

**POLICY STATEMENT****PATHS****PURPOSE**

The purpose of this policy is to define the criteria to determine where and how new and replacement paths within road reserves and parks are to be provided throughout the City, including the standards for design and construction by the City and Developers.

SCOPE

This Policy addresses the requirements for the design of new and replacement paths, including the evaluation process undertaken by the City for the paths it installs and Developer responsibilities for paths they are required to install as part of a new subdivision or development.

POLICY

The City of Gosnells aims to ensure paths in streets and parks are universally accessible and provide safe, convenient routes of travel for cyclists and pedestrians. Funds are allocated within the City's 10 year Financial Plan and annual budgets for the construction of new and the replacement of existing paths.

This policy includes all paths in road reserves, laneways and Public Access Ways (PAWs) as well as through parks and other public land managed by the City.

1. New Paths

- 1.1 The City will prepare and maintain a new path program, whereby paths will be prioritised on the following basis:
 - a) Anticipated usage levels;
 - b) Proximity to pedestrian generators/attractors;
 - c) User needs and age groupings, such as aged persons' homes and schools;
 - d) Whether a path already exists on one side of the street;
 - e) Road hierarchy: and
 - f) Infill connector.
- 1.2 Grey concrete is the City's preferred material for paths, however other materials may be adopted along the frontage of retail shopping and other commercial developments to enhance streetscape amenity (clay brick), or principal shared paths (asphalt).
- 1.3 Existing crossings intersecting with a proposed path may be retained provided they comply with the City's crossing specification and are in good condition. However, generally the path has priority over the crossing to ensure grade is maintained and trip hazards are minimised. Where existing crossings do not comply with the City's crossing specification, the new path will be installed and the remaining crossing reinstated.



- 1.4 New paths constructed by the City should, where possible comply with guidelines for disability access in the pedestrian environment recognising there are steep longitudinal gradient on some roads which prevent compliance.
- 1.5 Path alignments in road reserves will be determined by City staff on a case by case basis, however the preference is for all new paths to be located either on a boundary alignment (offset 300mm from the boundary) or a kerbside alignment provided the kerb is not fully mountable. In determining the most appropriate location, consideration will be given to the impact and costs of relocating or altering existing infrastructure, street trees, verge gradient, and connection to existing paths and formal crossing points.
- 1.6 Path alignments in parks and reserves are designed to provide relatively direct routes through the area while ensuring they connect to points of interest including playgrounds, barbeques, water features and picnic facilities. The route should take advantage of natural shade but be cognisant of potential future root damage.

2. Criteria for the Provision and Dimensions of Paths (in accordance with IPWEA Subdivisional Guidelines Section 5.3)

Path location	Path design and dimension
Distributor Roads - Integrator and neighbourhood connector - as classified according to the Department of Planning, Land and Heritage's Liveable Neighbourhoods Sustainable Cities Initiative.	Shared path with a minimum width of 2.0 metres on one side, plus a footpath with a minimum width of 1.5 metres on the other side.
Local access roads and culs-de-sac exceeding 100 metres in length or servicing development with a density equal to or greater than R30.	A path on one side of the road with a minimum width of 1.5 metres or wider if it forms part of the overall network.
Culs-de-sac less than 100 metres in length.	No path is required unless the City determines that it forms part of a path network such as if the cul-de-sac is connected to a PAW.
Paths providing major access to schools, stations (bus, train), shopping centres, other activity centres and/or forming part of a pedestrian link.	A minimum 2.0 metres wide or as assessed by Figure 28 of Liveable Neighbourhoods.
Paths adjacent to parallel or embayed parking.	In addition to other relevant design criteria, widened by 0.5 of a metre to allow for door opening.
Paths within parks and reserves.	A path with a minimum width of 2.0 metres or wider if it forms part of an overall network. The path should connect points of interest within the park e.g. playgrounds and barbeques, as well as to the surrounding path network within the road reserve.



3. Developer Responsibilities

- 3.1 In all new subdivisions and developments, the minimum level of path provision should be in accordance with Element 2 of Liveable Neighbourhoods.
- 3.2 In major redevelopment areas and activity centres, path provision will be in accordance with Elements 2 (Movement network) and 7 (Activity centres and employment) of Liveable Neighbourhoods as well as applicable Design Guidelines (City, IPWEA) and Local Planning Policies.
- 3.3 Where a commercial development is to provide, at the developer’s cost, commercial style brick or segmental paving, this paving should match in colour and style the adjacent completed paving and must be approved by the City.

4. Replacement or Upgrades of Paths

- 4.1 The City will replace paths based on its 5 year replacement program with priorities based upon:
 - a) Condition rating;
 - b) History of repair (caused by tree roots, vehicles, building works);
 - c) Changed usage levels due to densification and changed land use;
 - d) Proximity to new pedestrian generators/attractors; and
 - e) User needs and local demographic factors e.g. proximity to retirement homes.

GOVERNANCE REFERENCES

Statutory Compliance	Planning & Development Act 2005, Liveable Neighbourhoods
Industry Compliance	IPWEA Guidelines for Subdivisional Development Section 5.3
Organisational Compliance	City Standard Drawings – ES -47, 49, 51
Process Links	N/A

POLICY ADMINISTRATION

Directorate		Officer Title		Contact:	
Infrastructure		Manager Engineering Services		9397 3000	
Risk Rating	Medium	Review Cycle	Triennial	Next Due:	2026
Version	Decision Reference	Synopsis			
1.	OCM 187/14/07/2020	New policy adopted			
2.	OCM 230/10/10/2023	Reviewed and amended.			