

## 1.3 Path Network Planning Policy & Guidelines

### Objective

To develop a path network plan, provide an evaluation process and a mechanism to identify the need for paths that accommodate pedestrians, cyclists and wheeled recreational devices.

The path network plan emphasis is on:

- developing a hierarchy of paths for various purposes
- improving the path network efficiency by providing path continuity and connectivity
- the effective integration of paths
- providing a safe environment; and
- improving the streetscape amenity.

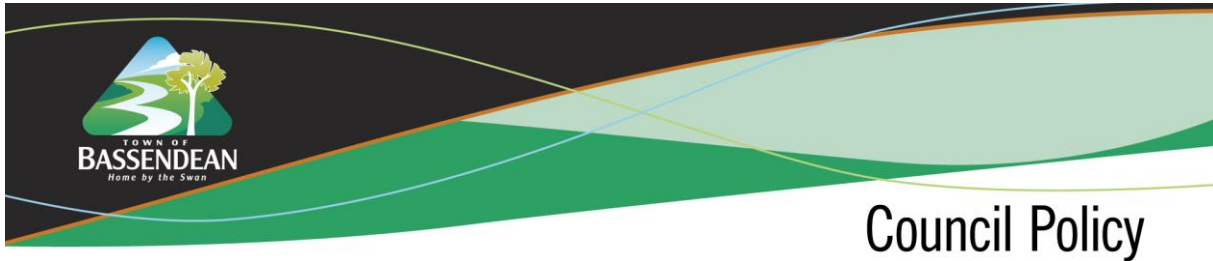
The planning process will consider the design, construction and maintenance elements in accordance to the path network planning policy, Austroads *Guide to Traffic Engineering Practice Part 13 Pedestrian and Part 14 Bicycle*, Australian Standards 1428 *Design for Access Mobility* as amended and relevant legislative requirements.

As a result, users will be able to enjoy the personal, social and environmental benefits of a safe, healthy, enjoyable and accessible form of transport, exercise and recreation.

### Strategy

Council views the street as being an important space for the community and recognises the need for a path network within the street reserve that provides connectivity, amenity, and integration of a safe, efficient and attractive path network within the streetscape.

In recognition that the street is an important space for the community, landscaping elements will be considered to enhance the streetscape environment.



The priority is to develop a street network that not only works for vehicles and public transport provision, but specifically aims to attract a high level of use by pedestrians, cyclists and wheeled recreational devices that will allow the public to safely and effectively access parks and reserves, public transport, educational institutions, commercial centres, public access ways and other community amenities.

The timing of path upgrade and construction work will be determined by the availability of funds and priorities.

### EVALUATION PROCESS FOR PATH WORKS

The requirement for a path will be assessed against the following:

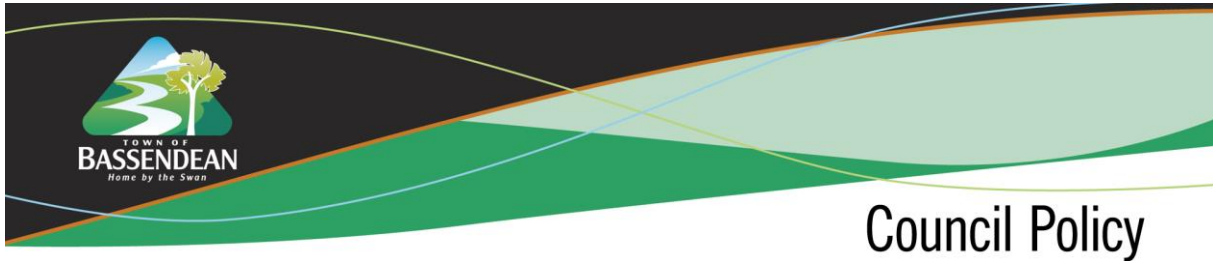
- does the street have a path;
- would a path provide connectivity to the balance of the path network;
- would a path provide access to parks and reserves, public transport, educational institutions, commercial centres, public access ways or other community amenities;
- evidence that the path is required for disabled people;
- expected user volumes; and
- vehicle traffic volumes.

In providing a new or upgraded path, Council will consider the greater good of the community.

### PATH DESIGN ELEMENTS

Path designs will consider the following:

- the pedestrian path and/or shared path alignment adjacent to the property line is Council's preferred location for paths located within road reserves, unless there is a compelling reason for another alignment;
- the standard minimum path width shall be 1500mm, however, if the path is to be located on the kerb line, the path will be increased in accordance to Austroad Guidelines;
- type of kerbing, path surface, materials, signage and guidance devices will be in accordance to Austroads Part 13 Pedestrian and Part 14 Bicycle guidelines;
- where a single path is to be provided, it will be located on the side of the street that provides the best linkage/connectivity to the existing path network;
- paths are to have precedence over crossovers and the path is to be a continuous accessible means of travel so that people with a range of disabilities are able to use it without encountering barriers; and
- landscape elements will be considered to enhance the streetscape environment.



## PATH HIERARCHY CATEGORIES

The following path network hierarchy categories have been established to determine the pedestrian, bicycle and wheeled recreational device requirements:

### **Access Place**

A path will not be provided in a street, where a street or cul-de-sac has less than 20 dwellings and/or is less than 120 metres in length.

In these cases and in accordance to Austroads Part 13 Pedestrian Guidelines, the street is considered appropriate for pedestrian use, including people with disabilities, and pedestrian travel is to be via the road or verge.

### **Access Street - Path on one side of the road**

A path on one side of the road will be provided in all streets greater than 120 metres in length and with traffic volumes less than 3,000 vehicles per day that provides path linkage to parks and reserves, public transport, educational institutions, commercial centres, public access ways and other community amenities.

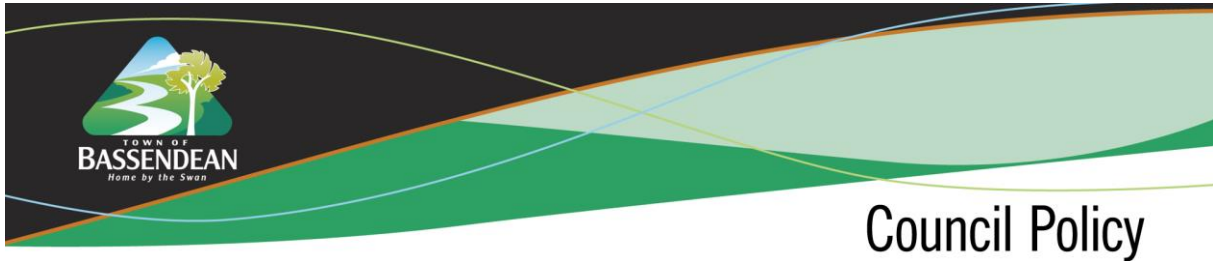
In these cases, a path on one side of the road shall be provided in accordance to Austroads Part 13 Pedestrian guidelines and Part 14 Bicycle guidelines.

### **Neighbourhood Connectors - Path on both sides of the road**

Where a road carries traffic volumes are greater than 3000 vehicles per day, a path on both sides of the road should be provided in accordance to Austroads Part 13 Pedestrian and Part 14 Bicycle Guidelines.

Paths may be omitted from one side of the street only where:

- There is no development fronting that part of the street;
- Topography or vegetation precludes provision of a path; or
- The proposed path would not provide linkage to other paths.



## **Bicycle Lanes**

Where practical, Council will endeavour to provide bicycle lanes in accordance with the Perth Bicycle Network and designated Local Bicycle Routes to educational institutions, railway stations and commercial centres, where a road carries traffic volumes greater than 3,000 vehicles per day. Bicycle lanes are to be provided using the Austroads Part 14 Bicycle Guidelines.

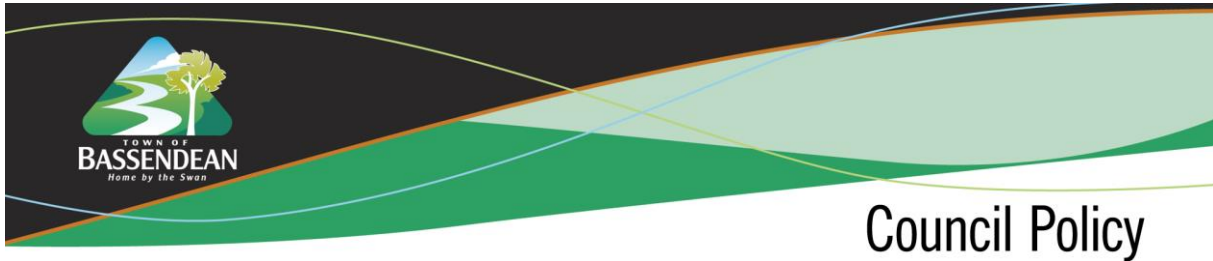
## **Shared Path**

Where practical and if space is available within the road reserve, Council will endeavour to provide a Shared Path where a road carries greater than 6,000 vehicles per day. A shared path on one side of road only will be provided in accordance to Austroads Part 13 Pedestrian and Part 14 Bicycle Guidelines.

## **Guidelines**

The Path Network Planning Guidelines set out a process that:

1. Residents, Businesses and Elected Member requests will be assessed against the Path Network Planning Policy. Priority will be given to sections of paths that will improve the overall connectivity of the path network.
2. Advises residents and or businesses in the street of Council's Path Network Planning Policy and the proposal for a path.
3. The associated retrofitting or new works to integrate a safe, efficient and attractive path network within the streetscape will be assessed.
4. Considers and assesses the landscaping elements to enhance the streetscape environment.
5. Reports the results of the investigation for Council consideration.
6. Allows Council to determine on an annual basis the paths required in accordance to policy for the greater good of the community in order to achieve the path network objectives.
7. Advises residents and/or businesses adjacent to the proposed path of Councils decision; and advises that if necessary, the Town will arrange reinstatement works, including the reinstatement of the verge irrigation systems.



## Application

Responsibility for the implementation of this policy rests with the Mayor, Councillors, Council delegates and Chief Executive Officer. The Policy is to be reviewed every three years.

<b>Policy Type:</b> Strategic Policy	<b>Policy Owner:</b> Director Operational Services
<b>Link to Strategic Community Plan:</b> Town Planning & Built Environment	<b>First Adopted:</b> OCM - 18/11/04 <b>Last Reviewed:</b> March 2014 <b>Version 1</b> <b>Next Review due by:</b> December 2016