

C-AS-NEW		Pedestrian Paths	
Management Procedure		Relevant Delegation	
Nil		Not applicable.	

Purpose

The purpose of the policy is to define the requirements for providing a pedestrian path network that meets the Community's needs in terms of safety, convenience, user comfort, accessibility, and cost.

Policy Statement

The City will aim to:

1. Adopt road safety principles and practices for paths including ensuring that designs:
 - a. Reduce the likelihood and severity of injury,
 - b. Reduce conflict,
 - c. Reduce risks identified through structured risk assessments,
 - d. Are forgiving of error when considering vehicle drivers and path users, and
 - e. Meet current accessibility standards wherever practicable
2. Give pedestrian access priority on the road verge.
 - a. Paths that cross driveways should show a preference towards pedestrian use rather than vehicle use. Path construction will be uniform and continuous through the various material types encountered in property access crossovers.
 - b. Along road verges with no formed path, pedestrian access will be provided with a minimum 1.0 metre wide and 2.5 metre high clear zone through landscaping and infrastructure.
 - c. Along any formed path, pedestrian access will be provided with a clear zone to the full width of the path and 2.5 metres high, excluding authorised bollards and access controls.
 - d. Construction works that necessitates preventing access to the road verge will provide safe alternative routes for pedestrians with a minimum 1.0 metre wide and 2.5 metre high clear zone.
3. Provide pathways that meet accessibility standards wherever practical, understanding that the slope of the ground in some locations may result in some gradient standards not being met.
4. Consult with user groups and stakeholders on path planning work.
5. Select the location of new paths within any street or reserve with consideration of:
 - a. pedestrian safety and security,
 - b. accessibility,
 - c. lighting,
 - d. reducing proximity to vehicles,
 - e. reducing conflict with vehicles,
 - f. logical and efficient access for pedestrians,
 - g. site constraints such as excessive slope, utilities or drainage, and
 - h. protection of the natural environment, heritage and amenity.
6. Ensure paths comply with both contemporary design guidelines and City of Kalamunda Technical Standards and specifications, including:

- a. Any path that reaches a road shall have a ramp installed in accordance with the City of Kalamunda Technical Standards.
 - b. Tactile ground surface indicators (TGSI) and hand rails will be installed if recommended as a result of risk, accessibility and needs analyses.
 - c. Paths constructed on a Distributor road shall be located close to the boundary line where possible.
 - d. Austroads' Guide to Road Design Part 6a, and Australian Standards' AS 1428 *Design for Access and Mobility*.
7. Paths that are intended to be Shared Paths, such that they accommodate regular adult cycling use at low speeds, will be designed, signed and line-marked to the City of Kalamunda Technical Standards.
- a. The path geometry (shape, alignment, sight lines, width and so on) shall be suited to both cyclists and pedestrians.
 - b. The path will be designed to minimise pedestrian and cyclist conflict, and expand the functionality of the path for effective cycling use while not limiting the function for pedestrian use.
8. Improve pathways asset management and assessment practices by including new methodologies and guidelines such as:
- a. The Austroads facility selection tool, and
 - b. Walkability assessments.
9. Inspect, maintain and protect paths to provide a stable, uniform, non-slip surface free of trip hazards and debris.
- a. Overall condition inspections shall be undertaken every three years.
 - b. Paths that are assessed to be beyond reasonable repair will be scheduled for renewal.
 - c. Defects inspections shall be undertaken at a frequency relative to the category and risk of the path segment.
 - d. Maintenance and repairs shall be undertaken in accordance with the agreed level of service.
 - e. Where paths are damaged by vehicles or machinery, the City will attempt to identify the responsible party, and the responsible party will be required to repair the paths.
10. Provide a comprehensive path network that includes:
- a. A structured assessment process for selecting and prioritising paths,
 - b. A priority on path connections within 400 to 800 metres of major pedestrian precincts and pedestrian generators, and
 - c. A regional path network with a priority on multiple functions such as recreation, heritage, culture, art and tourism.
11. Prepare ten year forward works programs for paths to inform financial planning, and to guide the preparation of the annual budgets.

Measures of Success

The success of the policy will be measured through:

- Increase in the extent of defined pedestrian paths and formalised pedestrian road crossings.
- Increase in participation in pedestrian activities.
- Decrease in the (rolling) five year average safety incidences for pedestrians.

Related Local Law	Nil		
Related Policies and Strategies	C-AS-01 Asset Management Policy Pathways Asset Management Plan Pedestrian Paths Expansion Plan 2018 Asset Management Strategy 2017-2021		
Related Budget Schedule	Paths New, Path Renewals, Path Maintenance.		
Legislation	Local Government Act 1995 and Integrated Planning and Reporting (plan for the future) Road Traffic Act 1974 (parent legislation), Road Traffic Code 2000 (pedestrians), Disability Services Act 1993.		
Conditions			
Authority	Director Asset Services		
Adopted		Next Review Date	