

1. PURPOSE

To establish Council's policy approach to the construction of footpaths across the municipality in a range of circumstances.

2. INTRODUCTION

Horsham Rural City Council is committed to providing and maintaining footpaths in urban areas to provide access for pedestrians, mobility vehicles and other similar uses. Generally, new residential areas will be constructed with footpaths to a standard established in this policy. In some locations, footpaths had historically not been constructed to Council's current standards, or variations in maintenance standards over time have led to some footpaths eroding and not being replaced.

This policy aims to establish a consistent approach to construction and maintenance of footpaths, including contributions to the costs of construction of new footpaths.

3. SCOPE

This policy applies primarily to the Infrastructure Group in its role in implementation of the standards described in the policy. The Infrastructure Group will apply this policy:

- In discussions with developers of new subdivisions, to establish the required standard of new works
- Through the Planning Department, by providing conditions on Planning Permit Applications which give effect to the standards expressed in this policy
- In preparing and implementing programs of works for upgrade of footpaths across the municipality
- In negotiations with landholders where footpath construction beyond the standard established in this policy is sought by landholders, including in relation to cost sharing.

4. PRINCIPLES

4.1 New Developments

Footpaths are to be provided on both sides of roads in new developments/subdivisions, in accordance with the requirements of the Infrastructure Design Manual.

In some cases, it may be permissible to construct a footpath on only one side of a road in a new development, subject to extenuating circumstances. Approval of variations will be by the Director Infrastructure. Approval is subject to a minimum requirement that the full perimeter of a court bowl will have a footpath.

Some flexibility in this requirement can be made in rural living areas or in smaller urban areas, for example, Natimuk or Jung where the community wishes to retain a "village feel" and where it may be desirable to encourage new development at a lower cost per lot. Approval for variations will be by the Director Infrastructure.

The cost of footpaths in new developments is to be met by the developer.

4.2 Existing Developments

In established residential areas, footpaths on both sides of the street are desirable, but having footpaths on one side of the street is acceptable as a minimum standard.

Footpaths that have previously been constructed, but have disappeared over time (for example, if they were constructed from asphalt, but which were not maintained), should be replaced as a priority.

Footpaths are to be provided on all collector/link roads that link key areas. As a priority, any such road with no footpaths should have one footpath constructed.

Where only one footpath is provided, access across roads to this footpath needs to be safe. Crossovers need to be wheelchair and pram safe.

Footpaths are to be improved where access may be impaired for disabled users (including mobility vehicles), and to ensure safety at intersections.

4.3 Backlog Works

An annual footpaths improvement program is to be prepared which aims to include upgrade of footpaths in developed areas to address, at a minimum, one each of the following footpath segments:

- Where footpaths have disappeared
- On main collector or link roads, to provide a footpath on both sides of the road
- On other streets, where there is no footpath on either side.

These backlog works are to be funded by Council, to the extent that they comply with the standards outlined in principle 4.2 above.

4.4 Landholder Requests

Where one or several landholders request an upgrade of footpaths above the standards expressed in principle 4.2, the works are to be funded through an owners contribution or special charge scheme, where the landholders fronting the footpath contribute 50% of the cost (combined), and Council contributes 50% of the cost of the works.

4.5 Maintenance

Standards for maintenance of footpaths, to rectify hazards such as trip hazards, are defined in the Road Management Plan.

5. COMMUNICATION

As this policy is of interest to developers and the general public, it will be published on the internet, when finalised.

Staff will also be able to access a copy of the policy via the intranet.

6. RESPONSIBILITY

Policy Owner: Director Infrastructure

This Policy will be reviewed every 4 years or earlier as required by changed circumstances including changes to legislation and plans, strategies or policies of HRCC.

7. DEFINITIONS

Term	Meaning
Act	<i>Local Government Act 1989</i>
Bicycle Path	For the purposes of this policy, a constructed path generally not adjacent to property boundaries, which may be used for bicycles and in some cases pedestrians, mobility vehicles and other uses, but not for motor vehicle use.
Footpath	Broadly, a constructed path within a road reserve, generally adjacent to a residential or commercial property boundary in urban areas primarily for pedestrian or mobility vehicles, and not for motor vehicle use.
Infrastructure Design Manual	A manual of standards developed by the Local Government Infrastructure Design Association, of which Horsham Rural City Council is a member, for the purposes of defining acceptable standards for new developments and some other works.
Road Management Plan	A Plan endorsed by Council, from time to time, which meets the provisions of Division 5 of the Road Management Act 2004 and its related Regulations.
Special Charge Scheme	A form of owners contribution scheme, which provides a means of levying charges on properties to contribute to specific works, under the provisions of Section 163 of the <i>Local Government Act 1989</i> .
Shared Path	See bicycle path
Walking Path	See bicycle path

8. SUPPORTING DOCUMENTS

Document	Location
<i>Local Government Act 1989</i>	Internet/Intranet
<i>Road Management Act 2004</i>	Internet/Intranet
Road Management Plan 2024 (Council)	Internet/Intranet
Infrastructure Design Manual	Internet/Intranet

9. DOCUMENT CONTROL

Version Number	Approval Date	Approval By	Amendment	Review Date
01	19 December 2016	Council	New policy	19 December 2020 29 October 2024
1.1	29 October 2024	Dir Infrastructure	Administrative changes only (position & department titles)	29 October 2028

It is recognised that from time-to-time circumstances may change leading to the need for minor administrative changes to Council and Administrative Policies. Where an update does not materially alter a Policy, such a change may be made administratively, without the need for formal adoption by EMT or Council. Examples include a change to the name of a Council Department/Position Title, a change to the name of a Federal or State Government Department, and a minor update to legislation which does not have a material impact. However, all changes will be noted in the document control section and version number updated.