective of an integrated footpath network, and this plan is to provide safe passage for high need community members to access key destinations.

Tourism Outcomes- Tourism is an important element for the Shire as it enhances economic diversity, quality of life for residents and creates job opportunities.

Regional Focus - To improve the tourist experience across the town, essential infrastructure must be provided to allow a range of activities and opportunities for commuting, sightseeing, and physical activity.

Local Outcomes- Paths allow safe, easily accessible, inclusive and alternative routes for commuters and other residents to partake in physical activity and reduce their effect on the environment, while enhancing the liveability of the Town.

They encourage the use of open spaces and other recreation areas by optimising the walkable access.

Paths allow pedestrians and cyclists to take more direct routes to and from destinations and provides convenient linkages to activity centres and local facilities.

High Need Community Members Key Destinations Individuals with disabilities, Children and Youth, Elderly, Parents with prams, Regional centres Schools and pre-schools/day-care, Central Business District, Medical and essential services and Community Bus Stops.

DETAILS

New Footpaths

- Preferably new footpaths be constructed adjacent to the property boundary in grey concrete or in red asphalt with flat concrete border upon request by local residents or Council .
- Paths adjacent to parks are generally constructed abutting the property boundary, unless a more suitable alignment is identified.

- Footpaths to be a minimum 2.0metres wide for concrete (preference is 2.2mts) and 2.5mts wide for asphalt and offset 0.3 metres from the property boundary when no solid fence is present.

- Where site constraints prohibit footpath construction on the property boundary, footpaths are to be constructed kerbside and the width be minimum 2.0 metres for concrete (preference is 2.2mts) and 2.5mts for asphalt.

Dual Use Paths

- The minimum shared path width is a minimum 2.0 metres (preference is 2.2mts). This width applies to Local Access Streets with forecast low shared usage.

- A width of 2.5 metres will apply to streets assessed as commuting and local access, regular usage e.g. access to schools, commercial areas, sporting facilities and recreational areas.

- The proposed path alignment will form part of the specific report as each path will need to integrate with all existing verge infrastructure.

General Criteria

- All streets should have a footpath on at least one side.

- Local Distributor roads should have either a footpath or shared path on both sides, and particularly when the access leads to schools, commercial areas, recreational areas and specific locations of interest.

- Footpath widths in commercial areas and around schools may be widened in excess of these guidelines and may be the full verge width.

- It is recognised the Road Traffic Code was amended in April 2016 to allow all bicycles on footpaths.

LEGISLATION/LOCAL LAW REQUIREMENTS

- ***Disability Discrimination Act 1992***

- ***Road Traffic Code 2000***

Pedestrian Ramps

- Pedestrian Ramps All ramps will meet the relevant Australian Standard, currently AS/NZS1428.4.1 – 2021.
- Where practicable ramps are to be located perpendicular to the direction of travel.
- Finishes are to be in broom finished concrete.
- This provides the most suitable surface for a pedestrian ramp as it provides a firm, even, stable and slip resistant surface.
- Pedestrian Ramps shall match the width of the path except as required by the needs of the location.
- A minimum width of 1.5m should be provided at the back of the ramp.

Pedestrians and Cyclists Paths, (AGRD6A/09) Kerb Ramp Gradient MRWA maximum gradient is 1:10, absolute maximum is 1:8 (AS1428.1 – 2009) across a maximum length of 1.52m **MRWA Standard Drawing 9831-5649 AS1428.1 – 2009 Design for access and mobility**

Intersections and Crossings General, Kerb Ramp Landings must be installed at the top and base of ramps with a maximum gradient of 1:40. Preferred minimum width is 2.2m (absolute minimum 2.0m), reduced to 2.0m where wheelchair users are not required to change direction **MRWA Standard Drawing 9831-5649 AS1428.1 – 2009 Design for access and mobility**

Path Construction Material Area Definition Cost

Concrete 1m (l) x 2.0m (w) x 100mm (d) Footpath \$

Concrete 1m (l) x 2.2m (w) Wide Path \$ 100mm(d)Concrete

Concrete 1m (l) x 2.5m (w) Shared Path 100mm (d) \$

Asphalt 1m (l) x 2.5m (w) Shared Path 25mm (d) \$

Asphalt 1m (l) x 2.2 (w) x 25mm (d) Wide Path \$

Crossovers

Width (excluding the splays/wings) for single, duplex or multi residential properties require to be a minimum of 3.0 meters and maximum of 4.5 meters. **Crossover** width (excluding the splays/wings) for commercial properties require to be a minimum of 3.0 meters and maximum of 7.5 meters

ORIGIN/AUTHORITY

Council Meeting –

DATE AMENDED

