

**ENCL: ENVIRONMENT & INFRASTRUCTURE  
YES COMMITTEE/OPEN**

**AGENDA ITEM:**

**CITY OF DARWIN POLICY NO.048 - FOOTPATHS AND SHARED PATHS -  
CONSULTATION OUTCOMES**

**REPORT No.: 17TS0047 NN:km COMMON No.: 2078949**

**DATE: 23/05/2017**

**Presenter: Manager Technical Services, Nadine Nilon**

**Approved: General Manager Infrastructure, Luccio Cercarelli**

**PURPOSE**

The purpose of this report is to present to Council the reviewed and updated City of Darwin Policy No. 048 - Footpaths and Shared Paths, following community consultation.

**LINK TO STRATEGIC PLAN**

The issues addressed in this Report are in accordance with the following Goals/Strategies as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

**Goal**

2 Vibrant, Flexible and Tropical Lifestyle

**Outcome**

2.1 Improved access and connectivity

**Key Strategies**

2.1.1 Improve the pathway and cycle networks and encourage cycling and walking

**KEY ISSUES**

- The current City of Darwin Policy No. 048 – Footpaths was adopted 23 February 2010 and the policy is now due for review (**Attachment A**).
- The proposed new City of Darwin Policy No. 048 - Footpaths and Shared Paths (**Attachment B**) has been significantly changed from the previous policy, as the technical and operational aspects of the policy have been removed and developed into a Footpaths and Shared Paths Guideline which will be managed by staff.
- The policy is in accordance with Council's Subdivisional Guidelines and relevant Australian Standards, including Disability Compliance.
- Following Council endorsement of the draft policy for consultation, community wide consultation was undertaken from 3 February to 10 March 2017.
- This report summarises the outcomes of the consultation and presents minor amendments to the draft policy for adoption by Council (**Attachment C**).

## **RECOMMENDATIONS**

THAT it be a recommendation to Council:-

- A. THAT Report Number 17TS0047 NN:km entitled City of Darwin Policy No.048 - Footpaths And Shared Paths - Consultation Outcomes, be received and noted.
- B. THAT Council rescind City of Darwin Policy No.048 - Footpaths at **Attachment A** to Report Number 17TS0047 NN:km entitled City of Darwin Policy No.048 - Footpaths And Shared Paths - Consultation Outcomes.
- C. THAT Council adopt City of Darwin Policy No.048 - Footpaths And Shared Paths at **Attachment C** to Report Number 17TS0047 NN:km entitled City of Darwin Policy No.048 - Footpaths And Shared Paths - Consultation Outcomes, including minor amendments.
- D. THAT a further report is prepared and presented to Council by November 2017 for consideration of the options available for the treatment of obsolete footpaths with consideration to community feedback received during the consultation period for City of Darwin Policy No. 048 – Footpaths and Shared Paths.

## **BACKGROUND**

Council's Strategic Plan Goal 2 is to create a Vibrant, Flexible and Tropical Lifestyle, which is supported through the outcome of Improved Access and Connectivity. The Footpath Policy is a key aspect of ensuring that this goal is able to be achieved.

Council's current Footpath Policy, **Attachment A** has been identified for review. This policy has been reviewed and **Attachment B** was endorsed by Council in August 2016 for community consultation.

The main changes in the policy were:

- Inclusion of Shared Paths – resulting in the title of the Policy being amended to Footpaths and Shared Paths.
- Included reference to Council's Bike Plan and City of Darwin Community Access Plan.
- Removal of technical and operational details that are included in other Council documents, such as subdivision guidelines and standard drawings.
- Removal of details regarding the community consultation process specific to footpaths.

This report summarises the outcomes of the community consultation and the subsequent amendments that have occurred to the draft policy.

## **DISCUSSION**

The consultation for City of Darwin Policy No. 048 – Footpaths and Shared Paths was delivered in accordance with City of Darwin Policy No. 025 – Community Consultation at Level 2; “*we will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision*”. In addition, the consultation included Level 3 elements and techniques to ensure the broader community was targeted and provided with the opportunity to participate. Other stakeholders included relevant committees, government departments and community groups.

The goals of this consultation program were to:

- Present the updated policy for discussion and feedback.
- Understand the community’s expectations in relation to paths and their connectivity.
- Understand the important elements of paths to inform design and implementation of programs (to be included in the relevant guideline, not the policy).

A detailed description of the community consultation (including outcomes) is included in **Attachment D**.

The key aspects of the 64 responses received in relation to the policy during the consultation period are described below and include the recommended response/amendment required for each. The draft policy has been amended with tracked changes in **Attachment B**, and in its final form in **Attachment C**.

<b>Consultation Feedback</b>	<b>Discussion</b>	<b>Recommended Policy Amendment</b>
<u>Footpath width</u> The most commonly raised concern was that the footpaths are not wide enough, particularly to allow for pedestrians, cyclists, scooters and wheelchairs using the path together and to pass each other safely. There were 15 comments received raising this concern.	Footpath width is determined based on location and usage, and the Policy refers to this specifically.	No change – the updated policy doesn’t refer to width, as this is a technical issue.
<u>Obstruction of paths</u> The obstruction of paths by trees, plants and grass from verges and yards. It was suggested that more could be done to make the community aware of their responsibility to keep the path clear and enforce this.	Council has a vegetation maintenance program, which can be used in conjunction with condition reports to assist with prioritisation.	Added maintenance, including vegetation, to the list of programs developed (section 4, item ii.)

<u>Crossings and connections</u> The pathways are connected and safe crossing facilities are provided with appropriate standards for accessibility.	This is allowed for within the policy and current standards for construction.	No change.
<u>Maintenance</u> The maintenance of footpaths needs to be improved, raising concern about uneven and damaged paths.	Condition surveys are carried out every four years. These inform prioritisation of maintenance programs, in addition to maintenance through reporting.	Added maintenance to the list of programs developed (section 4, item ii.)
<u>Markings and signage</u> There was support for centre line markings and 'keep left' signage or markings on paths (particularly for shared paths).	This is considered in the Bicycle Technical Notes – and is included based on path width and usage.	No change.
<u>Community choice</u> There were three comments that some streets may not be suitable for a footpath and the residents of that street should be able to choose.	The Policy intent is to provide a safe and equal accessible community for all users. However, there are some cases where a footpath isn't suitable and this is considered at that time.	No change.
<u>Path location</u> There were two comments that the path should be constructed nearer the road than the fence line to make it safer to avoid cars backing out of driveways	This is a technical standard and considered separately. However paths are installed at the most suitable location for the street when they are being installed on existing streets. This is also discussed with residents at the time of construction.	No change.

The questions asked in the survey during consultation resulted in overall support of the policy as it was drafted, with the comments as listed above.

A significant area that will become a greater issue in the future is obsolete footpaths. An obsolete footpath is an asphalt footpath that was built at the time of the suburb (mostly in the 1970's and 1980's) but has not been replaced due to the other footpath in the street being upgraded to a concrete footpath. To date, residents have had the choice to remove this path, upgrade at their cost, or have Council undertake

minimal maintenance to just keep it safe. As these assets are significantly aged, future decisions will need to occur regarding whether they are actively removed, maintained, or replaced. Each of these has a cost impact not currently budgeted for. The consultation survey asked a question regarding obsolete footpaths and if it was preferred that they be removed, maintained or replaced. The results were:

- 55% favoured replacement.
- 30% favoured removal.
- 14% favoured maintenance.

Replacement incurs the most significant cost and it is considered that further work is required in this area so that the potential cost impacts and risks of each option can be considered further. As a result, it is not recommended to amend the draft policy in relation to obsolete footpaths at this stage.

The community consultation process enabled feedback to be received from the community and this has been considered in the final policy included in **Attachment C**.

## **CONSULTATION PROCESS**

As described in the Discussion section of this report.

The consultation was in accordance with City of Darwin Policy No. 025 – Community Consultation and feedback has been considered.

Responses will be provided to those that provided feedback following Council's decision regarding the policy.

## **POLICY IMPLICATIONS**

As part of the review process, City of Darwin Policy No 048 – Footpaths, that was adopted 23 February 2010 will be superseded by the updated policy in **Attachment C**.

## **BUDGET AND RESOURCE IMPLICATIONS**

The reviewed policy will have no impact on current or future budgets or resourcing. The policy review has been completed within existing operational budgets.

If Council were to consider replacing obsolete footpaths with new footpaths, there would be a significant financial cost to this as it results in an increased level of service. This would also apply if the widths of footpaths were increased from 1.2m to 1.5m as standard (a 25% increase).

### **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

The policy ensures that Council works towards its aim to provide equal access opportunity to all and to not discriminate against people with a disability.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications as a result of adopting the updated policy.

### **COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION**

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

**NADINE NILON**  
**MANAGER TECHNICAL**  
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#### **Attachments:**

- Attachment A:** Current City of Darwin Policy No. 048 – Footpaths.
- Attachment B:** Draft City of Darwin Policy No. 048 – Footpaths and Shared Paths (tracked changes).
- Attachment C:** Draft City of Darwin Policy No. 048 – Footpaths and Shared Paths.
- Attachment D:** Consultation Report.

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Title: *Footpaths*  
Policy No: *048*  
Adopted By: *Council*  
Next Review Date: *23/02/2014*  
Responsibility: *General Manager Infrastructure*  
Document Number: *2118515*

Version	Decision Number	Adoption Date	History
1	20\2501	23/02/10	Adopted
2			
3			
4			

## **1 Policy Summary**

The policy establishes where footpaths are to be provided throughout the municipality, the standards for design and construction and the priorities that Council applies to reconstruction and maintenance programs.

*Part A Footpath Construction for New Developments and Subdivisions*  
*Part B Footpath Construction and Reconstruction for Existing Roads*  
*Part C Footpath Standards*

## **2 Policy Objectives**

The purpose of this policy is to provide guidance to Government, developers and residents on where Council requires footpaths to be provided throughout the municipality, the standards for design and construction and the priorities that Council applies to reconstruction programs and maintenance programs.

## **3 Background**

Council will construct and maintain a footpath network throughout the municipality to provide appropriate pedestrian linkages to properties and public and private facilities in accordance with the following principles:

- Council will aim to provide equal access opportunity to all and will not discriminate against people with a disability.

- New footpath construction will be determined according to the road hierarchy, town planning zones and special needs.
- Reconstruction will be prioritised within budgetary constraints and according to the road hierarchy, town planning zones, special needs and existing footpath condition.
- Along a verge where a footpath is not being provided, a pedestrian corridor must be provided and maintained in accordance with Council's 'Verge' Policy.

#### 4 Policy Statement

This policy does not cover the following:

- paths through parks and other public land that are not road reserve.
- walkways or laneways (refer to "Walkway Policy")
- footpaths used for alfresco dining and other commercial activities
- pedestrian requirements along verges (refer to "Verge Policy").
- cyclepaths and combined pedestrian/cyclepaths.

#### Footpaths Maintenance

The future priority for footpath maintenance **and** reconstruction will be directed towards addressing hazardous footpaths or sections of footpaths in the areas of greatest pedestrian use.

Priorities will be assigned following the annual assessment of the footpath condition survey.

#### Footpath Construction for New Developments and Subdivisions

In new developments and subdivisions a footpath will be provided on:

- (i) one side of the road for local roads
- (ii) both sides of the road for collector roads and above on the road hierarchy
- (iii) the side of the road containing medium to high density residential housing
- (iv) the side of the road containing commercial, special use, industrial and community purpose zonings
- (v) a side of the road to meet a special need.

On the side of a local road where a footpath is not provided, access to all properties must be provided via the driveway in accordance with AS1428 Part 1.

#### Footpath Construction and Reconstruction for Existing Roads

Within financial constraints and priorities based on condition and need, Council will provide a footpath on:

- (i) one side of the road for local roads
- (ii) both sides of the road for collector roads and above on the road hierarchy.
- (iii) the side of the road containing medium to high density residential housing
- (iv) the side of the road containing commercial, special use, industrial and community purpose zonings.
- (v) a side of the road to meet a special need.

# policy

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Where a footpath is not provided, access to all properties must be provided via the driveway in accordance with AS1428 Part 1, subject to physical constraints.

## Footpath Standards

Footpaths shall be designed and constructed in accordance with Aust Roads Guide to Traffic Engineering Practice, Part 13 and Council's Standard Drawings and Specifications. Council's Standard Drawings and Specifications will take precedence over the Aust Roads Guide where they differ. Generally the footpath in a residential or industrial area will be constructed from concrete, be 1.2m wide and offset 300mm from the property boundary with a 1.5% cross-fall, however, the footpath may be located anywhere within the verge width to meet specific local requirements. In a commercial area the footpath will generally be full verge width, except in new developments or redevelopments where substantial softening of those areas with appropriate landscaping is required. Ramps and crossings will generally exceed the minimum requirements of AS1428 Part 1.

Polished and smooth, sealed surfaces, e.g., ceramic tiles will not be approved.

Root barriers will be installed on both sides and along the full length of all new footpaths in new subdivisions and developments. In established road reserves root barriers shall be installed where required during new constructions and reconstructions.

## Visual Aids

Council is still considering the appropriate use of tactile tiles and other forms of grade definition to assist pedestrians with a visual impairment. Developers should approach Council staff to determine requirements on a case by case basis until a position is finalised.

## Lighting

Generally footpaths will be lit from the street lighting system in accordance with AS/NZS 1158.3.1. Where there is no street lighting the footpaths will not be separately lit.

## Removal of Obsolete Footpaths

On local roads where a serviceable footpath has been provided on one side of the road and an existing footpath on the opposite side of the road has deteriorated to such an extent that it is no longer practical to maintain (the obsolete footpath), Council may remove the obsolete footpath and replace it with either gravel or soil and seed depending on the circumstances within that street. If soil and seed is provided, Council will rely on the resident to propagate and maintain the verge. Council may leave an obsolete footpath in place if it does not pose any significant safety concern to the public. Council will provide only minimum maintenance to obsolete footpaths.

If an owner or resident wishes to upgrade their verge, they may remove the obsolete footpath at their expense and upgrade the verge in accordance with Council's "Nature Strip Policy".

### Reconstruction Priorities on Existing Roads

Council's priority is to provide at least one fully compliant footpath in good condition generally throughout the whole of the municipality before commencing reconstruction of footpaths on the opposite side of the road. Exceptions to this will be based on need and merit, e.g. special mobility needs.

Issues to be considered when determining which roads and which sides of the road have highest priority may include but are not limited to the following:

- concentrations of pedestrian and vehicular traffic and potential for conflict,
- access to community, public and commercial facilities,
- preferred pedestrian paths i.e. shortest distance walked,
- linkages to other paths,
- verge vegetation,
- location of services,
- special needs,
- pedestrian links identified in Council strategies,
- other site specific issues.

Footpaths will generally not be constructed adjacent vacant or undeveloped lots due to potential damage caused during subsequent development. If however the footpath is a high usage linkage, or there is a special need mobility issue or there are considerable delays expected in the development of the land, a suitable standard footpath may be provided.

Construction and reconstruction of new footpaths will generally be considered a higher priority than removal of obsolete footpaths unless safety is an issue.

### Access to Commercial Properties

Commercial property owners are required to provide equal access to their building within their property boundaries. Generally ramps will not be approved in the public space, however where only minor changes of grade are required and there is no adverse impact within the road reserve, minor adjustments may be approved at the owners expense.

### Process Advising Residents

- i) Council will send out a standard letter to the owner/resident at the beginning of the financial year advising of Council's intention to construct/reconstruct a footpath on the odd/even numbered side of the road and requesting that any objection to the proposal be lodged within 30 days.
- ii) Approximately 2 weeks prior to construction/reconstruction of the footpath, staff will letterbox residents notifying them of the intended commencement of construction/reconstruction .
- iii) If significant tree/root pruning is required, staff will letterbox drop residents approximately 3 working days in advance advising of impending works (Attachment B to Report Number 07TS0185).

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- iv) If a driveway is more than 50% damaged and is to be reconstructed as part of the footpath reconstruction program, the affected residents are letterboxed 3 days in advance to ensure that appropriate property access is arranged .

Returned results of the first letter will be compiled and any objections will be responded to by staff to try to satisfy the residents concerns. If a street has an overwhelming “no” response i.e. more than 50% of residents oppose the construction / reconstruction it generally will not proceed until such time as there is a change in support from the local residents, unless a special need exists. If there is a strong but not overwhelming objection (20-50% of residents/owners) staff will put a report to Council with a recommendation whether to proceed or not. Residents/owners will be advised of the outcome. If there is weak objection (<20% of residents/owners) staff will advise the residents/owners of our intention to proceed.

During Step 2, staff will try and visit or contact each resident/owner who objects to the construction and try to satisfy their concerns. If the staff member is unable to satisfy their concerns, the objector will be advised to write in formally to Council. The Operations Manager normally responds to these objections with copies going to Ward Aldermen and normally advises that the works would proceed. If a petition is received prior to commencement of construction or if a direction comes from the General Manager Infrastructure or Chief Executive Officer the works are postponed and a report is put to Council. If the works have already begun, a decision may be made to halt the works or proceed depending on the circumstances.

## 5 Legislation, terminology and references

The Alfresco Dining’ Policy’, ‘Verge’ policy and ‘Mitchell Street Precinct Development Policy are relevant as are the City of Darwin Sub Division Guidelines for footpaths in new suburbs.

### Definitions

“Footpath” – paved area within the verge in the road reserve constructed predominantly for pedestrian travel. Unpaved areas are considered to be verge.

“Construction” – construction of a new footpath where one previously did not exist.

“Reconstruction” – replacement of an existing footpath with a new footpath.

“Obsolete Footpath” – on local roads where only one footpath is to be provided on one side of the street, an existing footpath on the opposite non preferred side will be classified as an obsolete footpath.

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Title: *Footpaths and Shared Paths*  
Policy No: 048  
Adopted By: Council  
Next Review Date:  
Responsibility: General Manager Infrastructure  
Document Number: 2118515

Version	Decision Number	Adoption Date	History
1	20\2501	23/02/10	Adopted
2			
3			
4			

## **1 Policy Summary**

This Policy establishes the framework for Council's footpath and shared path pathways network.

## **2 Policy Objectives**

The purpose of this policy is to provide guidance on the provision and care of footpaths and shared paths throughout the municipality. Council seeks to maintain and provide a network of footpaths and shared paths for the community that is safe, provides equal access, and is fit for purpose to encourage cycling and walking.

## **3 Background**

Council provides and maintains footpaths and shared paths to ensure safety, accessibility and connectivity of spaces and to improve access for people of all ages and abilities.

## **4 Policy Statement**

Council will construct and maintain a footpath and shared path network throughout the municipality to provide and improve connectivity to properties and public and private facilities in accordance with the following principles:

- i. Council will provide:
  - a. at least one footpath per local road
  - b. two footpaths on sub arterial roads, primary collector roads, adjacent schools, bus routes and other areas of special need, with one path being a shared path
  - c. footpaths and shared paths of suitable widths to meet access and requirements and be fit for purpose (ie schools, recreation, high usage)
  - d. footpaths and shared paths through parks to provide pedestrian and cyclist networks
  - e. connections to walkways
- ii. Council will develop annual and ongoing programs for the maintenance (including overhanging vegetation), construction, reconstruction and removal of footpaths and shared paths.
- iii. New footpath and shared path construction will be determined within budgetary constraints and prioritised according to special need, demand, road hierarchy, connection and linkages, town planning zones, and area plans.
- iv. Council may remove obsolete footpaths and replace with an appropriate verge material when the path has reached the end of its useful life.
- v. Where a footpath is not provided, a pedestrian corridor must be provided and maintained within the verge.
- vi. Commercial property owners must not compromise the Council's verge and footpath in providing compliant access to their building.
- vii. In locations where a footpath or shared path is not provided, access to properties is provided via the driveway.

## 5 Legislation, terminology and references

The following City of Darwin Policies, Plans and Guidelines are relevant to this Policy;

- Alfresco Dining Policy
- Verge Policy
- Awnings, Balconies and Verandahs Policy
- City of Darwin Subdivision Guidelines
- City of Darwin Standard Drawings
- City of Darwin Community Access Plan
- City of Darwin Bike Plan
- Darwin City Centre Master Plan

The following legislation is relevant to this Policy;

- Disability Discrimination Act 1992
- Relevant Australian Standards

## **Definitions**

**“Construction”** – construction of a new footpath where one previously did not exist.

**“Footpath”** – refers to any formalised and constructed pedestrian access within a road reserve, or Council land such as parks. All footpaths within Darwin’s municipality are able to be used by pedestrians and cyclists.

**“Obsolete Footpath”** – footpaths that have reached the end of their useful life, are no longer serviceable through standard maintenance and are not programmed for future replacement. A serviceable footpath will exist on the other side of the road.

**“Pedestrians”** – within this Policy, pedestrians include all legal footpath users.

**“Reconstruction”** – replacement of an existing footpath with a new footpath, which may also be an upgrade to a different material.

**“Removal”** – removal of an existing footpath.

**“Shared Path”** – includes any path designed with the intention to accommodate both pedestrians and cyclists.

**“Special Need”** – includes any location where pedestrian traffic would be considered to be significant or the users to have limited mobility or require clear guidance.

**“Verge”** – the area from the road surface/kerb to the adjoining property boundary.

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## **1 Policy Summary**

This Policy establishes the framework for Council's footpath and shared path pathways network.

## **2 Policy Objectives**

The purpose of this policy is to provide guidance on the provision and care of footpaths and shared paths throughout the municipality. Council seeks to maintain and provide a network of footpaths and shared paths for the community that is safe, provides equal access, and is fit for purpose to encourage cycling and walking.

## **3 Background**

Council provides and maintains footpaths and shared paths to ensure safety, accessibility and connectivity of spaces and to improve access for people of all ages and abilities.

## **4 Policy Statement**

Council will construct and maintain a footpath and shared path network throughout the municipality to provide and improve connectivity to properties and public and private facilities in accordance with the following principles:

- i. Council will provide:
  - a. at least one footpath per local road
  - b. two footpaths on sub arterial roads, primary collector roads, adjacent schools, bus routes and other areas of special need, with one path being a shared path
  - c. footpaths and shared paths of suitable widths to meet access and requirements and be fit for purpose (ie schools, recreation, high usage)
  - d. footpaths and shared paths through parks to provide pedestrian and cyclist networks
  - e. connections to walkways
- ii. Council will develop annual and ongoing programs for the maintenance (including overhanging vegetation), construction, reconstruction and removal of footpaths and shared paths.
- iii. New footpath and shared path construction will be determined within budgetary constraints and prioritised according to special need, demand, road hierarchy, connection and linkages, town planning zones, and area plans.
- iv. Council may remove obsolete footpaths and replace with an appropriate verge material when the path has reached the end of its useful life.
- v. Where a footpath is not provided, a pedestrian corridor must be provided and maintained within the verge.
- vi. Commercial property owners must not compromise the Council's verge and footpath in providing compliant access to their building.
- vii. In locations where a footpath or shared path is not provided, access to properties is provided via the driveway.

## 5 Legislation, terminology and references

The following City of Darwin Policies, Plans and Guidelines are relevant to this Policy;

- Alfresco Dining Policy
- Verge Policy
- Awnings, Balconies and Verandahs Policy
- City of Darwin Subdivision Guidelines
- City of Darwin Standard Drawings
- City of Darwin Community Access Plan
- City of Darwin Bike Plan
- Darwin City Centre Master Plan

The following legislation is relevant to this Policy;

- Disability Discrimination Act 1992
- Relevant Australian Standards

## **Definitions**

**“Construction”** – construction of a new footpath where one previously did not exist.

**“Footpath”** – refers to any formalised and constructed pedestrian access within a road reserve, or Council land such as parks. All footpaths within Darwin’s municipality are able to be used by pedestrians and cyclists.

**“Obsolete Footpath”** – footpaths that have reached the end of their useful life, are no longer serviceable through standard maintenance and are not programmed for future replacement. A serviceable footpath will exist on the other side of the road.

**“Pedestrians”** – within this Policy, pedestrians include all legal footpath users.

**“Reconstruction”** – replacement of an existing footpath with a new footpath, which may also be an upgrade to a different material.

**“Removal”** – removal of an existing footpath.

**“Shared Path”** – includes any path designed with the intention to accommodate both pedestrians and cyclists.

**“Special Need”** – includes any location where pedestrian traffic would be considered to be significant or the users to have limited mobility or require clear guidance.

**“Verge”** – the area from the road surface/kerb to the adjoining property boundary.



# Community Consultation Report

## Level 2 Consult

***Draft Footpaths and Shared Paths Policy***

April 2017

## **1. BACKGROUND**

City of Darwin Policy No. 048 – Draft Footpaths and Shared Paths was recently reviewed and updated. The Draft Policy was endorsed for the purpose of consultation to seek feedback from the community (Decision No 21\4865).

## **2. APPROACH**

The community consultation plan was consistent with the City of Darwin's Community Consultation Policy 025. It was a Community Wide Level 2 plan designed to provide the community and stakeholders with information about the updated policy, seek their views, and provide feedback on how public input influenced the outcome. The consultation period was for 5 weeks from the 3 February to the 10 March 2017.

The objectives of this consultation program were:

- to present the updated Policy for discussion and feedback
- to understand the community's expectations in relation to the provision of footpaths and shared paths

## **3. METHOD AND TOOLS**

The methods and tools used included:

- Webpage
- Survey
- Letters and emails to stakeholders
- Letters to residents (random selection of 500 residents)
- Fact sheet
- Social media
- Public Notice
- eNewsletter
- NT News One Page Ad

Examples of the methods and tools used is provided at **Appendix A**.

## **4. CONSULTATION RESULTS**

There were 64 survey responses received, one written submission and four email responses.

The most commonly raised issues were:

### **Footpath width**

The most commonly raised concern was that the footpaths are not wide enough, particularly to allow for pedestrians, cyclists, scooters and wheelchairs using the path together and to pass each other safely. There were fifteen comments received raising this concern.

### **Obstruction of paths**

The obstruction of paths by trees, plants and grass from verges and yards. It was suggested that more could be done to make community aware of their responsibility to keep the path clear and enforce this.

## **Crossings and connections**

The pathways are connected and safe crossing facilities are provided with appropriate standards for accessibility.

## **Maintenance**

The maintenance of footpaths needs to be improved, raising concern about uneven and damaged paths.

## **Markings and signage**

There was support for centre line markings and 'keep left' signage or markings on paths (particularly for shared paths).

## **Community choice**

There were three comments that some streets may not be suitable for a footpath and the residents of that street should be able to choose.

## **Path location**

There were two comments that the path should be constructed nearer the road than the fence line to make it safer to avoid cars backing out of driveways

The Northern Territory Government Department of Infrastructure Planning and Logistics submitted feedback to be considered (Letter provided at **Appendix B**):

- That the policy considers the provision of safe pedestrian and cycling crossing facilities to provide connectivity across the path network
- The policy include reference to appropriate connections to adjoining path infrastructure including provision of limits for construction; maintenance responsibilities and conformity of path widths
- The policy include reference to relevant path construction materials such as asphalt and concrete

## **Survey Results Summary**

The full survey results are provided at **Appendix C**.

Respondents were asked to identify where they lived, there were 21% living in Darwin City Centre, 17% in the inner suburbs (The Gardens to The Narrows) 25% in the mid-suburbs (Ludmilla to Nightcliff) and 32% in the northern suburbs. 56% of respondents live in a house/single dwelling and 44% in a unit/flat. There were 74% of respondents who were owners of their residence and 26% were renting tenants.

Of the respondents 60% have a footpath on one side of the street, 32% have a footpath on both sides of the street and 8% have an obsolete footpath on their street.

### Policy Objective

The policy objective is 'Council seeks to maintain and provide a network of footpaths and shared paths for the community that is safe, provides equal access, and is fit for purpose to encourage cycling and walking.'

The objective was strongly supported with 95% of respondents supporting the policy objective and 5% not supporting it.

Comments received included:

<i>We need much more wider paths. Most are single lane &amp; not fit for both cyclist &amp; walkers!</i>
<i>I do have concerns about cyclist going too fast as previously had my dog run over by a cyclist</i>
<i>Yes - but they should also be free of anti-social behaviour - as is out the front on the footpath every day outside Spillet House - broken bottles and people defacing on the footpath</i>
<i>Cycling and walking' is too limited a description, used for wheeled movement including skate boards, wheel chairs etc</i>
<i>Whilst predominately the needs of people with disAbilities are the same as other pedestrians, there are some common issues for scooters, wheelchairs etc (that can be shared by people with prams) that should be explored. Especially as suspect we will continue to experience a growth in scooters, motorised wheel chairs.</i>
<i>How often are paths reviewed ones near my house are uneven and sticking up. Will they be monitored?</i>

### One path per road

The new Footpath and Shared Path Policy commits to Council providing a connected footpath and shared path network by providing a minimum of one path per road across the municipality. 90% of respondents supported this policy statement and 10% were not supportive.

Comments received included:

<i>Bike paths should be separate - especially for the disabled and elderly and all our senior Territorians</i>
<i>The Policy statement should be amended to indicate 'in consultation with the local community'. If the residents don't want a footpath, don't force one on them. Not all quiet, local streets need a footpath, the road can be a shared space for all users.</i>
<i>I live in Stuart park, there are some very quiet streets and cul-de-sacs where a footpath would be impractical and ruin the appearance of a lot of front verges</i>
<i>But some quite streets may choose not to have a concrete path if the road is safe for wheeled movement</i>
<i>If there is a road (for motor vehicles) in an area, it is better to have a minimum of TWO paths per road, ie one foot path on each side of the road. This will alleviate the need for elderly residents and residents who may be sick and are walking somewhere to cross a road in order to access a footpath.</i>
<i>Consideration must be given to wheelchair users that reside on the side of the street without a footpath. Provisions must be in place for safe road crossings, and gradients for accessing footpath from road.</i>
<i>I like the legal capacity to ride bikes safely on footpaths, roads are so dangerous for cyclists</i>

## Two paths

The new Draft Policy also includes increasing the number of paths to two footpaths on sub arterial roads (ie Lee Point Road), primary collector roads (ie Dripstone Road), adjacent schools, bus routes and other areas of special need, with one path being a shared path.

92% of respondents support this policy statement and 8% do not support it.

Comments received included:

*Again - elderly and vision impaired people and our senior Territorians are not mobile to move out of the way for cyclists*

*I don't believe every bus route requires dual footpaths, one shared path could be sufficient*

*In the interest of cost-savings, sub arterial roads, as in Lee Point Road, need not have two footpaths. The other roads and areas may be considered, and can be agreed upon.*

*No they should both be shared paths - this would demonstrate you are genuine about getting people to bicycle.*

## Obsolete footpaths

Respondents were asked if they would prefer for obsolete footpaths to be removed, replaced or maintained.

*\*An obsolete footpath is a footpath that has reached the end of its useful life, is no longer serviceable through standard maintenance and is not programmed for future replacement. A serviceable footpath will exist on the other side of the road.*

55% of respondents would prefer the obsolete footpath is replaced. 30% of respondents would prefer it to be removed and 14% would prefer it to be maintained.

Comments received included:

*It depends on the other footpath - some people incorporate the footpath into their front lawns - so there is no footpath on either side of the road - if one footpath is OK - then I would say remove the old one*

*Makes it safer if we provide as many options for pedestrian, cycling traffic. It has an overall positive effect if we only use the car when we have/need to. Less congestion, less parking hassles, safer for people not in cars. People who don't have a car are less isolated and can participate in the community on easily.*

*Case by case with input from residents in effected areas*

*Get rid of it and replace it with visually aesthetic vegetation and plants. This will add far greater value than ugly paths*

*I have personally observed elderly residents living along my street and they would be walking somewhere regularly. Hence, in the interest of safety, it is preferred to REPLACE the obsolete footpaths, and have one footpath on each side of the road. I am on Musgrave Crescent.*

<i>Remove the damaged path as long as there is a path on the opposite side of the street</i>
<i>No - no footpath is obsolete....bicycling through someone's extended garden is hazardous.</i>
<i>If it's already there do some upkeep and get people up and out</i>

### General Feedback

<i>The footpaths are almost always too thin, for a couple, or a pram, or a bike.</i>
<i>Please separate pedestrians and cyclists for the benefit of both groups</i>
<i>I often walk after dark or before dawn. To assist with fall avoidance I walk on the road not footpath as the footpath is frequently so poorly lit and the road is well lit</i>
<i>Need to create paths that are away enough from houses so their garden doesn't obstruct the walkway</i>
<i>I support centre lines on paths where they are wide enough to reduce conflict. Directional arrows and signs about shared paths, dogs on leads (Walk them on your left) etc. Where a path runs out on one side of the road, a clear crossing to next path would help. Paths and crossings in the CBD to allow continuous foot/bike traffic would help reinvigorate the space.</i>
<i>Make them as wide as possible, lane markings and 'keep left' signage, make them as shady as possible</i>
<i>The policy as such is ok, but the quality of footpaths in the northern suburbs is generally appalling. It is barely possible to walk along one let alone ride a bike. Overgrown vegetation, uneven, too narrow - people cannot walk side by side. A walkable city does not mean just the cbd it should apply to the whole of the municipality. Footpaths have been seriously neglected in favor of "vibrant" projects. Time to change.</i>
<i>Make footpaths wide enough for a wheelchair/scooter or double pram to pass safely</i>
<i>Issues raised by IdA members include; the state of verges, often covered in vegetation. Residents should be responsible for ensuring they maintain the access. Further to this is the issue of vehicles parking across driveways that force people dangerously onto the road and into oncoming traffic. Often people on scooters are blocked completely because the gutter means they have no ramp to get down onto the road. IdA members have raised that residents should be notified by Council why not to do this and the consequences. Further on-going issue is dogs on the fence line, it is not enough to put up a 'dangerous dog' sign, information/incentives for residents to bring dogs back from the fence line.</i>
<i>Suggest the policy includes consultation with the community regarding priorities. Exhibit a list of proposed upgrades annually for community comment.</i>
<i>I believe a shared riding/walking path is highly desirable, I do not believe in the shared vehicle/foot/cycling efforts attempted thus far. I am a cyclist myself and I believe for the safety of all road users that Cyclist be kept off the road and made to ride on the available cycle/shared paths for their own safety. Need a foot/bike path on the full length of any</i>

johnson road that links to Stuart Highway and Tiger Brennan.

Sometimes, there are some footpaths and shared paths that have been obstructed. It is good that enforcement of the good accessibility and availability of this Footpath and Shared Paths be enforced, and hence, such enforceability methods be included into the Policy.

Connections of the paths is key to having a usable network of shared paths. There are multiple instances of bikes and pedestrians having to cross backwards and forwards across roads.

Be mindful of flow across intersections. Often this is dangerous when the entry and exits don't match up and cause the user to zigzag to cross the intersection. Be mindful of hand rail positions. Often these are dangerous for cyclists transitioning from road to path. Perfect example is the hand rail on the Crocadylus side of the roundabout at Vanderlin Drive and McMillans Rd. Barrier rails should follow the curve of the path to avoid the risk of catching handlebars on protruding barrier rails. McMillans Rd path, Knuckey Lagoon is a great example. A cycle/shared path inbound on Bagot Rd would be useful and safer.

Heavy track paths should have a separate cycle-only track built.

Please indicate on all footpaths, shared or otherwise, that you walk on the left side of the footpath so there is no excuse for passing courtesy. Please also make the footpaths wider than the bare minimum so that they can be used by bicyclist & walkers safely. i.e. rut or drop between the edge of the path & the turf/verge is hazardous to bicycle riders so they are reluctant to drop off the path when passing those on foot thus putting everyone in danger. Nor are some of the footpaths wide enough to pass new age perambulators or couples walking together & not prepared to Indian file pass another walker hence they elbow & barge passed as though it is their right to walk beside their partner. I know respect is not something you should have to teach people but you can assist if not by widening the paths then a cheap solution is indicating the rules as you do the markings on the shared paths. Walkers do not want bikes on paths and cars do not want bikes on roads. You the Council and the Government want bicycles and walking to be used by more of us. So get real and make some real changes. Currently what you supply just makes everyone unhealthily angry.

Consider the needs of residents that use mobility devices and how they can safely access footpaths, especially when on the opposite side of the road.

Path should be constructed nearer the road than the fence line to make it safer to avoid cars backing out of drives, particularly where there is no visibility into the yard. Some shared paths are very dangerous and leave Council liable should an accident occur.

The last dot point doesn't really make any sense. If it means that Council will not supply a footpath due to residents objecting to it, couldn't this be included into the dot point above it? "Council may, at its discretion, request that a footpath or shared path construction be reconsidered"

In regard to the draft footpath policy, approval will allow a consistent approach to footpaths, and support having a footpath on at least one side of our street (Green Street), so pedestrians do not have to walk on wet nature strips, or as they do currently, on the street, where they frequently dodge cars.

## **5. CONCLUSION**

This consultation report provides the feedback received from the five week consultation on the Draft Footpaths and Shared Paths Policy.

It is recommended that the next steps are:

- The feedback is considered and any appropriate changes made to the Draft Policy. In particular it is recommended that the following issues raised from the consultation be considered and responded to:
  - Footpath width
  - Obstruction of paths
  - Crossings and connections
  - Maintenance
  - Markings and signage
  - Community choice
  - Path location
- The consultation report and updated Draft Policy be presented to Council for consideration.
- The outcomes of the consultation and final endorsed policy are communicated to the community and directly to those respondents that requested to be kept informed.

## APPENDIX A – METHODS AND TOOLS

### City of Darwin Webpage

The screenshot shows a webpage titled "Draft Footpath and Shared Paths Policy". At the top right are links to "Council Meetings" and "Council Policies". Below the title is a photograph of two people walking on a paved path through a park. A text box states: "Council provides and maintains footpaths and shared paths to ensure safety, accessibility and connectivity of spaces and to improve access for people of all ages and abilities." A section titled "What is the policy about?" contains a detailed description of the policy's purpose and scope. Below this are links for "More information", "Draft Footpath and Shared Paths Policy Fact Sheet", and "Draft Footpath and Shared Path Policy". A large graphic titled "HAVE YOUR SAY" features two smiling speech bubbles, one blue and one green. Below it is a call to action: "We want to hear your views, please complete the following survey to tell us what you think about the policy." A blue button labeled "TAKE THE SURVEY" with two smiley faces is shown. At the bottom, it says "Consultation closes on the 10 March 2017" and provides contact information: "For further information please contact Sheree on 8930 0197 or email [haveyoursay@darwin.nt.gov.au](mailto:haveyoursay@darwin.nt.gov.au)".

### eNewsletter article

The newsletter features a photograph of two people jogging on a path lined with palm trees. The headline reads "Have Your Say: Draft Footpath Policy". The text explains that the City of Darwin provides and maintains footpaths and shared paths to ensure safety, accessibility and connectivity of spaces. It describes the Draft Footpaths and Shared Paths Policy as providing guidance on the provision of footpaths and shared paths within the Darwin municipality. A link "Find out more" is at the bottom.

### NT News Public Notice

**Have Your Say!**  
**Draft Footpath and Shared Path Policy**

Council provides and maintains footpaths and shared paths throughout the municipality. City of Darwin is seeking feedback from the community regarding the Draft Footpath and Shared Path Policy. For further information and to provide your input, go to [darwin.nt.gov.au/footpathpolicy](http://darwin.nt.gov.au/footpathpolicy) or call our Senior Community Engagement Officer on 8930 0197.

## Letter to residents and stakeholders

**CITY OF DARWIN**  
ABN 11 503 313 301

Civic Centre Harry Chan Avenue GPO Box 84 Darwin NT 0800 P 08 8930 0300  
E darwin@darwin.nt.gov.au F 08 8930 0311

10 February 2017 Please quote: 2078949 SJ:da

Mr

Dear Sir / Madam

**Draft Footpaths and Shared Paths Policy – Community Consultation**

City of Darwin provides and maintains footpaths and shared paths to ensure safety, accessibility and connectivity of spaces and to improve access for people of all ages and abilities.

The Draft Footpath and Shared Paths Policy has recently been updated and will guide the provision and care of footpaths and shared paths throughout the Darwin municipality.

Council is seeking the views of the community on the Draft Policy. Please find enclosed a fact sheet with further details including how to provide your feedback.

Your feedback will be included in a consultation report that will be prepared for Council before endorsement of the final Footpath and Shared Paths Policy.

If you have any queries please contact me on 8930 0197 or [s.jeeves@darwin.nt.gov.au](mailto:s.jeeves@darwin.nt.gov.au)

Yours sincerely



**SHEREE JEEVES**  
**SENIOR COMMUNITY ENGAGEMENT OFFICER**

End. Draft Footpath and Shared Paths Policy Fact Sheet

[www.darwin.nt.gov.au](http://www.darwin.nt.gov.au)

### Fact sheet

**HAVE YOUR SAY**

# FACTSHEET

## Draft Footpaths and Shared Paths Policy



**Did you know...**  
There are 550km of footpaths and shared paths in Darwin

City of Darwin provides and maintains footpaths and shared paths to ensure safety, accessibility and connectivity of spaces and to improve access for people of all ages and abilities. The Footpaths and Shared Paths Policy provides guidance on the provision and care of footpaths and shared paths throughout the Darwin municipality. The policy has recently been reviewed and **we want to hear your views!**

### Draft Footpaths and Shared Paths Policy



**What are key points of the draft Policy?**  
Council will provide:

- at least one footpath per local road
- two footpaths on subarterial roads, primary collector roads, bus routes and other areas of special need, with one path being a shared path
- footpaths and shared paths through parks to provide pedestrian and cyclist networks

New footpath and shared path construction will be prioritised according to special need, demand, road hierarchy, connection and linkages, town planning zones, and area plans.

The community will be advised of footpath and shared path construction and reconstruction and Council will be responsive to all feedback received during consultation periods.

**What do you think?**  
**Do you think every road needs a footpath? Do you want paths through parks?**  
We want to know your views! For a copy of the draft Footpaths and Shared Paths Policy and to provide your feedback go to

[darwin.nt.gov.au/footpathpolicy](http://darwin.nt.gov.au/footpathpolicy)

**Have your say by 10 March 2017**

**TAKE THE SURVEY**

**HAVE YOUR SAY**

haveyoursay@darwin.nt.gov.au  
8930 0300 | GPO Box 84 Darwin 0801  
darwin.nt.gov.au

**CITY OF DARWIN**

haveyoursay@darwin.nt.gov.au  
8930 0300 | GPO Box 84 Darwin 0801  
darwin.nt.gov.au

**CITY OF DARWIN**

## Facebook Post

 **City of Darwin**  
Published by Slobhan Tootell [?] · February 3 at 9:21am · [Comment](#)

Do you think every Darwin road should have a footpath?  
We're after foot for thought on our Draft Footpaths and Shared Path Policy. Key points of the draft policy include Council's commitment to provide one footpath per local road and shared paths through parks for pedestrians and cyclists. Don't tread lightly, visit our website and have your say.



Draft Footpath and Shared Paths Policy | City of Darwin  
The Draft Footpaths and Shared Paths Policy provides guidance on the provision and care of footpaths and shared paths throughout the Darwin municipality.

[DRAFTFOOTPATHS.DARWIN.CITY.COUNCIL.UK](#)

# Survey

## Draft Footpaths and Shared Paths Policy

Council provides and maintains footpaths and shared paths to ensure safety, accessibility and connectivity of spaces and to improve access for people of all ages and abilities.

The Draft Footpaths and Shared Paths Policy provides guidance on the provision and care of footpaths and shared paths throughout the Darwin municipality.

Thank you for completing this survey to help us understand the views of the community. Your feedback will be included in a consultation report that will be prepared for Council before endorsement of the final policy. The consultation report will be available on Council's website.

1. Where do you live?

2. Do you live in a;

- House/single dwelling
- Unit/flat in a block with others

Other (please specify)

3. Are you a;

- Owner/rate payer
- Renting tenant

Other (please specify)

4. Do you;

- Have a footpath on one side of your street
- Have a footpath on both sides of your street
- Have an obsolete\* footpath on your street (\*An obsolete footpath is a footpath that has reached the end of its useful life, is no longer serviceable through standard maintenance and are not programmed for future replacement. A serviceable footpath will exist on the other side of the road. Obsolete footpaths in the Darwin municipality are often old bitumen paths that are significantly worn.)

Other (please specify)

5. What do you use the footpath and shared path network for?

- Exercise (running/jogging/walking)
- Cycling (recreational)
- Cycling (transit)
- To get to destinations i.e. to schools, shops, parks, work

Other (please specify)

6. The Draft Footpath and Shared Path Policy Objective is: Council seeks to maintain and provide a network of footpaths and shared paths for the community that is safe, provides equal access, and is fit for purpose to encourage cycling and walking.

Do you support the Policy Objective?

Yes

No

Comment

7. The new Footpath and Shared Path Policy commits to Council providing a connected footpath and shared path network by providing a minimum of one path per road across the municipality.

Do you support this Policy statement?

Yes

No

Comment

8. The new Draft Policy also includes increasing the number of paths to two footpaths on sub arterial roads (ie Lee Point Road), primary collector roads (ie Dripstone Road), adjacent schools, bus routes and other areas of special need, with one path being a shared path.

Do you support this policy statement?

Yes

No

Comment

9. If you have an obsolete footpath on your street, would you prefer that it be:

*\*An obsolete footpath is a footpath that has reached the end of its useful life, is no longer serviceable through standard maintenance and is not programmed for future replacement. A serviceable footpath will exist on the other side of the road. Obsolete footpaths in the Darwin municipality are often old bitumen paths that are significantly worn.*

Removed

Replaced

Maintained

Comment

10. Do you have any other feedback on the Draft Footpath and Shared Path Policy?

11. If you would like to be kept informed of the consultation outcomes and the final policy, please provide your email address below:

## APPENDIX B - DIPL LETTER



DEPARTMENT OF  
INFRASTRUCTURE, PLANNING  
AND LOGISTICS

Mr Brendan Dowd  
Chief Executive Officer  
City of Darwin  
GPO Box 84  
Darwin NT 0801

**Chief Executive**  
Level 5 Energy House  
18-20 Cavenagh Street  
DARWIN NT 0800

**Postal Address**  
GPO Box 1680  
DARWIN NT 0801

T 08 8924 7029  
[E andrew.kirkman@nt.gov.au](mailto:E andrew.kirkman@nt.gov.au)

**File Ref:** 2017/0287-0003~0002

*Brendan*  
Dear Mr Dowd

### Re: Draft Footpaths and Shared Paths Policy

I am writing to provide comments from the Department of Infrastructure, Planning and Logistics regarding the City of Darwin's draft Footpaths and Shared Paths Policy.

As you are aware, the Department manages and maintains a network of footpaths and shared paths as part of the arterial road network and it is important that the arterial and local path networks are integrated to ensure connectivity and continuity of standard. In this context, the Department would like to provide the following comments on the draft Policy:

- It is suggested that the policy considers the provision of safe pedestrian and cycling crossing facilities to provide connectivity across the path network;
- It is recommended that the policy includes reference to appropriate connections to adjoining path infrastructure including provision of limits for construction; maintenance responsibilities and conformity of path widths; and
- It is suggested that the policy could include reference to relevant path construction materials such as asphalt and concrete.

Thank you for providing the opportunity to comment on the draft Policy and if you require any further information, please do not hesitate to contact Ms Jo Cruickshank, Senior Policy Officer, on 8924 7163 or [jo.cruickshank@nt.gov.au](mailto:jo.cruickshank@nt.gov.au)

Yours sincerely,

*thomas*  
Andrew Kirkman  
Chief Executive

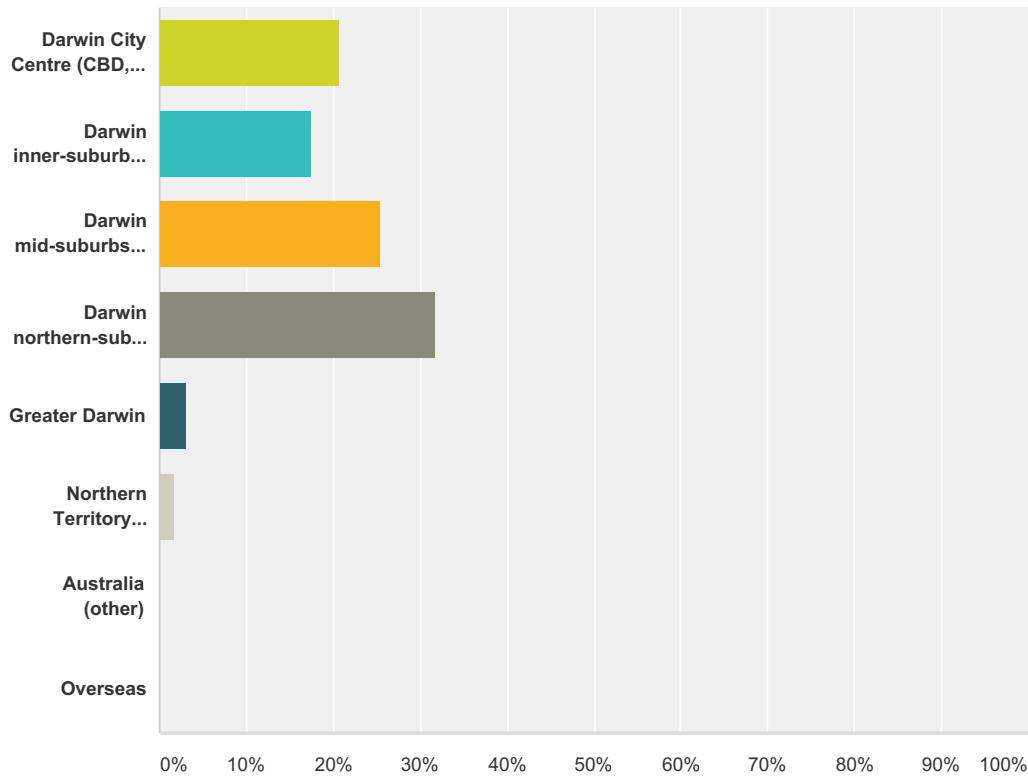
9 March 17

# APPENDIX C - SURVEY RESULTS

## Draft Footpaths and Shared Paths Policy

### Q1 Where do you live?

Answered: 63 Skipped: 1

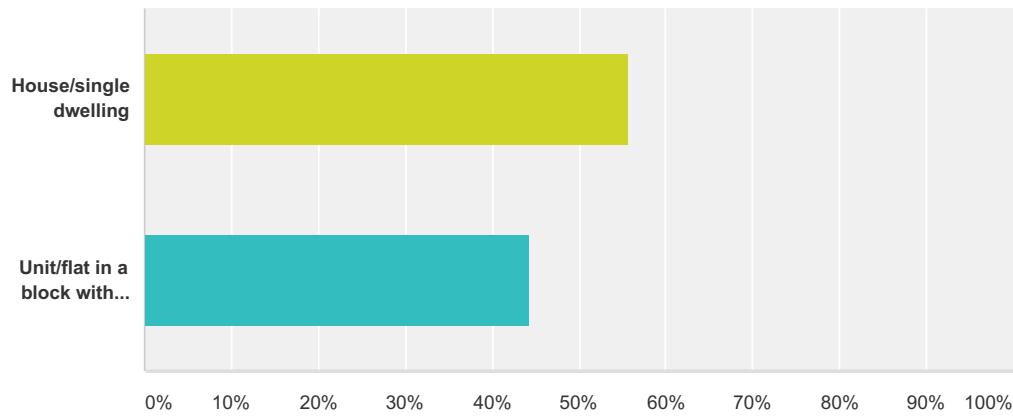


Answer Choices	Responses
Darwin City Centre (CBD, Waterfront, Cullen Bay, Frances Bay, Larrakeyah)	20.63% 13
Darwin inner-suburbs (The Gardens, Stuart Park, Parap, Woolner, Bayview, Fannie Bay, The Narrows)	17.46% 11
Darwin mid-suburbs (Nightcliff, Millner, Rapid Creek, Coconut Grove, Ludmilla)	25.40% 16
Darwin northern-suburbs (Alawa, Anula, Berrimah, Karama, Leanyer, Malak, Marrara, Moil, Jingili, Tiwi, Brinkin, Wagaman, Wanguri, Wulagi)	31.75% 20
Greater Darwin	3.17% 2
Northern Territory (other)	1.59% 1
Australia (other)	0.00% 0
Overseas	0.00% 0
<b>Total</b>	<b>63</b>

### Q2 Do you live in a;

Answered: 61 Skipped: 3

## Draft Footpaths and Shared Paths Policy

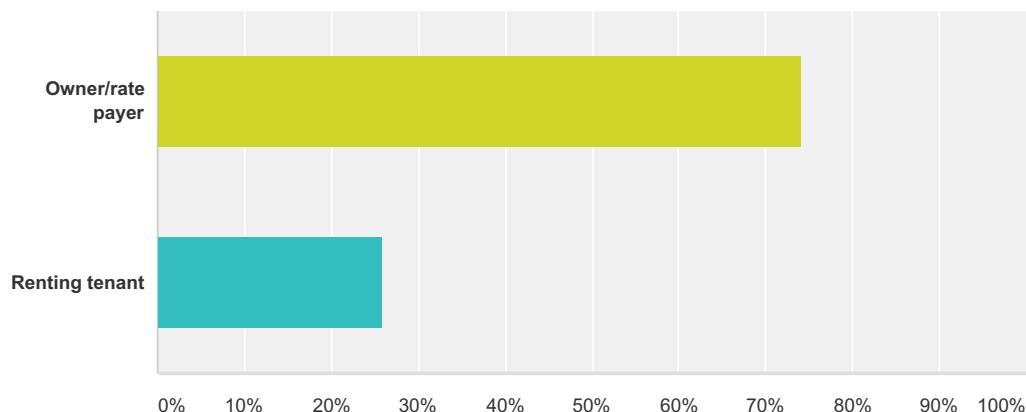


Answer Choices		Responses	
House/single dwelling		55.74%	34
Unit/flat in a block with others		44.26%	27
<b>Total</b>			<b>61</b>

#	Other (please specify)	Date
1	Nightcliff Community Centre	3/2/2017 10:10 AM
2	Semi-detached House	2/18/2017 11:41 AM
3	Boat	2/3/2017 9:07 AM

### Q3 Are you a;

Answered: 62 Skipped: 2



Answer Choices		Responses	
Owner/rate payer		74.19%	46
Renting tenant		25.81%	16
<b>Total</b>			<b>62</b>

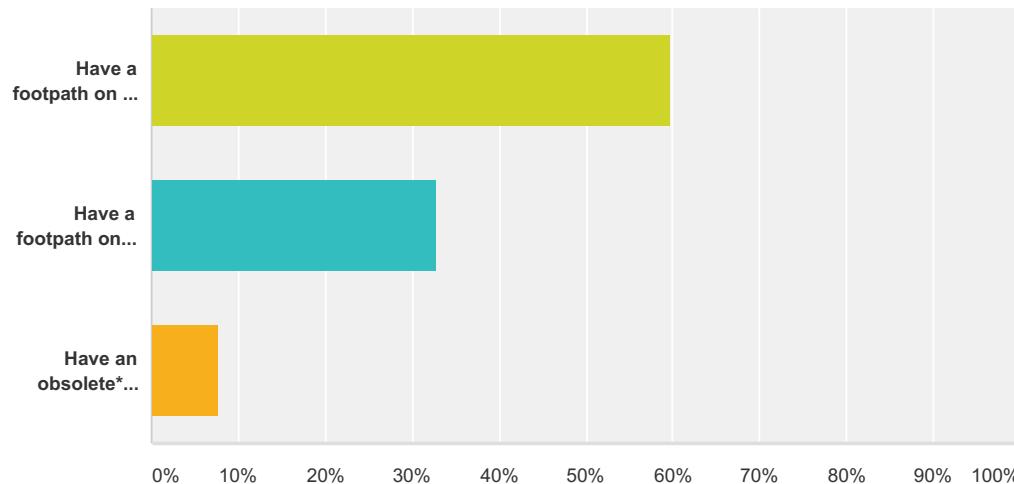
#	Other (please specify)	Date
1	Defence - Larrakeyah	3/9/2017 5:29 PM

## Draft Footpaths and Shared Paths Policy

2	Integrated disAbility Action	3/2/2017 10:10 AM
3	does this mean if I was a renter my opinion weightless???	2/9/2017 2:55 PM

### Q4 Do you;

Answered: 52 Skipped: 12



Answer Choices	Responses
Have a footpath on one side of your street	59.62% 31
Have a footpath on both sides of your street	32.69% 17
Have an obsolete* footpath on your street (*An obsolete footpath is a footpath that has reached the end of its useful life, is no longer serviceable through standard maintenance and are not programmed for future replacement. A serviceable footpath will exist on the other side of the road. Obsolete footpaths in the Darwin municipality are often old bitumen paths that are significantly worn.)	7.69% 4
<b>Total</b>	<b>52</b>

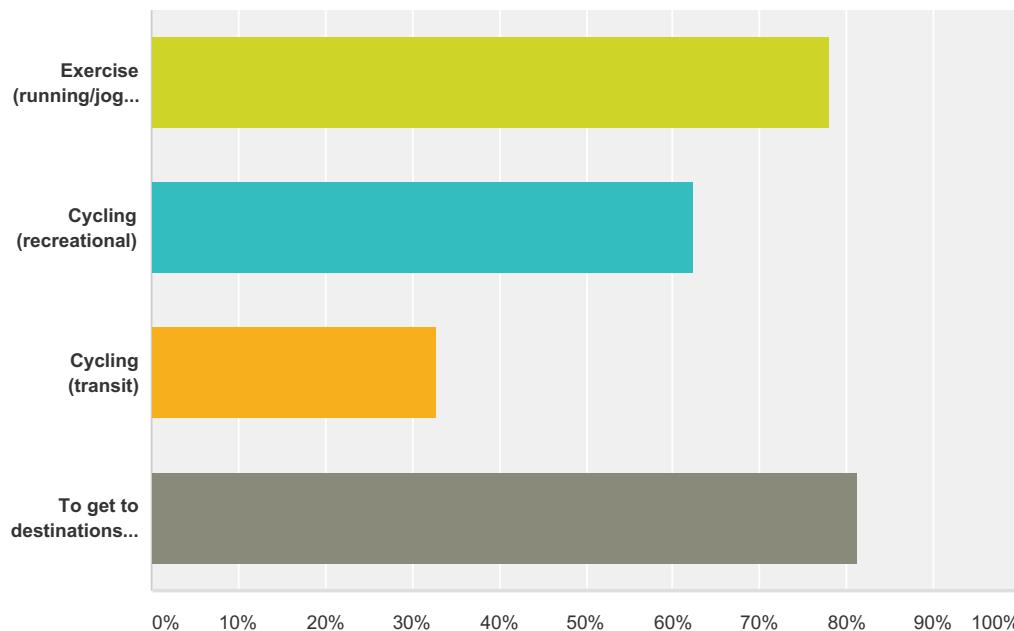
#	Other (please specify)	Date
1	I'm on Arthur street. I don't think there's a footpath on either side but maybe on the opposite side to us...	3/10/2017 12:08 PM
2	There appears to be no footpath at 91 McMinn st going down hill to the gardens on either side.	3/10/2017 11:18 AM
3	None	3/10/2017 9:34 AM
4	Corner block. 1 side has 2 footpaths and other dose has no footpaths.	3/9/2017 5:20 PM
5	Nil footpath on my street	3/9/2017 11:01 AM
6	no foot path available both sides of our street.	3/9/2017 10:27 AM
7	we also have Poincana Park at the front of our building - COTA NT	3/3/2017 10:49 AM
8	none on either side	3/2/2017 10:49 AM
9	No footpath	2/28/2017 9:24 PM
10	Mostly on one side, but it varies as to which side it is on and sometimes there are parallel footpaths	2/17/2017 11:28 AM
11	No footpath	2/14/2017 11:16 AM
12	The footpath on the northside of the street is useless & dangerous to ride a bicycle on	2/9/2017 2:55 PM

## Draft Footpaths and Shared Paths Policy

13	No footpath	2/3/2017 9:39 AM
14	Used to have both but The lady across the street ripped up the footpath about 5 year ago	2/2/2017 9:11 PM

### Q5 What do you use the footpath and shared path network for?

Answered: 64 Skipped: 0

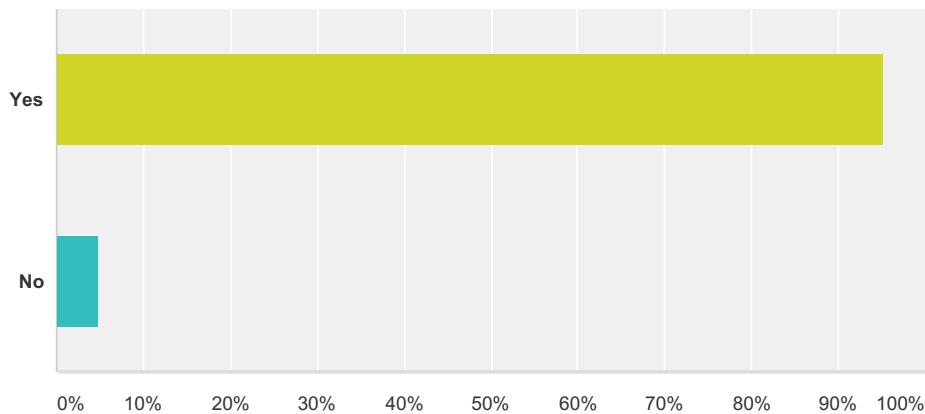


Answer Choices		Responses	
Exercise (running/jogging/walking)		78.13%	50
Cycling (recreational)		62.50%	40
Cycling (transit)		32.81%	21
To get to destinations i.e. to schools, shops, parks, work		81.25%	52
<b>Total Respondents: 64</b>			

#	Other (please specify)	Date
1	Roller Skating	3/9/2017 11:41 AM
2	walking dogs and my children.	3/9/2017 10:27 AM
3	People use it to get to their work and also to get into Spillet House	3/3/2017 10:49 AM
4	Our members visit our office	3/2/2017 10:10 AM
5	pushing a pram	2/16/2017 1:38 PM
6	to visit friends	2/6/2017 12:42 PM
7	Push scooters for my kids.	2/4/2017 6:18 AM
8	With pram	2/3/2017 10:30 AM
9	walking my dogs	2/3/2017 8:43 AM

**Q6 The Draft Footpath and Shared Path Policy Objective is: Council seeks to maintain and provide a network of footpaths and shared paths for the community that is safe, provides equal access, and is fit for purpose to encourage cycling and walking. Do you support the Policy Objective?**

Answered: 63 Skipped: 1



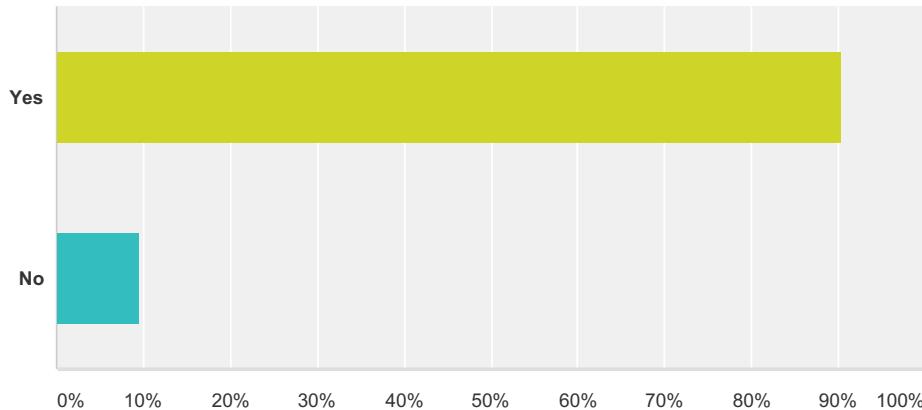
Answer Choices	Responses	
Yes	95.24%	60
No	4.76%	3
<b>Total</b>		<b>63</b>

#	Comment	Date
1	Shaing paths with pedestrians and bicycles is not good for either group.	3/10/2017 11:54 AM
2	I do have concerns about cyclist going too fast as previously had my dog run over by a cyclist	3/9/2017 10:27 AM
3	Yes - but they should also be free of anti social behaviour - as is out the front on the footpath every day outside Spillett House - broken bottles and people defacing on the footpath	3/3/2017 10:49 AM
4	Whilst predominately the needs of people with disabilities are the same as other pedestrians, there are some common issues for scooters, wheelchairs etc (that can be shared by people with prams) that should be explored. Especially as suspect we will continue to experience a growth in scooters, motorised wheel chairs.	3/2/2017 10:10 AM
5	Additional : The Policy Objective should encompass more details.	2/18/2017 11:41 AM
6	We need much more wider paths . Most are single lane & not fit for both cyclist & walkers!	2/10/2017 11:56 AM
7	shared bike paths are not the only paths I must ride to get to my destination, The footpaths	2/9/2017 2:55 PM
8	'Cycling and walking' is too limited a description, used for wheeled movement including skate boards, wheel chairs etc	2/6/2017 12:42 PM
9	Great aim - safe and encourage exercise.	2/4/2017 6:18 AM
10	It engages with the public health approach of increasing exercise to reduce obesity and increase mental health and resilience as well as increasing good neighborhood behaviours	2/3/2017 11:01 AM
11	how often are paths reviewed ones near my house are uneven and sticking up. will they be monitored?	2/3/2017 8:43 AM

## Draft Footpaths and Shared Paths Policy

### **Q7 The new Footpath and Shared Path Policy commits to Council providing a connected footpath and shared path network by providing a minimum of one path per road across the municipality. Do you support this Policy statement?**

Answered: 63 Skipped: 1



Answer Choices		Responses	
Yes		90.48%	57
No		9.52%	6
<b>Total</b>			<b>63</b>

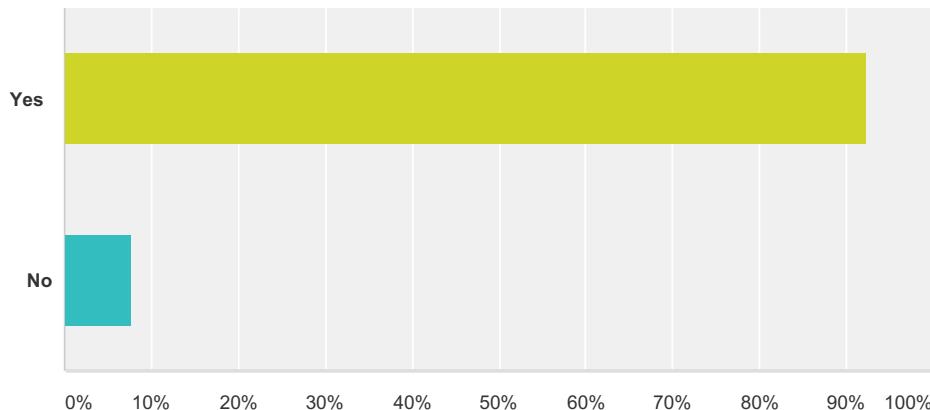
#	Comment	Date
1	I walk on the road when i go down streets without footpaths. I believe my risk of falling is greater on the verge than the road. They are often quiet with little traffic	3/10/2017 11:45 AM
2	Foothpaths should be on both the sides of the road	3/10/2017 10:31 AM
3	Bike paths should be seperate - especially for the disabled and elderly and all our senior territorians	3/3/2017 10:49 AM
4	Can I choose maybe? Need more shared paths, the paths around much of Nightcliff (particularly around schools) are thin. Near accidents between bikes, pedestrians, scooters are common, particularly around sharp corners. Sure could look at bike lanes on the roads as long as they have barracades, don't feel it is safe to let my kids ride on the roads. Even feel unsafe on the footpath on Tower Road with the way cars power down that road.	3/2/2017 10:10 AM
5	The Policy statement should be amended to indicate 'in consultation with the local community. If the residents don't want a footpath, dont force one on them. Not all quiet, local streets need a footpath, the road can be a shared space for all users.	2/28/2017 9:24 PM
6	Need a foot/bike path on the full length of amy johnson road that links to Stuart Highway and Tiger Brennan.	2/18/2017 6:12 PM
7	If there is a road (for motor vehicles) in an area, it is better to have a minimum of TWO paths per road, ie one foot path on each side of the road. This will alleviate the need for elderly residents and residents who may be sick and are walking somewhere to cross a road in order to access a foot path.	2/18/2017 11:41 AM
8	I live in Stuart park, there are some very quiet streets and culdersacs where a footpath would be impractical and ruin the appearance of a lot of front verges	2/16/2017 1:38 PM
9	How about some bike racks in cavenagh & Mitchell streets ????	2/10/2017 11:56 AM
10	Consideration must be given to wheelchair users that reside on the side of the street without a footpath. Provisions must be in place for safe road crossings, and gradients for accessing footpath from road.	2/7/2017 2:16 PM

## Draft Footpaths and Shared Paths Policy

11	but some quite streets may choose not to have a concrete path if the road is safe for wheeled movement	2/6/2017 12:42 PM
12	Sounds good. Do other councils have that?	2/4/2017 6:18 AM
13	I like the legal capacity to ride bikes safely on footpaths, roads are so dangerous for cyclists	2/3/2017 11:01 AM
14	yes but if there is only one shouldnt it be of quality good enough for disabled access? many in Darwin are not.	2/3/2017 8:43 AM
15	Think it needs to be on both sides	2/2/2017 9:11 PM

**Q8 The new Draft Policy also includes increasing the number of paths to two footpaths on sub arterial roads (ie Lee Point Road), primary collector roads (ie Dripstone Road), adjacent schools, bus routes and other areas of special need, with one path being a shared path. Do you support this policy statement?**

Answered: 64   Skipped: 0



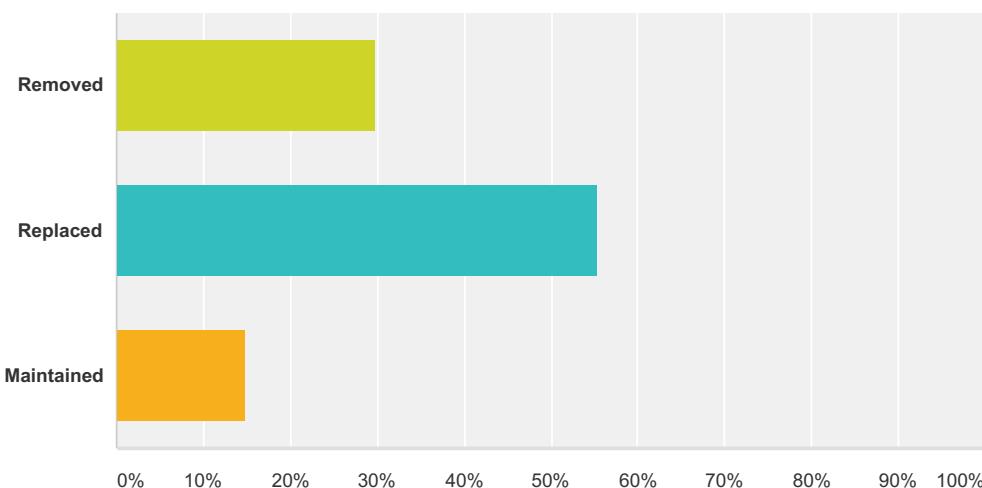
Answer Choices		Responses	
Yes		92.19%	59
No		7.81%	5
Total			64

#	Comment	Date
1	Very needed!	3/9/2017 8:46 PM
2	Again - elderly and vision impaired people and our senior territorians are not mobile to move out of the way for cyclists	3/3/2017 10:49 AM
3	I don't believe every bus route requires dual footpaths, one shared path could be sufficient	2/23/2017 7:59 PM
4	There needs to be a foot path that can join from the end of muirhead/Lyons to the bottom of Casuarina Coastal Reserve, There is a fair amount of recreational traffic and the existing road is too dangerous to ride on due to a lack of speed restricting	2/18/2017 6:12 PM
5	In the interest of cost-savings, sub arterial roads, as in Lee Point Road, need not have two footpaths. The other roads and areas may be considered, and can be agreed upon.	2/18/2017 11:41 AM
6	No they should both be shared paths - this would demonstrate you are genuine about getting people to bicycle.	2/9/2017 2:55 PM
7	Yes I see a number of other cyclists and easier sharing with pedestrians would be good.	2/4/2017 6:18 AM

**Q9 If you have an obsolete footpath on your street, would you prefer that it be:**\*An obsolete footpath is a footpath that has reached the end of its useful life, is no longer serviceable through standard maintenance and is not programmed for future replacement. A serviceable footpath will exist on the other side of the road.

**Obsolete footpaths in the Darwin municipality are often old bitumen paths that are significantly worn.**

Answered: 47 Skipped: 17



Answer Choices		Responses	
Removed		29.79%	14
Replaced		55.32%	26
Maintained		14.89%	7
<b>Total</b>			<b>47</b>

#	Comment	Date
1	An overall 'straightening up' of the McMin St path.	3/10/2017 12:28 PM
2	Not applicable	3/10/2017 11:54 AM
3	replace with gardens	3/9/2017 11:41 AM
4	It depends on the other footpath - some people incorporate the footpath into their front laws - so there is no footpath on either side of the road - if one footpath is OK - then I wuld say remove the old one	3/3/2017 10:49 AM
5	Makes it safer if we provide as many options for pedestrian, cycling traffic. It has an overall positive effect if we only use the car when we have/need to. Less congestion, less parking hassels, safer for people not in cars. People who don't have a car are less isolated and can participate in the community on easily.	3/2/2017 10:10 AM
6	Case by case with input from residents in effected areas	2/21/2017 9:21 PM

## Draft Footpaths and Shared Paths Policy

7	Get rid of it and replace it with visually aesthetic vegetation and plants. This will add far greater value than ugly paths	2/18/2017 6:12 PM
8	Truscott street and also Cahill streets need replacing both sides of these streets.	2/18/2017 2:58 PM
9	I have personally observed elderly residents living along my street and they would be walking somewhere regularly. Hence, in the interest of safety, it is preferred to REPLACE the obsolete footpaths, and have one footpath on each side of the road. I am on Musgrave Crescent.	2/18/2017 11:41 AM
10	Remove the damaged path as long as there is a path on the opposite side of the street	2/12/2017 4:23 PM
11	In parts the footpath is raised due to tree roots& movement. "Danger hats" have been on the sections for over a year now. The path is very narrow & safer to walk on the road.	2/10/2017 11:56 AM
12	No - no footpath is obsolete....bicycling through someone's extended garden is hazardous.	2/9/2017 2:55 PM
13	Bathurst Street Leanyer footpath needs urgent attention, as there are light poles installed IN the footpath, meaning kids on bikes or parents with prams have to wheel around light poles onto the road as there are always cars parked on the nature strips. Please fix urgently!!!! This has been reported many times to local council members as well as Nicole Manison. Just fix the footpath!! Its used everyday by LOTS of people, adults, children walking or cycling to Lee Point to catch the bus or to school and its a heavily used road for cars looking for quick access to Lee Point road. Its only a matter of time before a car hits someone who has had to walk on the street around these light poles as there isn't enough concrete for them!!	2/3/2017 7:49 PM
14	If it's already there do some upkeep and get people up and out	2/3/2017 11:01 AM
15	how many paths are obsolete and are the community informed early enough that it is becoming obselete?	2/3/2017 8:43 AM

### Q10 Do you have any other feedback on the Draft Footpath and Shared Path Policy?

Answered: 38 Skipped: 26

#	Responses	Date
1	The footpaths are almost always too thin, for a couple, or a pram, or a bike.	3/10/2017 3:40 PM
2	Please provide a footpath along Bishop Street - from Snell Street intersection to the Operations Centre. This road is a busy raod and can be dangerous whilst trying to ride or walk to work.	3/10/2017 1:21 PM
3	PLease separate pedestrians and cyclists for the benefit of both groups	3/10/2017 11:54 AM
4	I often walk after dark or before dawn. To assist with fall avoidance I walk on the road not footpath as the footpath is frequently so poorly lit and the road is well lit	3/10/2017 11:45 AM
5	Ease survey your footpaths, some areas do not seem to be covered eg. Cashman St.	3/10/2017 11:18 AM
6	Foothpath on Hudson Fysh Avenue, need maintenance	3/10/2017 10:31 AM
7	Make them wider and perhaps maintain the ones you already have a bit better	3/10/2017 9:34 AM
8	Need to create paths that are away enough from houses so their garden doesn't obstruct the walkway	3/9/2017 8:46 PM
9	I support centre lines on paths where they are wide enough to reduce conflict. Directional arrows and signs about shared paths, dogs on leads (Walk them on your left) etc. Where a path runs out on one side of the road, a clear crossing to next path would help. Paths and crossings in the CBD to allow continuous foot/bike traffic would help reinvigorate the space.	3/9/2017 5:29 PM
10	Make them as wide as possible, lane markings and 'keep left' signage, make them as shady as possible	3/9/2017 3:10 PM
11	Please make paths consistent and smooth. For roller skating, loose gravel, bumps, concrete creases etc are a huge hindrance.	3/9/2017 11:41 AM
12	please be mindful that cyclists on footpaths can be dangerous	3/9/2017 10:27 AM
13	The policy as such is ok, but the quality of footpaths in the northern suburbs is generally appaling. It is barely possible to walk along one let alone ride a bike. Overgrown vegetation, uneven, too narrow - people cannot walk side by side, A walkable city does not mean just the cbd it should apply to the whole of the municipality. Footpaths have been seriously neglected in favor of "vibrant" projects. Time to change.	3/4/2017 4:58 PM
14	make footpaths wide enough for a wheelchair/scooter or double pram to pass safely	3/2/2017 10:49 AM

## Draft Footpaths and Shared Paths Policy

15	Issues raised by IdA members include; the state of verges, often covered in vegetation. Residents should be responsible for ensuring they maintain the access. Further to this is the issue of vehicles parking across driveways that force people dangerously onto the road and into oncoming traffic. Often people on scooters are blocked completely because the gutter means they have no ramp to get down onto the road. IdA members have raised that residents should be notified by Council why not to do this and the consequences. Further on-going issue is dogs on the fence line, it is not enough to put up a 'dangerous dog' sign, information/incentives for residents to bring dogs back from the fence line.	3/2/2017 10:10 AM
16	Suggest the policy includes consultation with the community regarding priorities. Exhibit a list of proposed upgrades annually for community comment.	2/28/2017 9:24 PM
17	I believe a shared riding/walking path is highly desirable, I do not believe in the shared vehicle/foot/cycling efforts attempted thus far. I am a cyclists myself and I believe for the safety of all road users that Cyclist be kept off the road and made to ride on the available cycle/shared paths for their own safety. Need a foot/bike path on the full length of Amy Johnson road that links to Stuart Highway and Tiger Brennan.	2/18/2017 6:12 PM
18	Sometimes, there are some footpaths and shared paths that have been obstructed. It is good that enforcement of the good accessibility and availability of this Footpath and Shared Paths be enforced, and hence, such enforceability methods be included into the Policy.	2/18/2017 11:41 AM
19	Connections of the paths is key to having a usable network of shared paths. There are multiple instances of bikes and pedestrians having to cross backwards and forwards across roads.	2/17/2017 11:28 AM
20	we really need a footpath on Dinah beach road, duke street end	2/16/2017 1:38 PM
21	The Shared Path Policy is a uniquely Territorian policy, with minimal conflict between Shared Path users. It is a policy that should be retained.	2/14/2017 11:16 AM
22	Be mindful of flow across intersections. Often this is dangerous when the entry and exits don't match up and cause the user to zigzag to cross the intersection. Be mindful of hand rail positions. Often these are dangerous for cyclists transitioning from road to path. Perfect example is the hand rail on the Crocadylus side of the roundabout at Vanderlin Drive and McMillans Rd. Barrier rails should follow the curve of the path to avoid the risk of catching handlebars on protruding barrier rails. McMillans Rd path, Knuckey Lagoon is a great example. A cycle/shared path inbound on Bagot Rd would be useful and safer.	2/13/2017 9:14 AM
23	if a park is small I don't believe a footpath is needed through the park e.g. Bill Bell Park or Sunset park. These parks are adequately serviced by existing paths.. For large parks	2/12/2017 4:23 PM
24	Heavy track paths should have a separate cycle-only track built.	2/10/2017 9:44 PM
25	A wide foot/cyclist path is needed along Francis Bay road between Gonzales st & Dinah road. We don't have a path and People have to walk on the road	2/10/2017 11:56 AM
26	Please indicate on all footpaths, shared or otherwise, that you walk on the left side of the footpath so there is no excuse for passing courtesy. Please also make the footpaths wider than the bare minimum so that they can be used by bicyclists & walkers safely. ie rut or drop between the edge of the path & the turf/verge is hazardous to bicycle riders so they are reluctant to drop off the path when passing those on foot thus putting everyone in danger. Nor are some of the footpaths wide enough to pass new age parambulators or couples walking together & not prepared to Indian file pass another walker hence they elbow & barge past as though it is their right to walk beside their partner. I know respect is not something you should have to teach people but you can assist if not by widening the paths then a cheap solution is indicating the rules as you do the markings on the shared paths. Walkers do not want bikes on paths and Cars do not want bikes on roads. You the Council and the Government want bicycles and walking to be used by more of us. So get real and make some real changes. Currently what you supply just makes everyone unhealthily angry.	2/9/2017 2:55 PM
27	Consider the needs of residents that use mobility devices and how they can safely access footpaths, especially when on the opposite side of the road.	2/7/2017 2:16 PM
28	path should be constructed nearer the road than the fence line to make it safer to avoid cars backing out of drives, particularly where there is no visibility into the yard. Some shared paths are very dangerous and leave Council liable should an accident occur.	2/6/2017 12:42 PM
29	It would be great if gardens near footpaths can be maintained eg Packard Street, Larrakeyah. My kids say they don't like riding through the jungle! This footpath also requires repair.	2/4/2017 9:24 PM
30	Safety is an aim. The biggest danger is footpaths right beside front fences so there's no visibility for backing cars. A law suite waiting to happen. If it hasn't. Unique to Darwin.	2/4/2017 6:18 AM

## Draft Footpaths and Shared Paths Policy

31	Bathurst Street Leanyer footpath needs urgent attention, as there are light poles installed IN the footpath, meaning kids on bikes or parents with prams have to wheel around light poles onto the road as there are always cars parked on the nature strips. Please fix urgently!!!! This has been reported many times to local council members as well as Nicole Marison. Just fix the footpath!! Its used everyday by LOTS of people, adults, children walking or cycling to Lee Point to catch the bus or to school and its a heavily used road for cars looking for quick access to Lee Point road. Its only a matter of time before a car hits someone who has had to walk on the street around these light poles as there isn't enough concrete for them!!	2/3/2017 7:49 PM
32	Not only does the footpaths need to be maintained (the tree roots play havoc with the surface) but the grass and trees need to be trimmed so it's possible to pass safely without risk of snakes or getting hit in the face by low branches	2/3/2017 11:01 AM
33	More footpaths on both sides of the road that are well lit	2/3/2017 9:48 AM
34	Trees should also be considered and planted at the time of works/maintenance	2/3/2017 9:39 AM
35	The footpaths on Mitchell Street and Daly Street are very narrow and do not allow people to comfortably pass each other (especially near the Michell/Daly carpark	2/3/2017 9:28 AM
36	As a cyclist shared paths should be marked with centre lines. The existence of a centre line changes pedestrian behaviour considerably for better bike pedestrian interactions	2/3/2017 9:07 AM
37	what is the level of maintenance required of footpaths? my neighbours have so much vegetation overgrowing the path it is not accessible.	2/3/2017 8:43 AM
38	Yes the paths need to be cleaned I do mine every year but more needs to be done	2/2/2017 9:11 PM