

Pathways Policy

Responsible Directorate:	<i>Assets</i>
Responsible Service Unit:	<i>Traffic Services</i>
Contact Person:	<i>Principal Specialist Traffic Services</i>
Date of Approval:	<i>8 October 2024</i>
Council Resolution No:	<i>AS03-10/24</i>

1 POLICY STATEMENT

The objectives of the Pathway Policy is to:

- Ensure that the community's needs for active transport (walking, bike riding, eRideables and accessibility) are met in a sustainable manner.
- Ensure an active transport network and environment supporting 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 bike riding.
- 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 construction.
- 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 active transport 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 (e.g. minimise removal of significant vegetation) in determining the location and alignment of new pathways.

2 OBJECTIVE AND PURPOSE

The purpose of this policy is to direct the provision of a safe and accessible pathway network to improve the active transport environment, enabling the community to utilise active transport for health and recreation as well as reduce car dependency.

3 KEY 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 bike riding street and not require the provision of a path.
Safe Active Street	Safe active streets are travel routes on quiet local streets, where speeds have been reduced to 30 km/hr. The lower traffic speeds create a safer shared street space for people of all ages and abilities walking, wheeling and riding, while remaining accessible for people driving.

4 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.

5 IMPLICATIONS

Implementing this policy will result in the following:

- Prioritised listing of projects listed in the Pathways and Trails Capital Works Program, also included in the future iterations of the City's Active Transport Plan
- 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.

6 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: Active Transport Facility Provision

Part B: Pathway construction and prioritisation

Part A – Active Transport 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 bike riding facilities are to be provided in accordance with Figure 1, Austroads 'Guide to Road Design Part 6A - Paths for Walking and Cycling', Department of Transport 'Planning and Designing for Bike Riding in Western Australia' and relevant Australian Standards.

2. Surfaces

Placement of Tactile Ground Surface Indicators (TGSIs) 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'.
- Department of Transport, 'Planning and Designing for Bike Riding in Western Australia'

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 and must be approved by Main Roads WA.

7. *End of Trip Facilities*

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

8. *Healthy Active by Design*

To create more walkable, liveable neighbourhoods for heart health; the City's shared path design principles incorporate the Heart Foundation's '*Healthy Active by Design*' framework by implementing good design practice to provide movement networks that:

- are safe.
- are connected.
- prioritise walking, cycling and public transport modes of transport.
- integrate convenient walking, cycling and public transport routes to local destinations.
- provide opportunities for planned and incidental physical activity.

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.
- 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 to determine the order that 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.

Criteria Based Scoring System

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

(A) Trip Attractors

Description	Score
Proposed pathway is immediately adjacent to a train station, primary school, secondary school, tertiary institution, and major shopping centre within a strategic metropolitan centre or secondary centre (as defined in Directions 2031) OR part of a 'Safe Route to School' project identified by the Department of Transport through a local school that is signed up to the Your Move behaviour change program.	20
Proposed pathway is within an 800m* walkable catchment and forms part of a pathway connection to a train station, primary school, secondary school, tertiary institution or major shopping centre and/or within an industrial area (as defined in Directions 2031).	15
Proposed pathway is immediately adjacent to an Industrial area, recreational and community facilities (e.g. beaches, community centres, regional parks and Public Open Spaces), local shopping centre, bus route, age care homes, local medical centre or similar.	10
Proposed pathway is within an 800m* walkable catchment and forms part of a pathway connection to an Industrial area, recreational and community facilities (e.g. beaches, community centres, regional parks and Public Open Spaces), local shopping centre, bus route, age care homes, local medical centre or similar.	5

**in accordance with 'Healthy Active by Design' principle – Children who Live within 800m of their school are more likely to walk or cycle to school*

(B) Trip Generators

Number of properties within an 800m* 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
56.00 and above	42	56.00 and above	21
48.01 - 56.00	36	48.01 - 56.00	18
40.01 - 48.00	30	40.01 - 48.00	15
32.01 - 40.00	24	32.01 - 40.00	12
24.01 - 32.00	18	24.01 - 32.00	9
16.01 - 24.00	12	16.01 - 24.00	6
4.01 - 16.00	6	4.01 - 16.00	3
0.00 - 4.00	3	0.0 0.00 - 4.00	0

**in accordance with 'Healthy Active by Design' principle – Children who Live within 800m of their school are more likely to walk or cycle to school*

(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

(G) Cycle Network

Adopted by Council on 30 June 2020, the Department of Transport (DoT) Long-Term Cycle Network (LTCN) identifies an aspirational blueprint for all ages and abilities cycling infrastructure in the City of Wanneroo.

Points are awarded based on hierarchy of route under the LTCN, to ensure that the City prioritises high quality pathway infrastructure that provides an interconnected active transport network between train stations, primary schools, secondary schools, tertiary institutions, major shopping centres, Industrial areas, recreational and community facilities (e.g. beaches, community centres, regional parks and Public Open Spaces), local shopping centres, bus routes, age care homes, local medical centres or similar. Projects on these routes also attract the opportunity to apply for grant funding available from the Department of Transport and are therefore awarded higher priority.

Does the Proposed Pathway Reside on a:	Score
Primary Department of Transport LTCN Route	10
Secondary Department of Transport LTCN Route	7
Local Department of Transport LTCN Route	5
Not located on the Department of Transport LTCN	0

All pathway projects for recreation purposes, generally outside of the road reserve, will be assessed against the following criteria and priority points awarded accordingly.

The proposed recreational path will provide a direct connection 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

7 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.

8 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.

9 EVALUATION AND REVIEW

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.

10 RELATED DOCUMENTS

- 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 and Designing for Bike Riding in Western Australia - Department of Transport
- Main Roads Standards and Guidelines
- Community Engagement and Consultation Policy
- Healthy Active by Design, Movement Networks – Heart Foundation

11 REFERENCES

- Road Traffic Code - austlii.edu.au/au/legis/wa/consol_reg/rtc2000113/
- Disability Discrimination Act 1992 - comlaw.gov.au/series/c2004a04426
- Directions 2031 and Beyond - planning.wa.gov.au/publications/826.asp
- Liveable Neighborhoods - wa.gov.au/government/publications/liveable-neighbourhoods
- Planning and Designing for Bike Riding in Western Australia - transport.wa.gov.au/activetransport/planning-and-design-guidance.asp
- Community Engagement and Consultation Policy- wanneroo.wa.gov.au/downloads/file/1407/community_engagement_policy
- Main Roads Standards and Guidelines- typical pavement marking for shared paths- mainroads.wa.gov.au/Documents/200531-0009-2.RCN-D13%5E23382395.PDF
- Safe Active Streets – Department of Transport – transport.wa.gov.au/activetransport/safe-active-streets.asp
- Healthy Active by Design, Movement Networks – Heart Foundation – healthyactivebydesign.com.au/design-features/movement-networks

12 RESPONSIBILITY FOR IMPLEMENTATION

Principal Specialist 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	October 2024	16/34066(v5)
8 October 2024	October 2027	16/34066(v6)

Figure 1 – Active Transport Facility Provision

Road	Characteristics			Facility required	
	Speed	Indicative Volume (VPD) ¹	Attractors	Minimum requirements ¹	<i>Local, Secondary or Primary Department of Transport LTCN Route (on at least one side in place of concrete shared path)</i>
Cul-de-sac, Laneways <200 m	<30km/h	300	Residential properties	No pathway required	Local and Secondary- Safe Active Street ² or 2.5m concrete shared path ¹ with centre line marking and wayfinding signage ³
Access Street	<30km/h	1000	Residential properties	1.5m pedestrian path ⁴	Local and Secondary - Safe Active Street ² or 2.5m concrete shared path ¹ with centre line marking and wayfinding signage ³
Access Street	<50km/h	3000	Residential properties	1.5m pedestrian path ⁴	Local - Safe Active Street ² or 2.5m concrete shared path ¹ with centre line marking and wayfinding signage ³ Secondary – 3m red asphalt shared path with centre line marking and wayfinding signage ³ Primary - 3.5m red asphalt shared path with centre and edge line marking and wayfinding signage ³
Access Street	<50km/h	3000	Adjacent to Schools, train stations & activity centres	2-2.5m shared path ¹	Local and Secondary - 3m red asphalt shared path with centre line marking and wayfinding signage ³ Primary - 3.5m red asphalt shared path with centre and edge line marking and wayfinding signage ³

Figure 1 – Active Transport Facility Provision

Road	Characteristics			Facility required	
	Speed	Indicative Volume (VPD) ¹	Attractors	Minimum requirements ¹	<u>Local, Secondary or Primary Department of Transport LTCN Route</u> (on at least one side in place of concrete shared path)
Local Distributor, N/hood connector B	50km/h – 60km/h	3000	Residential properties, activity centres, train stations ⁵	2-2.5m concrete shared path ⁴	1.5m red asphalt cycle lanes ¹ and: Local and Secondary - 3m red asphalt shared path with centre line marking and wayfinding signage ³ Primary - 3.5m red asphalt shared path with centre and edge line marking and wayfinding signage ³
Local Distributor, N/hood connector A	50km/h – 60km/h	7000	Residential properties, activity centres, train stations ⁵	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	1.5m red asphalt cycle lanes (kerb separated) ¹ and: Local and Secondary - 3m red asphalt shared path with centre line marking and wayfinding signage ³ Primary - 3.5m red asphalt shared path with centre and edge line marking and wayfinding signage ³
District Distributor B, Integrator B	50km/h – 60km/h	7,000 - 15,000	Activity Centres, Schools and Train Stations ⁵	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	Minimum 1.8m cycle lanes ¹ and: Secondary – 3m red asphalt shared path with centre line marking and wayfinding signage ³ Primary - 3.5m red asphalt shared path with centre and edge line marking and wayfinding signage ³

Figure 1 – Active Transport Facility Provision					
Road	Characteristics			Facility required	
	Speed	Indicative Volume (VPD) ¹	Attractors	Minimum requirements ¹	<u>Local, Secondary or Primary Department of Transport LTCN Route</u> (on at least one side in place of concrete shared path)
District Distributor A, Integrator A	60km/h - 70km/h	15,000 - 35,000	Activity Centres, Schools and Train Stations ⁵	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	Minimum 2m cycle lanes ¹ and: Secondary – 3m red asphalt shared path with centre line marking and wayfinding signage ³ Primary - 3.5m red asphalt shared path with centre and edge line marking and wayfinding signage ³
Primary Distributor	80km/h or greater	>35,000	Inter-and-intra regional centres ⁵	2-2.5m concrete shared path one side and 1.5m pedestrian path ⁴	Minimum 2m cycle lanes ¹ and: Secondary – 3m red asphalt shared path with centre line marking and wayfinding signage ³ Primary - 3.5m red asphalt shared path with centre and edge line marking and wayfinding signage ³

1. In accordance with Liveable Neighbourhoods

2. In Accordance with Safe Active Streets – criteria successfully implemented in WA. Safe Active Streets are not required on all access streets.

3. In accordance with Table 3.1 Department of Transport Planning and Designing for Bike Riding in Western Australia guideline for shared and separated pathways (based on Austroads Guide to Road Design: Part 6A, AS1428)

4. 1.8m abutting property boundary or kerb

5. Higher standard required to accommodate high number of pedestrians and cyclists