

A photograph of a paved footpath along a coastline. Five children are running towards the camera. The path is bordered by green grass on the left and coastal vegetation on the right. In the background, there is a body of water, a bird in flight, and a cloudy sky.

# 2022 – 2027 Footpath Network Expansion Strategy

26 May 2022



# Document History and Status

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# 1 Introduction

Footpaths play an important role within Coorong District Council, providing a means of access to community facilities, services, and open space, as well as encouraging tourism by facilitating experiences and providing access to our natural environment.

Community health and wellbeing is a major focus of Coorong District Council and the provision of a quality footpath network is considered a significant enabler in this space. Footpaths make communities more liveable, better connected and encourage physically activity.

Geographically, our region is relatively flat, and the natural environment and climate makes it an ideal location for walking and cycling.

During July and August 2021, Council administration undertook a detailed gap analysis of the existing footpath network throughout the district. This analysis highlighted deficiencies within the existing networks, which has prompted Council to act and develop the 2022-2027 Footpath Expansion Strategy.

The intent of the strategy is to provide guidance and structure to enable Council to expand its network responsibly and systematically without placing significant financial burden on the community and provide a prioritised program that aligns with Council's 2021-2025 Community Vision Plan.

# 2 Objectives

The objectives of the Footpath Expansion Strategy are to:

- Establish criteria to guide decision making and prioritise the construction of new footpaths that considers local area demographics, schools, medical institutions, pedestrian linkages, sporting and recreational facilities, and shopping precincts.
- Promote and encourage walking as a sustainable and preferred mode of transport and for recreation.
- Reduce the risk of conflict between pedestrians and motor vehicles.
- Improve the amenity, accessibility, and safety of the footpath network so it is accessible for all users.
- Minimise the removal of vegetation through responsible design and construction.
- Make use of environmentally suitable materials, recycled materials, and materials sympathetic to the environment in which it is to be installed.
- Include provisions in the Council's Long-Term Financial Plan to complete the development of the pedestrian footpath network in a financially sustainable manner.

### 3 Existing footpath network

Coorong District Council's footpath network incorporates approximately 18.8km of "all weather" footpaths constructed from concrete, block paving, asphalt or bitumen spray seal. The estimated replacement value for Council's footpath assets is approximately \$2.476M.

Council's township footpath network includes:

Township	Footpath Network (m)	Concrete (m)	Asphalt (m)	Spray Seal (m)	Block Pavers (m)	Replacement Value (\$)
<b>Tailem Bend</b>	6567	3624	757	904	1282	\$ 1,120,542.00
<b>Meningie</b>	3417	2102	81	25	1209	\$ 345,444.00
<b>Tintinara</b>	2879	1870	0	1009	0	\$ 348,845.00
<b>Coonalpyn</b>	2193	1919	274	0	0	\$ 318,719.00
<b>Other</b>	3762	1331	0	2408	23	\$ 342,415.00
<b>Total</b>	<b>18818</b>	<b>10846</b>	<b>1112</b>	<b>4346</b>	<b>2514</b>	<b>\$ 2,475,965.00</b>

**Table 1 – Footpath quantities by township and material type**

Council also has a significant network of unsealed footpaths and trails. These assets are rubble or open natural surfaces and therefore not considered "all-weather". As such, these footpath segments have been excluded from the existing constructed footpath network however where appropriate have been considered for potential upgrade with an all-weather treatment as part of this strategy.

#### 3.1 Pedestrian Footpath Network – Guidelines

Guidance for road designers and other practitioners regarding the design of footpaths for safe and efficient walking and cycling is provided in the Australian Guide to Road Design – Part 6A: Pedestrian and Cycle Paths (Austroads).

The Austroads Guide provides the following general principles and high-level guidelines relating to the provision of footpaths:

- All residential roads should have some type of walking facility separated from 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.
- All roads that have a moderate to high speed (i.e. >40 km/h) and significant pedestrian activity should be provided with footpaths due to potential conflict between pedestrians and motor vehicles.
- The need for footpaths should also be related to the pedestrian network functional requirements. For example, the presence of pedestrians on rural roads is a rare event and the provision of paths is not economically justified.
- Pedestrian volumes are not regularly collected by most agencies and cannot be easily forecast. Development density can be used as a surrogate for pedestrian usage in determining the need for footpaths.



- A higher road functional classification (Road Hierarchy) in urban areas generally means higher traffic speed and volumes, hence a need to provide for pedestrian mobility and safety.
- Collector and arterial roads in the vicinity of schools should be provided with footpaths and desirably off-road cycle paths, shared or segregated footpaths, to increase safety for children travelling to and from school. Safe routes to school can also reduce reliance on car travel for school trips and have health and environmental benefits.
- Many people with disabilities undertake much of their travel either on foot, in wheelchairs or on personal mobility devices (e.g. scooters) and so the development of a network of adequate footpaths is important for their mobility.
- The provision of footpaths that meet recommended dimensions, surface requirements, and which are free of obstructions is important to ensure that they do not represent a hazard for people who have difficulty in detecting or manoeuvring around obstacles

## 3.2 Criteria

The following criteria and general principles are recommended to guide the development of new footpaths throughout Coorong District Council.

### 3.2.1 Footpath Constructed on One Side of a Road

AMCORD – A national resource document for residential development also provides guidance for the provision of footpaths. In general, a footpath is desirable on roads with vehicular volumes greater than 300 vehicles per day (vpd).

Typically, traffic volumes in a cul-de-sac less than 100m in length will be less than 300 vehicles per day and will not be provided with a footpath unless the cul-de-sac leads to a walkway, school or other facility and attracts a significant number of pedestrians.

A significant majority of Coorong District Council residential streets have traffic volumes far less than 300 vehicles per day, as such the criteria relating to traffic numbers will only be considered a low priority guide in regard to the prioritisation of new footpaths.

In lieu of Council relying on traffic volumes to priorities the construction of footpaths, it will apply the principles detailed in section four (4) of this strategy: **Prioritisation – Design and Maintenance.**

In addition to Council providing new footpaths on its roads network, it is important to note that as a condition of development approval new subdivision will be required to provide a 1.5m wide concrete footpath (or approved similar) on at least one side of all street in accordance with the criteria detailed in this strategy.

### 3.2.2 Footpath Constructed on Both Sides of a Road

As a general principle, consideration will be given to constructing footpaths on both sides of a road where the average daily traffic volume are considered high, along bus routes and in areas where the land use generates high pedestrian activity such as in the vicinity of schools, retail precincts, major sporting grounds and other public facilities.

### 3.2.3 Material Types

Council uses several material types such as concrete, block paving, asphalt, spray sealed bitumen and compacted quarry material. The selection of one material over another will depend on site specific circumstances including the desired level of amenity and future renewal and maintenance considerations.

It is proposed that Council will continue to use a range of different material types, acknowledging the majority of new paths will be constructed to provide an all-weather surface.

Footpaths constructed from rubble, gravel or of an open natural surface have not been considered part of the existing all-weather footpath network however have been include in the candidates for future footpath upgrade.

### 3.2.4 Location

The location of a footpath within a road will be selected to suit the topography so the path complies with the requirement for disability access (as far as practicable) and minimises disturbance to vegetation, impact on adjoining properties and existing utility services such as electricity and telecommunications.

### 3.2.5 Width

The minimum width required for a footpath to allow wheelchair access is 1.2m, albeit it is permissible for a path to be 0.9m wide at a 'squeeze point' such as adjacent a power pole or street tree.

A minimum footpath width of 1.5m is desirable, this provides for two pedestrians to walk side-by-side or mobility scooters to pass without having to leave the constructed surface.

In high activity areas, such as commercial and shopping areas, wider footpath widths are likely to be necessary, as well as at locations of higher pedestrian activity such as school crossings, recreational facilities and in the regional town centres.

It is recommended that Council maintain the minimum width of 1.5m for footpaths, where possible, and a minimum width of 2.5m is recommended for shared use paths, acknowledging in some circumstances wider paths are desirable where there is a high concentration of activity.

## 4 Prioritisation – Design and Maintenance

Due to the competing demands on Council's budget, the provision of footpaths needs to be prioritised to maximise the benefit to the wider community. The purpose of the Footpath Expansion Strategy is to provide direction for installation of new footpaths and to justify the selection of footpath construction to residents and Elected Members.

Factors to consider in developing a prioritised hierarchy include:

- Road hierarchy and primary purpose (freight, tourism, residential, commercial).
- Land use and facility – education, medical, community centre, playground, sports ground, shopping precinct, aged care facility, reserves, residential, commercial.
- Bus routes and other public transport
- New or popular locations including land development.
- Linkage to the existing footpath network and trails.
- Pedestrian catchment – route most likely travelled, consider elderly and children.
- Topography and sight distance.
- Construction feasibility – consider vegetation and other infrastructure restricting or compromising the geometry.

Council will continue to develop and refine forward footpath construction programs based on the hierarchy and criteria listed above and be informed through consultation with local communities where precinct planning is undertaken.

## 5 Pedestrian Footpath Provision and Cost

The location of the existing footpath network has been analysed through a desktop exercise, followed by an on-ground audit and then mapped using Council's Geographical Information System (GIS).

This data enabled Council staff to undertake an extensive gap analysis process to identify all residential streets within the Coorong District Council that do not have a constructed footpath on at least one side of the road.

The desktop assessment also highlighted those residential streets that do not trigger the requirement for the provision of a constricted footpath.

The following information was derived from the gap analysis:

- 50.0km of the road network within the residential or rural living township boundaries have been identified as not having an all-weather footpath provided on at least one side of the road.
- 29.8km of the network has been identified as one of the following and therefore not considered a priority for the provision of an all-weather constructed footpath.
  - Rural living low pedestrian traffic environment.
  - Short length low traffic cul-de-sac.
  - Urban or township fringe with no logical pedestrian linkage.
  - Road classified 5D or 5C within Council Road Management Hierarchy.
- 20.2 of the residential road networks has been identified as a priority for the provision of an all-weather constructed footpath.



- Of the 20.2km of footpath identified 5.2km have been classified as [High] priority in consultation with Councils Elected Members
- The capital investment required by the Coorong District Council to close the 5.2km gap identified as High Priority is \$600,000.
- Over the life of the plan there has been no allowance for rise and fall in material cost or CPI indexation and all construction rates are based on 2021 prices.

## 6 Funding Model

In order to close the gap identified in as “High Priority”, Coorong District Council will need to make an annual capital investment for the provision of new footpath that is aligned to the Community Vision Plan and Long Term Financial Plan, as well as providing equity across the towns within the region.

The recommendation of this strategy is to invest in the provision of high priority footpaths identified over a 5-year (or staged) period with a future category that will remain un-funded for the purpose of the strategy.

This model will require Council to invest and average of \$120,000 per annum for the provision of new footpath that will enable Council to close the 5.2km gap identified as high priority. This strategy will require Council to invest \$150,000 per annum for the first two years of the delivery program, and a further \$100,000 per annum for the final three years.

Year	Capital Investment
<b>Yr1 (2022/23)</b>	\$150,000
<b>Yr2 (2023/24)</b>	\$150,000
<b>Yr3 (2024/25)</b>	\$100,000
<b>Yr4 (2025/26)</b>	\$100,000
<b>Yr5 (2026/27)</b>	\$100,000
<b>Future Years</b>	\$100,000

A capital investment in line with the above proposal will deliver on average 900m of new footpath per annum. This represents an 5% increase in the “all-weather” footpath network annually and will increase the percentage of new footpath across the network holistically. In turn, this will lift the overall service and condition level of the entire footpath network. This increase in service provision may enable Council to reduce its investment in footpath renewal for a short period in lieu of funding footpath expansion.

It is critical to note that this budget allocation is over and above the capital investment required to address Council footpath renewal obligations. It is however possible for Council to forego renewal activities in lieu of providing new footpath for short period (no more than 5 years).

## 7 Delivery Program

A 5-year (staged) works program has been developed based on principals of this strategy where the first year of the plan would be included in the 2022/23 Annual Business Plan and Budget.

The first 5-years of the strategy (2022/23 to 2026/27) will address the gap in provision of high priority footpaths and provide the following new assets in each of the major townships.

### NOTES

1. Stages may be delivered over multiple financial years, extending the life of the plan beyond 5 years. This decision will be based on the affordability of the program and how it aligns to Councils Long Term Financial Plan
2. The priority list is subject to annual review and may change depending on changing priorities.
3. Council may forego the provision of annual footpath renewal and use available funds to implement footpath expansion. The prolonged use of this practice is not recommended (no more than 5 years)
4. The capital investment required over the life of the plan is based on 2021 rates for the provision of concrete footpaths. There is no allowance of CPI or the use of alternative materials.

## STAGE 1 Program – High Priorities

ROAD_NAME	SUBURB	SEGMENT_NA	Build Length		
Peake Tce (Swimming Pool)	COONALPYN	Swimming Pool	90	\$	14,850.00
Baker St	MENINGIE	West Tce to Forbes	199	\$	32,835.00
Baker St	MENINGIE	Forbes to Princes Hwy	139	\$	22,935.00
KULDE Rd	TAILEM BEND	Kulde Rd-Station Drive to Trevena Tce	60	\$	9,900.00
Allen St	MENINGIE	Princes Highway to Bonney Street	121	\$	19,965.00
LEWIS ST	TINTINARA	Lewis St-Wendt Tce to High St	120	\$	19,800.00
LEWIS ST	TINTINARA	Lewis St-Long St to Becker Tce	120	\$	19,800.00
Richards Tce	COONALPYN	Peake to Paynter	136	\$	22,440.00
Richards Tce	COONALPYN	Paynter to George	130	\$	21,450.00
RAILWAY TCE	TAILEM BEND	Railway Terrace-Upton St to Park Tce	159	\$	26,235.00
UPTON ST	TAILEM BEND	Robert Street to Railway Tce	136	\$	22,440.00
UPTON ST	TAILEM BEND	Upton St-Robert St to Princes Hwy	178	\$	29,370.00
PONTT ST	TAILEM BEND	Pontt St-George St to Pretoria St	113	\$	18,645.00
PONTT ST	TAILEM BEND	Pontt St-Pretoria St to Kulde Rd	117	\$	19,305.00

## Future Priorities

ROAD_NAME	SUBURB	SEGMENT_NA	Build Length		
South Tce	MENINGIE	West Tce to existing footpath	106	\$	17,490.00
West Tce	MENINGIE	Jallarah Ct to South Tce	50	\$	8,250.00
TREVENA TCE	TAILEM BEND	Big Olive Gr-No.25/No.31 BL to Tuscany Gr	121	\$	19,965.00
TREVENA TCE	TAILEM BEND	Trevena Rd-Pretoria St to Kulde Rd	104	\$	17,160.00
TREVENA TCE	TAILEM BEND	Trevena Rd-Kulde Rd to Chainage	185	\$	30,525.00
GRANITES RD	TAILEM BEND	Granites Rd-First Av to Second Av	50	\$	8,250.00
GRANITES RD	TAILEM BEND	Granites Rd-Second Av to Manning St	97	\$	16,005.00
GRANITES RD	TAILEM BEND	Granites Rd-Trevena Tce to First Av	149	\$	24,585.00
TREVENA TCE	TAILEM BEND	Trevena Rd-Chainage to Mawson Av	28	\$	4,620.00
TREVENA TCE	TAILEM BEND	Jacob St-Trevena Tce to Pontt St	108	\$	17,820.00
TREVENA TCE	TAILEM BEND		100	\$	16,500.00
RAILWAY TCE	TAILEM BEND	Railway Terrace-Park Tce to Parklands Tce	134	\$	22,110.00
RAILWAY TCE	TAILEM BEND	Railway Terrace-Twelfth St to Eleventh St	135	\$	22,275.00
Albert	MENINGIE	Princes Hwy to Bonney St	142	\$	23,430.00
BOWER ST	TINTINARA	East Tce-Mcintosh Way to Allen St	117	\$	19,305.00
GIBBS AVE	TINTINARA	Golf Course Rd-Parklands Tce to No.25/No.31 BL	116	\$	19,140.00
PONTT ST	TAILEM BEND	Queen St-Second Av to First Av	116	\$	19,140.00
Bowman St	MENINGIE	Prince Hwy to 177m east	177	\$	29,205.00
Bowman St	MENINGIE	17m east Prince Hwy to end houses	146	\$	24,090.00
PRINCES HWY	MENINGIE	Matson Street to Bowman St	280	\$	46,200.00
Allen St	MENINGIE	Bonney ST to Falkner St	103	\$	16,995.00
Allen St	MENINGIE	Falkner St to Edwards St	100	\$	16,500.00
Bonney St	MENINGIE	Matson St to Hacket Cres	73	\$	12,045.00
Matson St	MENINGIE	Prince Hwy to Bonney	128	\$	21,120.00
		Blue Gum PI-Change Of Seal to End Of			
GIBBS AVE	TINTINARA	Construction	118	\$	19,470.00
GEORGE ST	TAILEM BEND	Trevena to Pontt	165	\$	27,225.00
Hacket Cr	MENINGIE	Matson St to McCallum	122	\$	20,130.00
Hacket Cr	MENINGIE	McCallum to Bowman	117	\$	19,305.00
JACOB ST	TAILEM BEND	Jacob St-Pontt St to Stanley St	128	\$	21,120.00
JACOB ST	TAILEM BEND	Jacob St-Stanley St to Bolton PI	123	\$	20,295.00