
Pathway Policy

Policy Owner:	Traffic Services
Contact Person:	Principal Specialist Traffic Services
Date of Approval:	15 June 2021 (AS03-06/21)

POLICY STATEMENT

The objectives of the Pathway Policy is to:

- Ensure that the community's needs for pedestrian and cycling access and mobility are met in a sustainable manner;
- Ensure a walkable and/or cycling pathway network and environment to support access to services and facilities that are designed for all users, including vulnerable members of the community such as school children, the aged and people with disabilities;
- Provide for access generally by way of an interconnected pathway network which facilitates safe, efficient and pleasant walking and/or cycling;
- Facilitate a pathway network which supports the efficiency of public transport systems where available, and provides safe, direct access for residents;
- Ensure that benefits to the community are maximised with the limited funding available for new pathway constructions;
- Ensure that pathways are designed and constructed, in a cost-effective manner, in accordance with Australian Standards and the relevant industry best practice;
- Ensure that pathway requests from members of the community are evaluated in a consistent, efficient, fair and equitable manner;
- Provide guidance on the type of pedestrian or cycling facility to be provided within the City
- Provide a criteria based scoring system for the prioritisation of pathway projects for inclusion in the City's Pathways and Trails Capital Works Program;
- Provide appropriate access for all consistent with the Disability and Discrimination Act 1992 (DDA); and
- Minimise the impact on the environment (eg. minimise removal of significant vegetation) in determining the location and alignment of new pathways.

POLICY OBJECTIVE

The purpose of this policy is to direct the provision of a safe and accessible pathway network to improve the walking and cycling environment to enable the community to walk and cycle for transport, health and recreation as well as reduce car dependency.

SCOPE

This policy applies to metropolitan urban areas (predominantly residential), within the City of Wanneroo including the road reserve, Public Open Space, Crown land, new developments and any other area deemed appropriate by the City, with respect to the provision of pathways to serve the community's needs. This policy will be implemented by all Service Units within the City, land and property developers, property owners, utility providers and any other organisation/individual deemed appropriate by the City.

IMPLICATIONS (Strategic, Financial, Human Resources)

Implementing this policy will result in the following:

- Prioritised listing of projects listed in the Pathways and Trails Capital Works Program.
- Cost of providing pathways to meet the standards outlined in this policy; and
- Costs to developers and external stakeholders in the provision of pathways to the standards outlined in this policy.

Implementing this policy will result in the following human resource implications:

- Additional time required to assess each request from the community;
- Additional time required to prioritise the Pathways and Trails Capital Works Program; and
- Training and education of relevant Service Units within the City in implementing the policy.

IMPLEMENTATION

The implementation of this policy consists of two parts: the pathway design and standards to guide the construction of pathways and the priority scoring system to guide the development of the City's Pathways and Trails Capital Works Program.

The policy is considered in two parts:-

Part A: Pedestrian and Cyclist Facility Provision

Part B: Pathway construction and prioritisation

Part A – Pedestrian and Cyclist Facility Provision

All pathways shall be constructed in accordance with the City's Standards and Specifications as well as relevant Australian Standards and Guidelines.

1. Pedestrian and Cyclist facility provision

Pathways and cycling facilities are to be provided in accordance with Figure 1, Austroads 'Guide to Road Design Part 6A- Paths for Walking and Cycling' and relevant Australian Standards.

2. Surfaces

Placement of Tactile Ground Surface Indicators (TGSI's) shall be prioritised at traffic signals, shopping centres, schools and other high use pedestrian areas.

3. Crossovers/ Driveways

Pathways are to be continuous along a street with crossovers constructed to abut and match the levels of the pathway providing a clear visual cue of pedestrian priority across vehicular access points to properties.

Crossovers are defined to be 'Road-Related Areas' under the Road Traffic Code 2000. Pedestrians and cyclists in these areas have priority over vehicles. Therefore, it will be recommended that the pedestrian infrastructure constructed is in a continuous manner across all residential driveways, maintaining path crossfall and material in preference to the crossover construction.

4. Pedestrian Crossings

All crossing points and kerb ramps shall be constructed in accordance with the City's Standards and Specifications as well as relevant Australian Standards and Guidelines specifically:

Australian Standard AS1428.1;

- Austroads, 'Guide to Road Design Part 4A – Signalised and unsignalised Intersections'.

5. Lighting

Lighting of all pedestrian facilities shall be provided to the appropriate Australian Standards. The following Australian Standards apply to pedestrian facilities:

AS1158.1 – Vehicular traffic lighting

AS1158.3 – Lighting for pedestrian areas;

AS1158.4 – Supplementary lighting for pedestrian crossings

6. Line Marking and Signage

All new shared paths will be required to be marked and signed in accordance with Australian Standard 1742.9 - Manual of uniform traffic control devices: Bicycle facilities.

7. End of Trip Facilities

End of trip facilities are to be provided in accordance with the City's District Planning Scheme No. 2.

Part B: Pathway construction and reconstruction as part of City works.

Construction or reconstruction of pathways within the City of Wanneroo shall be undertaken to maximise the benefit to the community to meet the objectives of this policy. In consideration of the limited funding in the City's Capital Works Budget, pathways will not be considered if any of the below applies:

- Rural and Semi-Rural area;
- Cul-de-sac with no connection to an existing or future pathway network via a Public Access Way (PAW) or similar route; and
- Second pathway in an 'access' class road.

The City will use a criteria based scoring system for the prioritisation of all pathway projects within the road reserve in order to determine the order at which they are to be implemented in the City's Pathways and Trails Capital Works Program as detailed below. All pathway projects including those already in the Pathways and Trails Program, together with new requests, are to be evaluated based on this scoring system as part of the annual budget considerations. All cycling projects will be prioritised using the City's Cycle Plan.

Criteria Based Scoring System

All pathway projects for transport purposes will be assessed against the following criteria and priority points awarded accordingly.

(A) Trip Attractors

Description	Score
Train station, primary school, secondary school, tertiary institution and major shopping centre – Proposed pathway is within a strategic metropolitan centre or secondary centre (as defined in Directions 2031).	20
Train station, primary school, secondary school, tertiary institution and major shopping centre – Proposed pathway is within a 400m walkable catchment and forms part of a pathway connection to these attractors and/or within an industrial area (as defined in Directions 2031)	15
Industrial area, recreational and community facilities (eg. beaches, community centres, regional parks and Public Open Spaces), local shopping centre, bus route, age care homes, local medical centre or similar – Proposed pathway is immediately adjacent these attractors.	10
Industrial area, recreational and community facilities (eg. beaches, community centres, regional parks and Public Open Spaces), local shopping centre, bus route, age care homes, local medical centre or similar – Proposed pathway is within a 400m walkable catchment and forms part of a pathway connection to these attractors.	5

(B) Trip Generators

Number of properties within a 400m walkable catchment of project multiplied by average household size for suburb divided by the project length in metres. The household size data shall be as defined in the City of Wanneroo population forecasts provided by '.id, the population experts' (<http://forecast.id.com.au/wanneroo/about-forecast-areas>).

District Distributor	Score	Local Distributor and Access Street	Score
14.00 and above	42	14.00 and above	21
12.01 - 14.00	36	12.01 - 14.00	18
10.01 - 12.00	30	10.01 - 12.00	15
8.01 - 10.00	24	8.01 - 10.00	12
6.01 - 8.00	18	6.01 - 8.00	9
4.01 - 6.00	12	4.01 - 6.00	6
2.01 - 4.00	6	2.01 - 4.00	3
0.00 - 2.00	3	0.0 - 2.00	0

(C) Pedestrian Safety

The speed environment the Proposed Pathway is located adjacent to.	Score
1. Primary and District Distributors	20
2. For Local Distributors and Access Streets longer than 500m if the 85 th percentile speed is -	
• 20km/h over the posted speed limit	20
• 15km/h over the posted speed limit	15
• 10km/h over the posted speed limit	10
• 5km/h over the posted speed limit	5
• At or below the posted speed limit	0
3. Access Streets between 200m and 500m	5
4. Access Streets less than 200m	0

(D) Daily Traffic

Class of road the Proposed Pathway is located along.	Score
1. Primary and District Distributors	20
2. Local Distributors and access street longer than 500m	
• 5,000 - 9,999vpd	15
• 3,000 - 4,999vpd	10
• 500 - 2,999vpd	5
• 0 - 499vpd	0
3. Access street less than 500m without traffic count data	0

(E) Network Connectivity

The Proposed Pathway will:	Score
Link two path sections or be along an existing PAW	10
Extends the existing path network	5

Be an isolated section	0
Upgrades an existing section of pathway	-5
Be a second path in the same section of Local Distributor or Access Road	-5

(F) Environmental Impact

The Proposed Pathway will involve:	Score
Vegetation removal	
1.) <i>Extensive (More than 50% of the total length of pathway requires removal of dense vegetation or removal of more than 3 trees with trunk diameters greater than 100mm per 100m)</i>	-20
2.) <i>Moderate (More than 25% of the total length of pathway requires removal of dense vegetation or removal of less than 3 trees with trunk diameters greater than 100mm per 100m)</i>	-10
3.) <i>Minor (less than 25% of the total length of pathway requires removal of dense vegetation and no large trees)</i>	0
Service relocation – substantially high cost associated with services adjustments relative to pathway project cost.	-20
Major Construction Restraint	-10
Land acquisition required	-30

All pathway projects for recreation purposes will be assessed against the following criteria and priority points awarded accordingly.

The proposed recreational path will connect to:	Score
Playground, Community centre/ sporting pavilion and/ or Toilets	5
Car parking	10
Exercise equipment and/ or BBQ	15
two of the above facilities	30
Three or more of the above facilities	40

ROLES AND RESPONSIBILITIES

The Director Assets is responsible for the development and review of this policy and will provide interpretations in the event of the need for clarification or when there is a dispute. All Managers will be responsible for the implementation and application of this policy.

DISPUTE RESOLUTION (If applicable)

All disputes in regard to this policy will be referred to the Director Infrastructure and/or Chief Executive Officer in the first instance. In the event that an agreement cannot be reached, the matter will be submitted to Council for a decision.

WHO NEEDS TO KNOW ABOUT THIS POLICY?

Internal

Traffic Services
Infrastructure Asset Management
Infrastructure Projects
Infrastructure and Coastal Maintenance
Healthy Communities
Community Facilities
Planning Strategies
City Growth
Land Development
Planning Implementation

External

Residents
Developers
Utility providers

EVALUATION AND REVIEW PROVISIONS

The policy is intended to provide an objective measure of overall benefit to the community. The success of the policy can be measured as part of the City's community satisfaction surveys.

DEFINITIONS

<i>DEFINITIONS: Any definitions listed in the following table apply to this document only.</i>	
Primary Distributor	Roads designed for the movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.
District Distributor	Roads designed for high capacity traffic movements between industrial, commercial and residential areas.
Local Distributor	Roads designed for the movement of traffic within local areas and connect access roads to higher order Distributors.
Access Street	Roads designed for the provision of vehicle access to abutting properties
Cul-de-sac	A road that is less than 200m in length which does not have any continuing pedestrian access or egress beyond the closed end. As such it is deemed to be a 'safe' pedestrian and cycling street and not require the provision of a path.
Bicycle Boulevard	Residential streets designed to prioritise bicycling. Bicycle Boulevards are typically have vehicle speeds of less than 30km/h an vehicle volumes less than 200 vehicles per day

RELEVANT POLICIES/MANAGEMENT PROCEDURES/DOCUMENTS OR DELEGATIONS

- Road Traffic Code 2000
- Disability Discrimination Act 1992
- Directions 2031 and Beyond

- Liveable Neighbourhoods - Western Australian Planning Commission
- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling
- AS 1742 Part 9– Manual for Uniform Traffic Control Devices- Bicycle facilities
- AS1742 Part 10 Manual for Uniform Traffic Control Devices - Pedestrian Control and Protection 2009
- AS1158.1 – Vehicular traffic lighting
- AS1158.3 – Lighting for roads and public spaces Pedestrian area Lighting;
- AS1158.4 –Lighting for roads and public spaces Lighting of pedestrian crossings
- Planning for Designing for Pedestrians Guidelines – Department of Transport
- Main Roads Standards and Guidelines
- Community Engagement and Consultation Policy

REFERENCES

- Road Traffic Code - http://www.austlii.edu.au/au/legis/wa/consol_reg/rtc2000113/
- Disability Discrimination Act 1992 - <http://www.comlaw.gov.au/series/c2004a04426>
- Directions 2031 and Beyond - <http://www.planning.wa.gov.au/publications/826.asp>
- Liveable Neighbourhoods - <http://www.planning.wa.gov.au/Liveable-neighbourhoods.asp>
- Planning and Designing for pedestrians Guidelines - <http://www.transport.wa.gov.au/activetransport/24033.asp>
- Community Engagement and Consultation Policy- http://www.wanneroo.wa.gov.au/downloads/file/1407/community_engagement_policy
- Main Roads Standards and Guidelines- typical pavement marking for shared paths- <https://www.mainroads.wa.gov.au/Documents/200531-0009-2.RCN-D13%5E23382395.PDF>

RESPONSIBILITY FOR IMPLEMENTATION

Traffic Services

Version	Next Review	Record No:
4 April 2016	April 2018	16/34066
21 August 2018	August 2018	16/34066(v2)
July 2019	May 2020	16/34066(v3)
15 June 2021	30 June 2024	16/34066(v4)

Figure 1 – Pedestrian and Cyclist Facility Provision

Road	Characteristics			Facility required	
	Speed	Indicative Volume (VPD)	Attractors	Pedestrian/Cyclist	DOT or COW Identified Bicycle Routes
Cul-de-sac, Laneways <200 m	<30km/h	300	Residential properties	No pathway required	No pathway required
Access Street	<30km/h	3000	Residential properties	1.5m pedestrian path ⁴	Bicycle Boulevard ²
Access Street	<50km/h	3000	Residential properties	1.5m pedestrian path ⁴	No bicycle facilities required
Access Street	<50km/h	3000	Adjacent to Schools, train stations & activity centres	2-2.5m shared path	2-2.5m shared path
Local Distributor, N/hood connector B	50km/h – 60km/h	3000	Residential properties, activity centres, train stations	2-2.5m concrete shared path	<ul style="list-style-type: none"> 1.5m red asphalt cycle lanes
Local Distributor, N/hood connector A	50km/h – 60km/h	7000	Residential properties, activity centres, train stations	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	<ul style="list-style-type: none"> 1.5m red asphalt cycle lanes (kerb separated); or 3m red asphalt shared path (in place of concrete shared path)
District Distributor B, Integrator B	50km/h – 60km/h	7,000 - 10,000	Activity Centres, Schools and Train Stations	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	<ul style="list-style-type: none"> 3m red asphalt shared path (in place of concrete shared path) Minimum 1.8m; or

Figure 1 – Pedestrian and Cyclist Facility Provision					
Road	Characteristics			Facility required	
	Speed	Indicative Volume (VPD)	Attractors	Pedestrian/Cyclist	DOT or COW Identified Bicycle Routes
District Distributor A, Integrator A	70km/h or greater	10,000 - 35,000	Activity Centres, Schools and Train Stations	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	<ul style="list-style-type: none"> • 3m red asphalt shared path (in place of concrete shared path) • Minimum 2m cycle lane; or
Primary Distributor	80km/h or greater	>20,000	Inter-and-intra regional centres	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	<ul style="list-style-type: none"> • 3m red asphalt shared path (in place of concrete shared path)

1. In accordance with Liveable Neighbourhoods
2. In Accordance with Bicycle Boulevards – criteria successfully implemented in Portland. Bicycle Boulevards are not required on all access streets
3. In accordance with Cycling Aspects of Austroads Guides
4. 1.8m abutting property boundary or kerb
5. In Accordance with MRWA FRH Criteria doc, **TABLE1** “METROPOLITAN FUNCTIONAL ROAD HIERARCHY ROAD TYPES AND CRITERIA”