

# Pathways Prioritisation Guidelines

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Review Frequency	4 yearly (prior to asset audit) or as required
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File Number	18.63.001
Responsible Division	Environment
Related Documents	Pathway Policy ( <i>in development – not yet published</i> ) Pathway Master Plan Long Term Financial Plan Asset Management Plan A2040 Four Year Plan
Applicable Legislation	

## Strategies and Policies

Alexandrina's A2040 Strategic Plan reflects the objectives and strategic direction of the region based on consultation and response from the community through village conversations and various forms of consultation. It informs and aides Council's decisions regarding service provision, community assets, projects and programs.

Council's Long Term Financial Plan and Asset Management Plan are guided by the strategic direction of the A2040 Plan and are aligned to the aspirations within. The Pathway Prioritisation Guidelines will form part of the Strategic Asset Management Plan and, as such, deliver outcomes that are consistent with the A2040 Plan.

The Pathway Policy will provide the guiding framework of requirements in the provision and ongoing management of a network of Pathways.

## Council's Support

This Pathway Prioritisation Guidelines, as endorsed by Council, will enable the assessment and development of a current and updated Pathway Master Plan consistent with the outcomes of the A2040 Strategic Plan.

Yearly Pathway plans will be developed, from the Pathway Master Plan and prioritised additions, and submitted to Council for review, feedback and adoption as part of the budget approval process.

## Asset Management Plans

The Transport Asset Management Plan (Roads, Kerbs, Pathways, Bridges and Major Culverts) details the relevant information to provide financially sustainable agreed levels of service whilst outlining associated risks.

Asset management planning is a dynamic process. The continuous refinement of our asset management improvement plans adds to our knowledge of each asset class. Demand forecasts and lifecycle management will also inform priorities and funding requirements for maintenance regimes and will ensure resources are allocated to the areas of greatest need.

This Pathway Prioritisation Guidelines is to be used in conjunction with the Asset Management Plan, Pathway Policy and the Pathway Master Plan.

## Assessment Process

The process for prioritising new or upgraded Pathway assets is a weighted scoring system that utilises a number of criteria and variables. The higher the score, the more probable of the Pathway being progressed, in-line with budget and cost management processes.

Assets that achieve a score of greater than 59 will be categorised as HIGH PRIORITY. Assets that achieve a score of between 40 and 58 will be categorised as MEDIUM PRIORITY. Assets that achieve a score of less than 40 will be categorised as LOW PRIORITY.

Where assets achieve a same score, and a priority between them has to be determined, further assessment will be used to separate them. The Criteria Priority Model will be used to re-assess each asset, working through the criteria priorities starting at Safety. The asset with the highest score for the specific criteria, will determine the HIGHEST PRIORITY asset. If the assets still have the same score for the Ranking, then, then next Ranking item will be assessed and so on until the assets can be separated. Should the assets not be separable, then they will all be nominated and left for review during the Budget review process.

Pathway assets generated from larger strategic projects will form part of the project scope and require more detailed consultation and assessment.

## New Development Pathways

Developers will be required to provide, at the time of construction, the same “level of service” pathways to new developments as described in the Pathways Policy.

## Assessment Criteria

The assessment criteria for New or Upgraded Pathways is as follows:

### Criteria

There are 9 different criteria that will be used to assess pathway candidates. The criteria utilises a scoring system which has been weighted based on feedback from the Elected Members (Refer [Appendix 1](#)).

Criteria	Maximum Score
Strategic Criteria	10
Volume Criteria	10
Hierarchy Criteria	5
Pedestrian Generators Criteria	15
Network Connectivity Criteria	10
Access Criteria	15
Expectation Criteria	10
Needs Criteria	5
Safety Criteria	20
<b>TOTAL</b>	<b>100</b>

## Alignment with A2040 and Strategic Plans

Alignment with A2040 and associated Strategic Plans is assessed by how well the proposed projects and capital works meet the plan's key result areas and outcomes. Assessing alignment compares the current situation (no action) with the likely results of undertaking the project or capital.

Strategic Criteria	Score
Is identified in the new Pathways Masterplan, outcome of the A2040 Plan or Village Innovation Plan	10
No Strategic alignment	0

## Volume of Users

Estimate user numbers, considering:

1. The number of pedestrians/cyclists likely use the pathway,
2. The nature and density of surrounding developments,
3. Potential future development,
4. Data collection.

Factors which should also be considered include the proximity to minor public transport facilities (i.e. individual bus stops) and proximity to sporting facilities, reserves and open space areas.

It should be noted that the factors identified in this section **shall not duplicate factors considered in the Pedestrian Generators** section of this document.

Volume Criteria	Score
High estimated number of potential or existing users (including cyclists)	10
Medium estimated number of potential or existing users (including cyclists)	5
Low estimated number of potential or existing users (including cyclists)	0

## Road Hierarchy

Pathways shall be installed to provide primary access to or along a public roadway corridor.

Road classification will influence the need for footpaths. (Urban Collector, Distributor Road, Urban Local Road, Rural Local, Rural Minor)

In the case of reserve pathways, the reserve classification (A, B, C or D Class) will determine footpath priority.

In the case of other pathways, the road hierarchy that the walkway links with will determine scoring. If a pathway is between two different road classifications e.g. Collector and Local, the higher classification and scoring is applied.

Hierarchy Criteria	Score
Pathway along an Urban Collector or Distributor Road	5
Pathway along an Urban Local Road	3
Pathway along a Rural Local / Rural Minor	1
Pathway along a No Through Road, Cul-de-sac	0

### Pedestrian Generators

Pathways within proximity to pedestrian generators (facilities) will have higher priority than those that do not service any pedestrian generators (facilities) to ensure paths with access to a range of services are prioritised.

Pedestrian generators (Facilities) include aged care centres, schools, community centres, retail/shopping centres and major public transport facilities as well as the waterway frontage, high-profile reserves and open space areas.

Pedestrian Generators Criteria	Score
Pathway services Multiple Generators (Facilities)	15
Pathway services Single Generator (Facility)	10
Pathway would service No Generators	0

### Network Connectivity

Pathways will be installed in a logical manner and give consideration to **expanding the network** outwards from the existing footpath network.

Network Criteria	Score
Continuation of previously constructed path to provide pedestrian linkages.	10
Path provides access continuity to community facilities and services.	5
Path has no connection or there is an existing path on opposite side of road.	0

### Access

To provide clear, obstruction-free, level and wide pathways for the convenience of all users, especially the sightless and people with mobility problems.

Access Criteria	Score
Is the new path included in the disability DAIP or provide direct access and linkages for people with mobility problems?	15
Are people with mobility problems likely to use the new path	10
No indicators that the path will receive regular use by people with mobility problems	0

### Community Expectation

Assessed on the community expectations that this project will be delivered. Expectations should be assessed relative to the project scope and the communities that will be affected.

Expectation Criteria	Score
Communication from Council advising community that pathway will be delivered.	10
Multiple customer requests for new path	6
Single customer request for new path	2
No community request	0

### Community Need

Level of demand measured by number of houses holds with no car as per census data.

Needs Criteria	Score
High: > 15% of dwellings have no car	5
Medium: 5%-15% of dwellings have no car	3
Low: < 5% of dwellings have no car	1
No households in area	0

### Safety

Pathway will provide safe access linkages to facilities and pedestrian generators.

Safety Criteria	Score
Verge not able to be used, high vehicle counts	20
Verge in use, trip hazards and obstacles, high vehicle counts	15
Verge in use, trip hazards and obstacles, med/low vehicle counts	10
Safe, rubble or natural ground worn pathway/verge, no existing hazards	0

### Availability of Guidelines

This Guidelines will be available for inspection on the Council's website [www.alexandrina.sa.gov.au](http://www.alexandrina.sa.gov.au). Copies can also be provided upon payment of a fee in accordance with Council's Schedule of Fees and Charges.

## APPENDIX 1

### Elected Members Rankings

Elected Members contributed to the Criteria Rankings.

Ranking Summary	
Criteria	Ranking by EM's
Safety Criteria	1
Pedestrian Generators Criteria	2
Access Criteria	3
Expectation Criteria	4
Network Connectivity Criteria	5
Volume Criteria	6
Strategic Criteria	7
Hierarchy Criteria	8
Needs Criteria	9