

# Active Transport Strategy

2023 - 2033



Town of  
**Port Hedland**





# Town of Port Hedland



The Town of Port Hedland would like to acknowledge the Kariyarra, Ngarla, and Nyamal people as the Traditional Custodians of Hedland lands.

We recognise their strength and resilience and pay our respects to their Elders past and present. We extend that respect to all Aboriginal & Torres Strait Islander people of the local community and recognise their rich cultures and continuing connection to land and waters.

### Advice

This document may contain images of Aboriginal and Torres Strait Islander people who have passed away.

### Disclaimer

The opinions expressed in this document are made in good faith and while every care has been taken in formulating this document, the Town of Port Hedland makes no representations and gives no warranties of whatever nature in respect of this document, including but not limited to the accuracy or completeness of any information, facts and/or opinions contained within. The Town of Port Hedland, its Elected Members, staff and consultants cannot be held responsible for the use of and reliance on the opinions, estimates, forecasts, recommendations and findings of this document.



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# Executive Summary

## Message from the Mayor



I am proud to present to the community the Town of Port Hedland's Active Transport Strategy 2023 (The Strategy).

This strategic planning document outlines the Town's vision and commitment to providing a safe and connected network of footpaths, shared paths and pedestrian access ways (PAWs) in Port and South Hedland. The Strategy will guide future investment in infrastructure to better connect our pathways to ensure we have efficient passageways throughout Hedland as a whole.

Having a safe and efficient network of footpaths and shared paths is part of the Town's wider vision to create a thriving, resilient and inclusive future for our diverse community. Having a well-designed and connected pathway network will encourage more people to walk, run or ride around their neighbourhoods – whether it be to work or school, to the shops or just for fun.

Ditching the car in favour of walking or cycling is not only promoting healthy lifestyles, but also good for the environment by lowering emissions by reducing our reliance on other vehicles. Our relatively flat landscape also makes Hedland a perfect option for active transport.

The Strategy was informed through wide-ranging engagement with community members, businesses, organisations and groups in Hedland through both online and in-person engagement sessions. I thank everyone who has taken time to offer their thoughts and feedback which have helped us in formalising The Strategy.

I am looking forward to the implementation of The Strategy and the ongoing benefits for our community as our network of footpaths and shared paths is enhanced into the future.

Peter Carter  
Mayor

The Town of Port Hedland is a diverse place filled with people of all ages, abilities, incomes, lifestyles, and experiences. Our location, and the fact that we have a mixture of commercial, residential, and coastal areas within a short distance means that there is a wide range of untapped opportunities for active transport. Active transport supports safe, well-designed and connected networks for people of all ages and abilities to ride bikes, scooters or walk to get around.

The Town continually seeks to enhance its liveability in line with its Vision Statement "Together, we create a thriving, resilient and inclusive future for our diverse community". In order to achieve this vision, the Town provides a path network to enable efficient and safe passage of bicycles and pedestrians across all localities within Port and South Hedland. The path network is formed by a series of footpaths, shared paths and pedestrian access ways (PAWs). They aim to provide unimpeded movement of pedestrians and bike riders around residential neighbourhoods, as well as often being used to locate public infrastructure such as water, sewer, gas pipes and electrical cables. Many of the paths and PAWs were created as part of the historical subdivisions within Hedland that were often based on cul-de-sacs and loop roads.

Footpaths, shared paths, and PAWs should be well integrated into the urban fabric to improve walkability of the neighbourhood, be safe and comfortable to use, and contribute to the neighbourhood amenity. The network contains an expansive number of footpaths and shared paths, however there are many missing links in the network and some sections are past their useful life and require upgrading. This Strategy was prepared by the Town of Port Hedland to analyse the current provision of footpaths and

shared paths and identify missing links to guide future new paths and upgrades, as well as provide a strategic planning framework which will guide the management, upgrades, and closure of PAWs.

In delivering the network outlined in this Strategy, it is important to note that the long-term vision is highly aspirational and further work is required to determine the feasibility and form of various routes. Ongoing consideration must be given to potential environmental impacts to ensure that the unique characteristics of the area are respected and maintained, and to respect Traditional Owners and heritage sites located throughout the Town. Delivery will also need to consider the needs of the users and types of active transport using these routes. Some locations may also be limited by policy and land use planning which could result in path configurations changing as further feasibility and planning is undertaken.

The Active Transport Strategy proposes a 10 year plan that focuses on delivering a better path network. This Strategy should be reviewed in years 3 and 6 of implementation. Timing for actions is described as short term, medium term, long term or ongoing, where 'short term' is 0 - 3 years, 'medium term' is 3 - 5 years, 'long term' is 5+ years, and 'ongoing' is as required.





# Recommended Actions

## Objective A Connected Network

Item	Action	The Town's Role	Timing
<b>A1</b>	Establish a works program to complete the identified Missing Links outlined in 2.9.	Provider, Funder	Short Term
<b>A2</b>	Conduct an annual audit of the active transport network missing links, including a review of any reported by the community.	Provider	Ongoing
<b>A3</b>	Develop a Recreation Loop Masterplan that identifies routes that are visually interesting, connects key attractions, and offers opportunities to acknowledge local Aboriginal culture and history.	Provider, Partner	Short Term
<b>A4</b>	Ensure that Council projects incorporate connections to the active transport network.	Provider, Funder	Ongoing
<b>A5</b>	Review all applicable local planning policies to include requirements for new developments to demonstrate connection to the active transport network.	Provider, Regulator	Short Term
<b>A6</b>	Review the Active Transport Strategy in years 1, 3 and 6 of the program to include new missing links, subdivisions, development areas etc.	Provider	Ongoing
<b>A7</b>	Apply to Department of Transport for new identified routes to be added to the LTCN in years 3 and 6 of the program following the minor review.	Provider, Advocate, Partner	Ongoing

## Objective B Functional Infrastructure

Item	Action	The Town's Role	Timing
<b>B1</b>	Establish a works program for infrastructure improvements in the active transport network.	Provider, Funder	Short Term
<b>B2</b>	Conduct an annual condition audit of active transport infrastructure, including a review of any additions or upgrades requested by the community.	Provider	Ongoing
<b>B3</b>	During the annual condition audit, identify any additional amenity requirements to support increased participation in active travel.	Provider	Ongoing
<b>B4</b>	Review internal construction standard drawings to ensure they are consistent with best practice and Australian Standards.	Regulator	Ongoing
<b>B5</b>	Ensure that Council projects incorporate improvements to active transport infrastructure including but not limited to lighting, street trees, end of trip facilities etc.	Provider, Funder	Ongoing

Item	Action	The Town's Role	Timing
<b>B6</b>	Review all applicable local planning policies and design guidelines to include requirements for new developments to provide for pedestrian and cycle infrastructure such as path lighting, shaded pathways, bicycle parking, and end of trip facilities.	Regulator	Short term
<b>B7</b>	Develop a footpath lighting masterplan or equivalent to guide path lighting standards within the Town.	Provider	Short term
<b>B8</b>	Develop an urban greening strategy or equivalent to guide street tree standards within the Town.	Provider, Partner	Short term
<b>B9</b>	Develop a wayfinding strategy or equivalent to guide wayfinding signage and information boards within the Town.	Provider, Partner	Short term
<b>B10</b>	Develop a public art masterplan for identified recreation loops.	Provider, Partner	Short term
<b>B11</b>	Develop all active transport infrastructure in line with CPTED principles and guidelines.	Regulator	Ongoing
<b>B12</b>	Ensure that all shared paths are line marked and signed in accordance with best practice Technical Standards.	Provider, Regulator, Funder	Short term
<b>B13</b>	Undertake a needs analysis and audit the existing number of bicycle and scooter racks at Council facilities and ovals and increase the number of racks/ lockable stores where required.	Provider, Funder	Medium term
<b>B14</b>	Undertake an intersection audit to identify potential safety improvements to road crossings.	Provider, Regulator	Long term

## Objective C Safer Pedestrian Access Ways (PAWs)

Item	Action	The Town's Role	Timing
<b>C1</b>	Establish a works program to complete the required upgrades to the PAWs.	Provider, Funder	Short term
<b>C2</b>	Establish a maintenance plan to ensure PAWs are well maintained on an ongoing basis.	Provider, Funder	Ongoing
<b>C3</b>	Develop a footpath lighting masterplan or equivalent to guide path lighting standards within the Town, including within all PAWs.	Provider	Short term
<b>C4</b>	Provide access to easy to understand information on PAW closures on the Town's website.	Provider, Regulator	Short term
<b>C5</b>	Develop an information sheet on CPTED principles within PAWs for residents with adjoining lots.	Provider, Regulator	Short term
<b>C6</b>	Develop a naming strategy and wayfinding signage for all PAWs.	Provider, Regulator	Medium term



## Objective D Education and Promotion of Active Transport Modes

Item	Action	The Town's Role	Timing
<b>D1</b>	Support and advocate for a safer and more accessible active transport network.	Advocate, Facilitator	Ongoing
<b>D2</b>	Develop an active transport promotion and education campaign.	Provider, Facilitator, Partner	Short term
<b>D3</b>	Investigate participation in the 'Your Move Local Government Program' and community activities, including Bike Month and Safe Routes to School Stencil Art Activity.	Facilitator, Partner	Short term
<b>D4</b>	Promote active transport through events such as the Ship to Shore.	Advocate, Facilitator, Partner	Ongoing
<b>D5</b>	Investigate opportunities for cycle tourism and trails development.	Provider, Advocate, Facilitator	Short term
<b>D6</b>	Promote the development of community groups and recreation facilities that facilitate active transport methods.	Advocate, Facilitator	Ongoing



## Common Definitions and Acronyms

Unless otherwise noted, terms used have common meanings and include those listed in the *Planning and Development Act 2005* and the *Planning and Development (Local Planning Schemes) Regulations 2015*.

<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>DoT</b>	Department of Transport
<b>DPLH</b>	Department of Planning, Lands and Heritage
<b>LTCN</b>	Long Term Cycle Network
<b>MRWA</b>	Main Roads WA
<b>PAW</b>	Pedestrian Access Way
<b>WABN</b>	Western Australian Bicycle Network Plan 2014 - 2031 (and subsequent updates)
<b>WAPC</b>	Western Australian Planning Commission



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# 1.0 Introduction

## 1.1 Purpose

The Town of Port Hedland Active Transport Strategy (the Strategy) will provide a strategic planning framework for active transport network planning, infrastructure provision, and education and promotion. The Strategy framework will highlight priority actions to supply an active transport network that is accessible, integrated, comfortable, attractive, and safe for people of all ages and abilities. This strategy is key in implementing the State Government's *Pilbara 2050 Cycling Strategy (2021)* and the actions outlined in the Town's *Local Planning Strategy 2021* and *Environmental Sustainability Strategy 2022 - 2027*.

The way in which pedestrians and bike riders move around the Town reflects the pattern of development that has resulted from the history of residential development within Port and South Hedland. The path network, while extensive, is disjointed, of variable quality and not functioning in a way that allows active transport to be the preferred method to get from A to B. The Town benefits from having primarily flat topography, a scenic coastal foreshore, and a series of parks that form green links across Port and South Hedland and provide respite from the built environment.

This Strategy is a key component to ensuring continued improvements to the active transport network and encouraging residents to utilise the path network to access school, work, shopping precincts, parks, and for recreation. Delivering a better walking and cycling environment requires investment in infrastructure and supporting amenity, and improvements to our overall approach to the design and delivery of transport infrastructure and urban design. The priority actions in the Strategy will provide necessary improvements that will benefit Hedland residents now and into the future.



## 1.2 Strategy Objectives

To realise our vision of creating an active transport network that is accessible, integrated, comfortable, attractive and safe for people of all ages and abilities, the Town will invest in the following areas and objectives:

- A Connected Network**  
Provide an integrated active transport network that will enable all users to move around the network easily and safely.
- B Functional Infrastructure**  
Functional and high-quality active transport infrastructure is provided that improves user safety, neighbourhood amenity, and meets the needs of people of all ages and abilities.
- C Safer Pedestrian Access Ways (PAWs)**  
Existing Pedestrian Access Ways (PAWs) are managed, upgraded, and closed where necessary to improve the amenity and safety of PAWs in line with CPTED principles.
- D Education and Promotion of Active Transport Modes**  
Residents have access to information on smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.





### 1.3 What is Active Transport?

Active transport refers to the transport of people or goods through predominantly non-motorised means, thereby requiring an element of physical activity. Walking and bike riding are the most common, however running, scooting, skateboarding, skating, using a wheelchair, paddling, electric bicycles, scooters and other devices can all be considered types of active transport.

Increased use of active transport methods has shown to provide many benefits to both people and places. It is a great way to improve physical and mental health, reduce environmental impacts of car usage, enhance social interaction, increase shopping at local businesses, reduce road congestion, increase neighbourhood safety, and deliver a more inclusive and equitable transport system for a diverse population.

An integrated path network provides opportunity for community to utilise active transport methods. For example, good pathway connections can impact the number of children riding to school, reduce reliance on vehicles for short trips, and assist those members of the community who may not have access to vehicular transport.

A quality path network should:

- Be well connected;
- Prioritise pedestrian and bike movement, especially at road crossings and driveways;
- Be well lit;
- Have shade provided by street trees;
- Have strong visual connections to surrounding neighbours;
- Be wide enough to accommodate multiple users;
- Be flat and free of obstruction; and
- Be well sign-posted.

#### ERideables

More people are using eScooters and other electric rideable devices for commuting and recreational purposes. Although ERideables can be considered active transport, there are specific requirements that are attributed to them.

The Road Safety Commission defines an eRideable as an electric rideable device, such as a scooter, skateboard or other vehicle, that has at least one wheel, is designed to be used by only one person, is no more than 125cm long, 70cm wide and 135cm high, is 25kg or less, and is not capable of travelling faster than 25km/h on level ground.

eRideables can be ridden on:

- footpaths, bicycle paths and shared paths
- roads where there are no dividing lines AND the speed limit is 50 km/h or less
- bicycle lanes (on roads with a speed limit of 50km/h or less).

As eRideables become more popular, it is important to consider the impact they have on the way that the active transport network is used. Users of eRideables generally travel at speeds and distances similar to bike riders, however, they are limited to where they can be legally ridden. The active transport network should aim to ensure that all active transport users, including those on eRideables, have a network where riding on roads is not required and that they can be separated from traffic where possible to ensure user safety.



### 1.4 Local Context

Active transport supports safe, well-designed, and connected networks for people of all ages and abilities to efficiently get around. The network aims to connect key locations such as recreation hubs, community facilities, and activity centres. The Town has an arid-tropical climate, with warm dry winters and hot and humid summers. Although the footpath network is used year-round, there is an increase in use during winter as the weather is more favourable for outdoor activities and attracts visitors to the town.

The Australian Bureau of Statistics (ABS) estimates the resident population for the Town of Port Hedland as 15,684, with the population forecast to grow to between 18,500 and 27,085 by 2041. The Town is home to a diverse range of people and household types. The Port Hedland townsite had approximately 6,228 households in 2021. Family households were the most prevalent household type, comprising of 70.5%, while single person households made up 26.0% of the households. Of the family households 64% have children (one and two parents) and 34.1% are couples without children.

To support the Town's residents, there are five primary schools, a senior high school, School of the Air, and TAFE facility. Community facilities include art galleries, theatre/cinema, parks and playgrounds, indoor recreation complex, youth facilities, swimming complexes, and sports ovals. It is integral that the active transport network facilitates safe pedestrian linkages to between residential areas, education establishments, and community and recreation facilities to promote the use of active transport methods in everyday life.

The Town also hosts a large number of fly-in, fly-out (FIFO) workers who are generally accommodated in transient workforce accommodation (TWA) facilities such as Gateway Village, Port Haven, Club Hamilton, and the extensive supply of motels and hotels including The Lodge Motel and The Landing. The large FIFO population reflects the industrial composition of the economy, with the majority of employment opportunities being within the mining and supporting industries. Connecting the TWAs to the Town's activity centres, hospitality offerings, and recreation facilities will promote the integration of FIFO workers into the Town and contribute to better social outcomes.

The tourism opportunities in Port Hedland bring a unique offering with the port and large industry infrastructure providing visitors with the opportunity to get close to the operations of Australia's iron ore mining industry. Key attractions include Spinifex Hill Studios, Courthouse Gallery, Cemetery Beach Park, Redbank Bridge Salt and Train Lookout, Dalgety House, and Don Rhodes Mining Museum. Tourism Research Australia reports that in 2019 Port Hedland recorded approximately 169,000 domestic overnight visitors and 11,000 international visitors. The extension and enhancement of the local path network will allow both residents and visitors the ability to access and connect to more unique destinations, appreciate the natural beauty, and offer opportunities for cycle and Segway tours. It is anticipated that visitors will have improved enjoyment of the Town and will be inspired to stay longer.

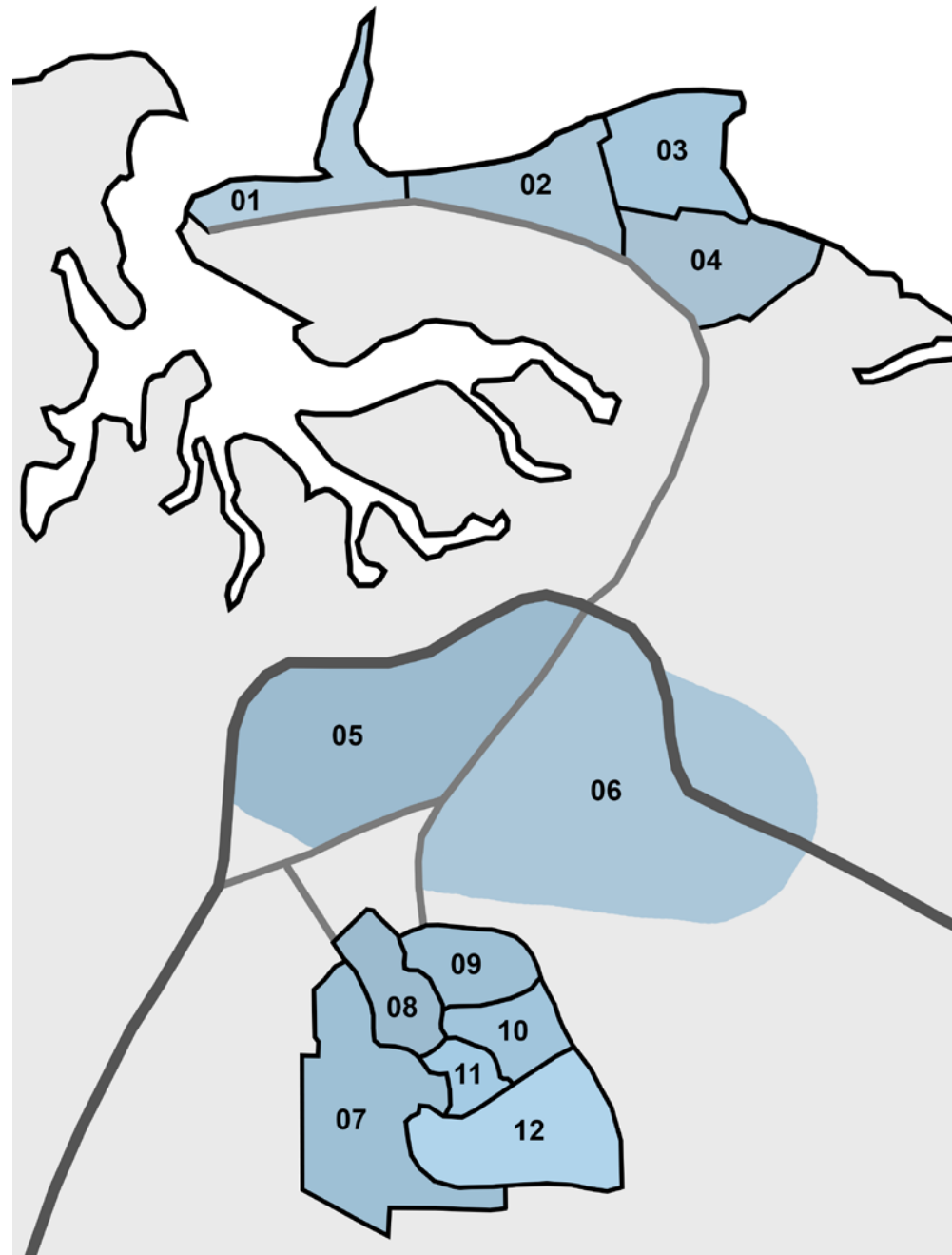




## 1.5 Precincts

Within the Port Hedland district there are a number of distinct localities that have unique land use characteristics that warrant a precinct-based response. This Strategy addresses the following areas within the townsite boundary.

01. West End	07. Town Centre
02. Spinifex Hill	08. Lawson
03. Cooke Point	09. Walnut Grove
04. Pretty Pool	10. Shellborough
05. Wedgefield	11. Cassia
06. Airport Precinct	12. Koombana



## 1.6 Planning Context

The planning context provides significant direction for the Active Transport Strategy. The following is a summary of the key statutory and policies reviewed in the development of this Strategy.

### State

- Land Administration Act 1997
- Western Australian Road Traffic Code 2000
- Disability Discrimination Act 1992
- Planning and Development Act 2005
- State Planning Policy 7.0 - Design of the Built Environment (2019)
- WAPC Procedure for the Closure of Pedestrian Access Ways – Planning Guidelines (2009)
- WAPC Reducing Crime and Anti-Social Behaviour in Pedestrian Access Ways – Planning Guidelines (2009)
- WAPC Liveable Neighbourhoods (2009)
- WAPC Draft Liveable Neighbourhoods (2015)
- WAPC Draft Safer Places by Design: Crime Prevention through Environmental Design Planning Guidelines (2021)
- DoT Active Transport Infrastructure Policy (2021)
- DoT Supplement to Active Transport Infrastructure Policy (2022)
- DoT Pilbara 2050 Cycling Strategy
- DoT Planning and Designing for Bike Riding in Western Australia (2021)
- DoT Western Australian Cycling Network Hierarchy

### Local

- Local Planning Strategy 2021
- Public Open Space Strategy 2019
- Environmental Sustainability Strategy 2022 - 2027
- Access and Inclusion Plan 2023 - 2026
- Long-Term Financial Plan 2022 - 2037
- Strategic Community Plan 2022 - 2027
- Local Planning Scheme No. 7 (2021)
- Coastal Foreshore Management Plan (2020)

In addition, the Main Roads WA Technical Standards, Australian Standards, and Austroads Guidelines are applicable to the design of infrastructure supporting active transport. Some notable guidelines include:

- MRWA Guidelines for Pedestrian Crossing Facilities at Traffic Control Signals (2023)
- MRWA Lighting Design Guidelines for Roadway and Public Spaces (2023)
- Austroad Guide to Road Design: Part 6A: Paths for Walking and Cycling (2021)



## 1.7 Community Engagement

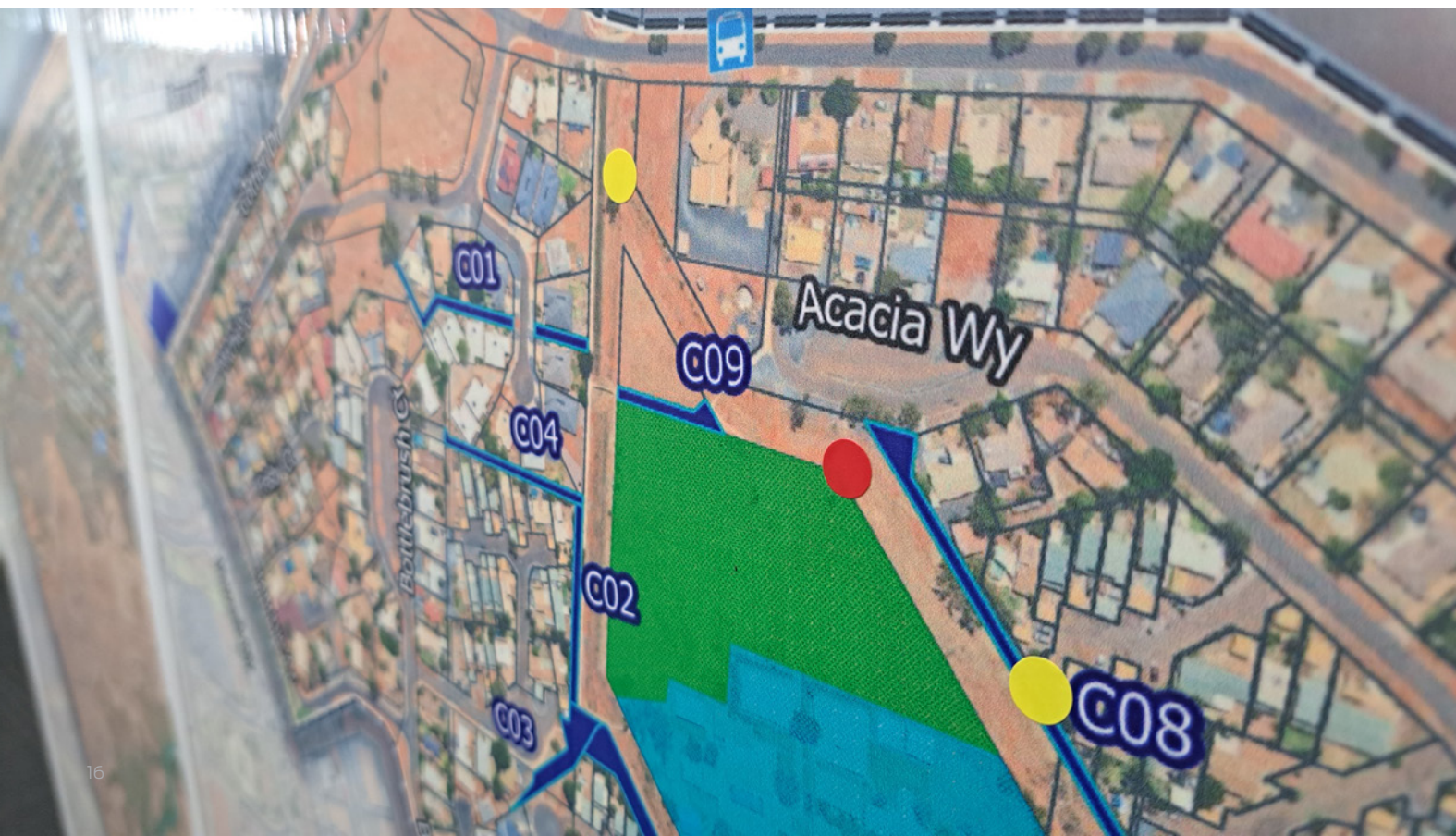
The Town of Port Hedland recognises the important role that community members, stakeholder groups and other levels of government will play in achieving the vision of this Strategy. In developing this strategy, extensive work has been undertaken to review existing community responses curated from a range of community events, as well as undertake additional engagement with key stakeholders and the local community. A detailed analysis of the community consultation is contained in Appendix 1.

The feedback of the community has greatly influenced the development of this Strategy and the responses demonstrate the importance of a safe, well-connected, and enjoyable active transport network. Consultation undertaken by the Department of Transport through the development of the *Pilbara 2050 Cycling Strategy (2021)* clarified the community's expectations in terms of where key routes are most needed, the requirements for different user groups, and what types of programs would help encourage more people to ride. Engagement



with the community has indicated the priority improvements to be made to the network and the missing links to be built. Additional community consultation was undertaken for the assessment of the Pedestrian Access Ways, including in person and online surveys. Along with the community, key stakeholders such as State Government and utility providers were approached for comment on the strategy, with all comments being given due regard.

Implementation of this strategy will endeavour to be undertaken cooperatively with other stakeholders to maximise the outcomes and build a strong connection to community.





## 2.0 Objective A: Connected Network

**GOAL:** Provide an integrated active transport network that will enable all users to move around the network easily and safely.

For active transport options such as walking and cycling to become preferred methods of transport in our community it is critical to have a connected network with no missing links. Even small gaps in the network can reduce utility and use of walking and cycling and reduce the safety of the users. A well-connected network, composed of direct, convenient routes, is one of the key ingredients of walkability and encouraging more residents use active transport methods more often, to reach destinations close to where they live. A connected network will provide appropriate links between key destinations – connecting the places people are to the places they want to be.

### 2.1 The Existing Network

Many of streets in Port Hedland and South Hedland feature a pedestrian path on one side of the road. The older pedestrian paths are generally offset from the adjacent roadways, while newer sections are frequently directly adjoining it. Often existing paths are not continuous, even on the same block. This lack of connection limits permeability of the network. Walk Score rates Port Hedland (including all precincts) on average a score of 34 out of 100 indicating that it is a car dependent town where most errands require a car. This score improves for areas close to shopping areas and is lower for areas such as Wedgefield which has limited pedestrian and cycling facilities.

Port Hedland features modest cycling facilities. A Cycling Master Plan was prepared in 2008, with some of the proposed items being actioned. Given the change in standards, some of the paths which were constructed per recommendations from the Master Plan do not comply with current standards. Port Hedland does not feature dedicated cycle lanes on any of the local roads, however, shared paths are

placed along the coastline (e.g., Sutherland Street, Counihan Crescent), in some public open spaces, and along key distributor roads in South Hedland (Hamilton Road, Forrest Circle etc.). The shared path connecting South Hedland and Port Hedland along Wallwork Road and Wilson Street was recently completed. Like the pedestrian network, the cycling network generally lacks continuity and permeability.

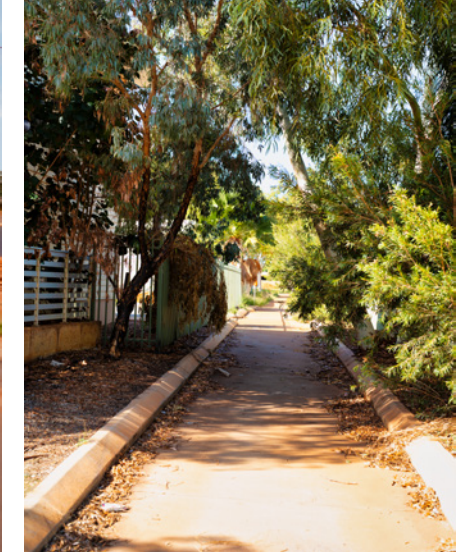
The existing network also includes Pedestrian Access Ways (PAWs) which are commonly located between houses and provide connection for pedestrians and bike riders to traverse between cul-de-sacs, over drainage reserves, and to primary schools. PAWs can be found in Pretty Pool and Cooke Point in Port Hedland and in South Hedland are located in the Walnut Grove, Lawson, Shellborough, Cassia, and Koombana localities. While many of the PAWs play an important role in connecting neighbourhoods and facilities, some PAWs have been found to be unnecessary to the network and in a sub-standard condition.



Footpath



Shared path



Pedestrian Access Way

### 2.2 Types of Connections

The Town incorporates both footpaths and shared paths within the network. The definitions below are consistent with the *Department of Transport: Planning and Designing for Bike Riding in Western Australia (2021)* and *Reducing Crime and Anti-Social Behaviour in Pedestrian Access Ways Planning Guidelines (2009)* documents. It is important to note a change in legislation means that bike riders of all ages may now ride on footpaths in WA, unless otherwise signed.

Type	Definition / Use
<b>Footpath (or path)</b>	Any route intended for use by pedestrians or bicycle riders or both which is not part of a road, and which may or may not be adjacent to a road. Footpaths are typically narrower and support low speed, low volume bicycle riding and, although legal for use by bike riders, they are a less preferred alternative to bicycle, shared or separated paths.
<b>Separated Path</b>	A path signed for separated use on which bicycle riders and pedestrians are required to use separate designated areas. Separated paths typically consist of two parallel paths, one exclusively for people riding and the other for people walking.
<b>Shared Path</b>	A path that is designated for use by both bicycle riders and pedestrians. Shared paths are specifically designed to accommodate the safe and efficient movement of pedestrians and bike riders concurrently.
<b>Pedestrian Access Way (PAW)</b>	There are four classic pedestrian access way (PAW) types: <ul style="list-style-type: none"> <li>• Coastal PAWs;</li> <li>• PAWs in suburbs with road layouts based on cul-de-sac and loop roads;</li> <li>• PAWs providing occasional access for major events; and</li> <li>• PAWs that are a pedestrian connection to a retail services area.</li> </ul> A PAW may consist of any of the path types listed above.



## 2.3 Network Hierarchy

The Department of Transport *Western Australian Cycling Network Hierarchy* consists of three key route types – primary, secondary and local. Each route type is defined by the function it performs in the cycle network, rather than its built form, however the built form should enable the route to work effectively within the network. The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users etc. The Department of Transport *Planning and Designing for Bike Riding in Western Australia (2021)* document provides general guidance around the selection of path types and width for different cycling route types and situations. *Liveable Neighbourhoods 2015* (draft) outlines the different footpath sizes recommended in different situations.

The table below summarises these.

Route Type	Definition
<b>Primary Route</b>	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.
<b>Secondary Route</b>	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.
<b>Local Route</b>	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
<b>Road Cycling Route</b>	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes. Road cycling routes are predominantly located on the outskirts of cities and towns.

## 2.4 Movement and Place

Movement and Place is an approach to planning and designing roads and streets that recognises their dual roles as transport corridors (movement) and destinations (place) in their own right. Within Port and South Hedland, there are a variety of activity centres, public open spaces, and community facilities (such as schools, recreation facilities, places of worship, civic functions etc). There are also public transport nodes such as bus stops and locations of special interest such as heritage places and areas of natural beauty. These destinations should be easily accessible through well connected transport corridors. The Overall Path Network maps on page 27 identify the current key destinations within the town and key transport corridors between them.

## 2.5 Recreation Loops

Recreation loop paths offer an opportunity to develop recreation and tourist walking and cycling routes that connect key attractions, natural features, public art, and accommodation. Identified recreation loops should be designed with appropriate wayfinding signage, facilities along the paths, climate appropriate weather protection (such as shading), and amenities at destinations (such as bike rentals, electric bicycle charging). This will encourage more people to explore on foot or bicycle. Mapping and promotion of the recreation loops will also play a part in realising the full potential of active transport as a recreation and tourism opportunity.

## 2.6 Missing Links

The Town of Port Hedland's current network has gaps that limit connectivity for pedestrians and bike riders. Residents report that some sections of footpaths and cycle routes are missing and that connections are often poor. This can be a disincentive to walking and cycling and can present barriers for people with limited and restricted mobility. The Department of Transport *Pilbara 2050 Cycling Strategy (2021)* indicates the missing links in Port and South Hedland identified through extensive community consultation. Many of the missing links are between key destinations and precinct areas within the Town. Implementing footpaths in these missing links will also improve access to public transport and other activity intense areas. The Missing Links priority list can be found in Part 2.9 and illustrated on Overall Path Network maps on page 27.







## 2.7 Location of New Paths

The location of new and retrofitted footpaths and shared paths throughout Port and South Hedland is important to maximise continuity and connectivity. The primary considerations in choosing where to locate a new path, include:

- Links to key destinations, community facilities, recreational areas, and public transport connections.
- Connecting links between existing paths to create a complete network.
- Minimising the number of road crossings along the route.
- Located to take advantage of natural and man-made features.
- Follow existing tracks and trails where possible to minimise disturbance to the landscape.
- Connection to any recreational walking trails.
- Aboriginal heritage and other heritage listed places.
- Impact to environmentally sensitive areas (e.g., areas of endangered flora).
- Location of existing infrastructure including utilities, driveways, bus stops, and mature trees. The path should look to reduce the number of trees required to be removed and consider the location of existing tree roots.
- Any existing shade and rest areas on the route.
- Width of the road reserve and available space to place path compliant with Australian Standards.
- Access to street or path lighting.
- Urban Water Design principles (e.g., avoid poorly drained areas).
- Crime prevention through environmental design (CPTED) principles (e.g., has ample passive surveillance over the path).

## 2.8 Funding the Network Upgrades

The Town's Long Term Financial Plan 2022 – 2037 (LTFP) has allocated \$500,000 per annum to be factored into the annual budget for new footpath and lighting construction until at least 2028/29. This would ensure the delivery of a fully integrated network that would support majority of community aspirations. In addition to this, the Town has opportunities to apply for external funding options such as grants. It is recommended that each year the footpath plan is reviewed with opportunities for grants to be identified and applied for, in order to fund construction of as many missing links as practically possible.

### Developer Contributions

In Western Australian, contributions for infrastructure have long been accepted as an essential part of the planning system. As per Clause 27 of the Town's Local Planning Scheme No. 7, State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6) may be applicable to applications for new developments. The requirement to contribute to the development of infrastructure for shared paths, cycle paths, footpaths, or PAWs (as defined in SPP 3.6) may be identified by the Town through the subdivision and development application process and may include contributions toward infrastructure such as signs and signals, street furniture, trees, landscaping, planting and associated streetscape and public realm upgrades including public transport stops and shelters.

In addition, Local Planning Policy 06 - Social Impact Assessment (LPP 06) specifies where developer contributions may be required as part of a Social Impact Management Plan associated with a development to contribute to benefits to the community. This is applicable for developments outlined in Clause 4.0 of LPP 06, including those whereby the Town considers it would result in significant social impact, such as proposals for workforce accommodation.

The levying of any contribution will be in accordance with SPP 3.6 and imposed in the manner identified at paragraph 6.7, including through conditions of approval or other legal mechanisms, or voluntary legal agreements.

### Native Title

Some existing paths and PAWs may be located on land that has unresolved Native Title. As new paths are built, existing paths are upgraded, and PAWs are closed, the Native Title status of affected land parcels should be identified and resolved as appropriate in accordance with relevant legislation.





## 2.9 Identified Missing Links

The table below identifies the missing links that are strategic priorities for the Town over the next ten years. They are also illustrated on Overall Path Network maps.

The below plan proposes that approximately 22,900m of new footpaths are to be constructed over the next ten years, with 7,160m in years 1-3, 6,985m in years 4-6, and 8,755m in years 7-10.

Item	Link Name	Locality	Hierarchy	Minimum Path Type	Approx. Length	Timing (year)
ML01	Sutherland Street Extension	Cooke Point	Primary	3.0m Shared Path	605m	1-3
ML02	Goode Street link	Cooke Point	Primary	3.0m Shared Path	345m	1-3
ML03	Pretty Pool Bridge	Pretty Pool	Primary	TBC		7-10
ML04*	Six Mile Crossing	Pretty Pool	Primary	3.0m Shared Path	720m	7-10
ML05**	Morgans Street and Howe Street path	West End	Local	2.0m Footpath	670m	1-3
ML06**	Nelson Point connection	West End	Local	2.0m Footpath	400m	1-3
ML07*	Airport link	Airport Precinct	Primary	3.0m Shared Path	1,400m	1-3
ML08*	TWA Precinct link	Airport Precinct	Secondary	3.0m Shared Path	1,650m	1-3
ML09*	Pinga Street link	Wedgfield	Secondary	2.5m Shared Path	2,700m	7-10
ML10	North Circular Rd extension	Walnut Grove	Primary	3.0m Shared Path	2,470m	4-6
ML11	Stanley-Parker link	Walnut Grove	Local	2.0m Footpath	370m	4-6
ML12	Guard Way link	Walnut Grove	Local	2.0m Footpath	350m	1-3
ML13	Walnut Grove link	Walnut Grove	Local	2.0m Footpath	990m	4-6
ML14	Highschool link	Lawson	Local	2.0m Footpath	460m	4-6
ML15	Acacia Way path	Cassia	Local	2.0m Footpath	860m	1-3
ML16	Collier Drive shared path	Koombana	Secondary	3.0m Shared Path	2,335m	7-10
ML17	North Circular Rd East shared path	Koombana	Secondary	3.0m Shared Path	3,000m	7-10
ML18	Kabbarli Loop link 1	Koombana	Local	2.0m Footpath	510m	4-6
ML19	Kabbarli Loop link 2	Koombana	Local	2.0m Footpath	980m	4-6

Item	Link Name	Locality	Hierarchy	Minimum Path Type	Approx. Length	Timing (year)
ML20	Kangaroo Cres link	Koombana	Local	2.0m Footpath	830m	4-6
ML21	Spoonbill Cres link	Koombana	Local	2.0m Footpath	375m	4-6
ML22	Brown Place link	Shellborough	Local	2.0m Footpath	160m	1-3
ML23	Mauger Place path	Walnut Grove	Local	2.0m Footpath	630m	1-3
ML24	Pell Street Connection	Walnut Grove	Local	2.0m Footpath	90m	1-3

\* These links may impact roads managed by Main Roads, and Main Roads approval will be required for any new paths/ path upgrades.

\*\* These links are located in the West End Improvement Scheme No. 1 area and confirmation of the requirement for development approval should be sought from the WAPC prior to any works being undertaken.

## 2.10 Unidentified Missing Links

It is acknowledged that the schedule of missing links identified in Part 2.9, does not capture all of the streets without a suitable path connection and that there may be additional connections sought by the community. The Town invites community members to put forward any additional missing links by writing to the Town via email or through the Send Snap Solve app. All requests for new or upgraded path connections will be reviewed for inclusion into the Town's capital works program, with priority given to paths that meet the primary considerations of Part 2.7 Location of New Paths. The applicant will be notified of the outcome of their request in line with the Town's Customer Service Charter.

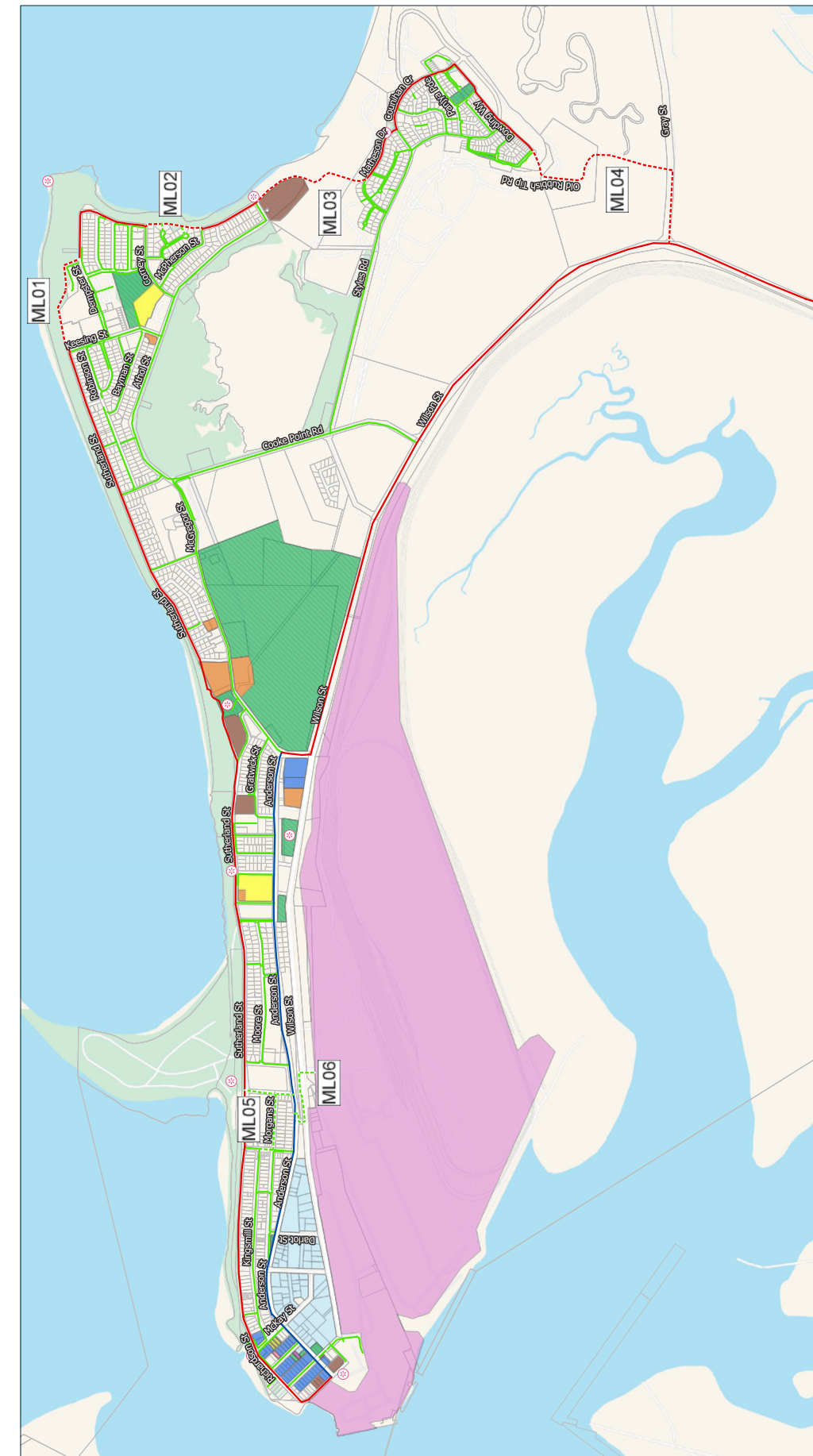




## 2.11 Recommended Actions

Item	Action	The Town's Role	Timing
A1	Establish a works program to complete the identified Missing Links outlined in 2.9.	Provider, Funder	Short Term
A2	Conduct an annual audit of the active transport network missing links, including a review of any reported by the community.	Provider	Ongoing
A3	Develop a Recreation Loop Masterplan that identifies routes that are visually interesting, connects key attractions, and offers opportunities to acknowledge local Aboriginal culture and history.	Provider, Partner	Short Term
A4	Ensure that Council projects incorporate connections to the active transport network.	Provider, Funder	Ongoing
A5	Review all applicable local planning policies to include requirements for new developments to demonstrate connection to the active transport network.	Provider, Regulator	Short Term
A6	Review the Active Transport Strategy in years 3 and 6 of the program to include new missing links, subdivisions, development areas etc.	Provider	Ongoing
A7	Apply to Department of Transport for new identified routes to be added to the LTCN in years 1, 3 and 6 of the program following the minor review.	Provider, Advocate, Partner	Ongoing

Overview Map 1 Port Hedland – Overall Path Network



Port Hedland - Overall Path Network

Legend

- Key Attraction
- Existing Path Network
  - Primary Route
  - Secondary Route
  - Local Route
- Proposed Path Network
  - Primary Route
  - Local Route
- Land Use
  - Civic and community
  - Education facility
  - Emergency Services
- Parks and recreation
  - Accommodation
  - Arts and culture
  - Commercial area
- Health facility
  - Industrial areas
  - Shopping area

Scale 1:20,000  
GDA2020 - MGA Zone 50

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## Overview Map 2 Wedgefield – Overall Path Network



Wedgefield - Overall Path Network

















  
**Town of Port Hedland**


  
 Scale 1:25,000

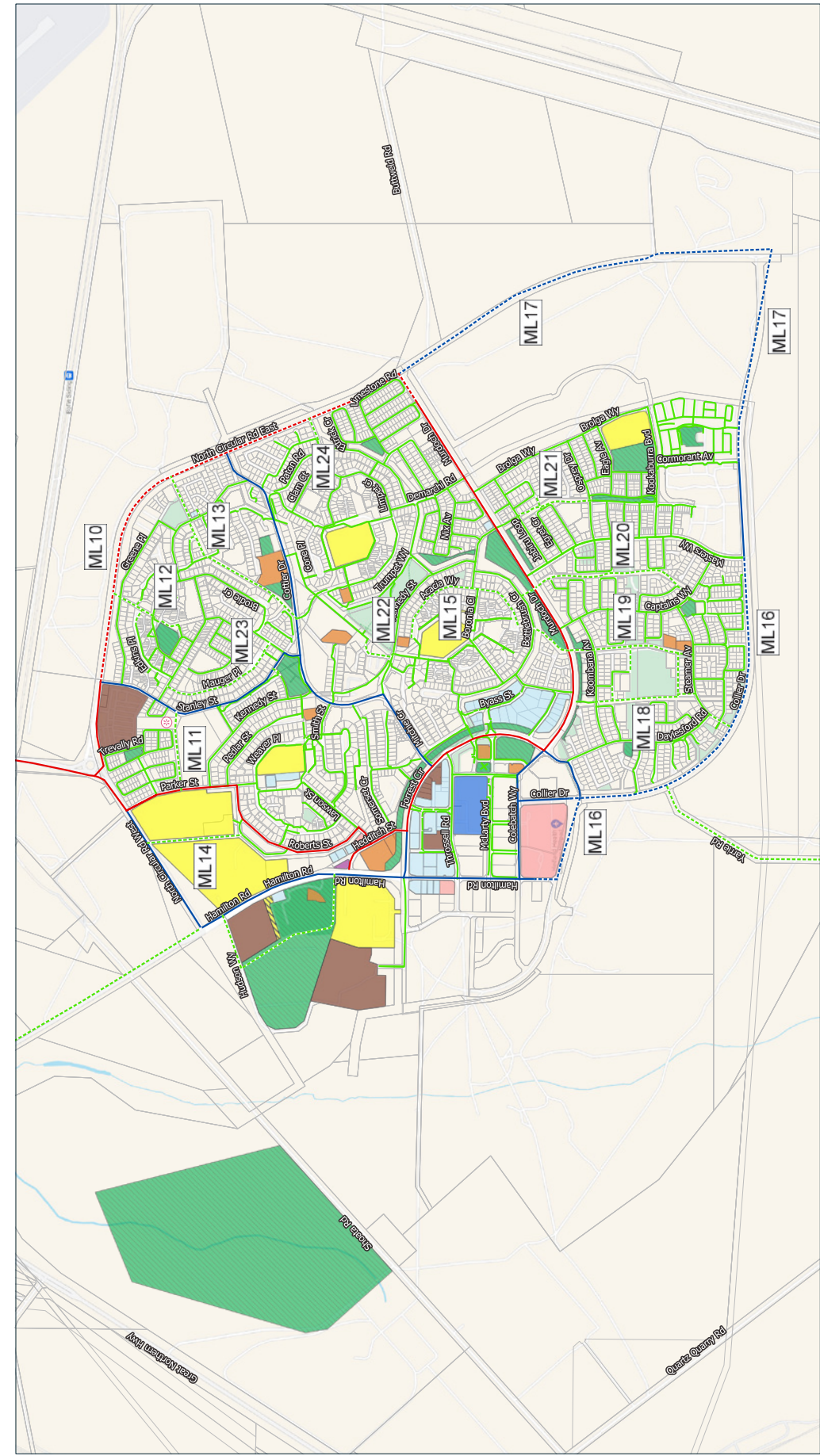
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Ref: 191\_2016\_Rev.01


**Legend**


 Key Attraction	 Existing Path Network Primary Route	 Land Use Commercial areas
 Existing Path Network Secondary Route	 Proposed Path Network Primary Route	 Land Use Accommodation
 Existing Path Network Local Route	 Proposed Path Network Secondary Route	 Land Use Civic and community
 Road Cycling Route	 Proposed Path Network Local Route	 Land Use Emergency Services
	 Road Cycling Route	 Land Use Industrial areas
		 Land Use Public open space

## Overview Map 3 South Hedland – Overall Path Network



South Hedland - Overall Path Network


















  
**Town of Port Hedland**


  
 Scale 1:16,000

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Ref: 191\_2016\_Rev.01

**Legend**

 Key Attraction	 Existing Path Network Primary Route	 Land Use Parks and recreation
 Existing Path Network Secondary Route	 Proposed Path Network Primary Route	 Land Use Commercial area
 Existing Path Network Local Route	 Proposed Path Network Secondary Route	 Land Use Civic and community
	 Proposed Path Network Local Route	 Land Use Education facility
		 Land Use Accommodation
		 Land Use Emergency Services
		 Land Use Health facility
		 Land Use Shipping area
		 Land Use Arts and culture



# 3.0 Objective B: Functional Infrastructure



**GOAL:** Functional and high-quality active transport infrastructure is provided that improves user safety, neighbourhood amenity, and meets the needs of people of all ages and abilities.

Pedestrian and cycling networks should be safe, efficient, and pleasant to encourage active transport. The design of spaces can influence the perceptions of an area and user preferences. For example, a pedestrian and cycling route that is perceived to be safe and comfortable for all users will be used more regularly, whereas routes and paths perceived as uninviting or unsafe will deter public use. The design of the active transport network can have a large impact on the amenity of the built environment. Active transport infrastructure includes not only the pathways that make up the network but incidental infrastructure such as crossing points, lighting, shading, rest stops and end of trip facilities. It is important to note that what may be an inconvenience for one user may be an impassable barrier for a less mobile user. Items as simple as connected road crossings and shaded seating areas

mean that all residents will have the option to choose active travel when moving around the town.

The design of active transport infrastructure should consider the local climate, particularly in the Pilbara where the temperatures are often high and storm events can cause localised flooding. Documents such as the *Austroads Guide to Road Design: Pedestrian and Cyclist Paths* provide high-level technical information for path design and construction. This strategy along with Australian Standards should be reviewed during the detailed design phase of all new path provisions to ensure the active transport infrastructure utilises a holistic approach to the development of a connected network.



## 3.1 Existing Path Infrastructure

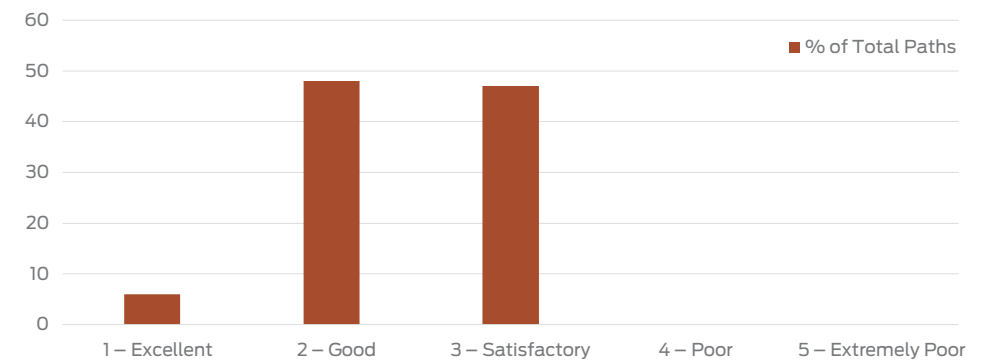
The Town currently manages over 120,000m of footpaths and shared paths within the network. In addition to this, incidental infrastructure is placed along the network to increase its usability and comfort. Currently the existing pathways within the Town undergo an annual condition audit which assesses the path's existing condition as a rating out of 5, with 1 being excellent and 5 being extremely poor. As shown below, all of the existing paths within the Town are rated between 1-3 meaning that they are of a satisfactory condition, with spot patching undertaken as needed. When considering the upgrade of path infrastructure at the end of life, it is critical to ensure that replacement paths are designed to the current standards and are managed and maintained within the Town's maintenance budgets.

a funding commitment to the renewal and replacement of existing paths through the Footpath Renewal Program. The annual condition audits allow the Town to utilise these funds to provide a prioritised footpath upgrade/replacement strategy in addition to the implementation of new footpaths that capture the missing links identified in Part 2.9 of this Strategy.

The public can contact the Town should they identify any defects to existing path network in writing via letter, email or the 'Snap, Send Solve' app. All requests for new or upgraded path connections will be reviewed for inclusion into the Town's capital works program, with priority given to paths that are along strategic routes to schools, aged care facilities, commercial centres, hospitals, child care centres and recreational facilities and along bus routes.

In addition to the funding discussed under Part 2.8 of this Strategy, the Town's Long Term Financial Plan 2022-2037 also identifies

Condition of Paths at 2022/23 Audit





## 3.2 Path Design Considerations

The path design requirements vary depending on the route hierarchy, path context and location opportunities and constraints. That said, the below should be given consideration when planning a new path or upgrading an existing one. The Department of Transport's *Planning and Designing for Bike Riding in Western Australia: Shared and Separated Paths (2021)*, MRWA's *Guidelines for Pedestrian Crossing Facilities at Traffic Control Signals (2023)*, MRWA's *Lighting Design Guidelines for Roadway and Public Spaces (2023)*, and Austroad's *Guide to Road Design: Part 6A (2021)* provide comprehensive guidance on the design of separated paths, including geometric design, intersections, line and pavement markings, and infrastructure.

### Path Width

- Footpath width and design should be consistent with the route hierarchies outlined in the DoT's *Western Australian Cycling Network Hierarchy* and facilitate ease of use for projected volumes and user groups.

### Materiality

- Paths are to be made with durable, non-skid, and tactile ground surfaces, with ground indicators at bus stops and other designated pedestrian crossing points.
- Loose surface materials (gravel, soil, sand, crushed rock, fines etc.) should be avoided on pedestrian routes, as some pedestrians may find it difficult to walk on, and they can impose severe difficulties for people in wheelchairs. Paths with loose surface materials should not be provided under this strategy.

### Universal Access

- Any path construction must be built with consideration of the Town's Access and Inclusion Plan 2023-2026 and must adhere to applicable Australian Standards for wheelchair users, visually impaired, or other disability.
- Kerb ramps should always be provided in association with path construction, with one at each end of the path and at any road crossings.
- Consideration should be taken when constructing paths around bus stops, to adhere to the Public Transport Authority's *Bus Stop Design Guidelines*.

Lighting increases safety and after-dark usability of paths



Shade trees and public art contribute an interesting and high amenity network

### Lighting

- Lighting should be provided in association with any new path construction or upgrade, particularly where there is no existing lighting provided by street lights.
- Lighting is a key CPTED component and is shown to improve user safety and reduce crime.
- The type of lighting used should have consideration for the context. For example, lighting within town centres or parks may be sculptural public art pieces, lighting along the foreshore should be responsive to turtle nesting and hatching season, and solar lighting may be used where there is no easy connection to electricity sources.
- It is noted that this Strategy does not include provision for path lighting, and the implementation of a Footpath Lighting Masterplan is recommended.

### Street Trees and Landscaping

- Whilst it is acknowledged there may be conflict with existing mature trees when installing or upgrading active transport infrastructure in established areas, preservation of mature flora where possible is encouraged. Where a proposed path has the potential to directly or indirectly impact the conservation of significant flora and fauna values, an environmental management plan may be required.

- The planting of new trees and the retention of existing trees is encouraged and should aim to provide shade to all pathways as well as contribute to the amenity of streets and rest stops.
- Planting along the network, particularly within PAWs, should utilise appropriate species and be adequately maintained to mitigate entrapment opportunities in line with CPTED guidelines.
- Species chosen to be as per the Town's Preferred Planting Guide and chosen for shade, hardiness, and reflection of the Pilbara context.
- Planting should be undertaken in line with any Masterplans or future Urban Greening Strategy.
- Landscaping can also be used to improve pedestrian safety by being used as traffic calming and as a barrier between vehicles and pedestrians.

### Bollards and U-Rails

- The use of bollards and u-rails should be carefully considered and avoided where possible, particularly on free-flowing shared or separated paths as they can be difficult for all users to navigate easily. Methods to prevent vehicle access to a pathway should easily allow for all active transport users.
- Retractable/removable bollards should be installed wherever emergency vehicle access may be required.



### Wayfinding and Information Signage

- Wayfinding signage can make the network easier to navigate and improve how residents and visitors are made aware of local services and facilities.
- Signage can promote key attractions and creative/cultural centres, including the local Aboriginal history. Providing wayfinding and information signage at regular intervals can improve the amenity and enjoyment of the active transport network.
- Naming signage, including dual naming, can create a sense of pride and ownership of the pathways and adjacent areas, increasing a sense of place.

### End-of-trip Facilities

- Private and public developments can contribute to integrating bicycle transport as a key method of transport through the provision of 'end of trip facilities' to serve residents, employees and visitors.
- Bicycle parking spaces work best when located in a publicly accessible, sheltered location near the front entrance of a building.
- Showers, change rooms and lockers are to be well lit and ventilated, capable of being locked from both sides, and located as close as possible to the bicycle parking facilities.

### Mid-trip Facilities/ Rest Stops

- Mid-trip facilities often contain supportive infrastructure such as seating, toilets, water fountains and water bottle refill stations, bicycle fixing stations, rubbish bins, trees and shade structures.
- Providing rest stops at regular intervals improves the amenity and usability of the active transport network, particularly for those with limited mobility.
- Rest stops are encouraged to be at points of interest along the network and be co-located with public open spaces.

### Public Art

- The active transport network offers opportunities for public art.
- Public art, particularly along primary and secondary routes, can increase the interest of the network.
- Public art on paths and at crossings has been shown to be particularly good for improving safety along important strategic routes to schools, aged care facilities, commercial centres, hospitals, childcare centres and recreational facilities and along bus routes. It can also be used to indicate entry into PAWs as a wayfinding device.
- Public art can take many forms including murals, sculpture, and functional art (infrastructure such as lighting as art).

Public open spaces provide opportunity for mid-trip rest stops



Wayfinding signage makes the network easier to navigate



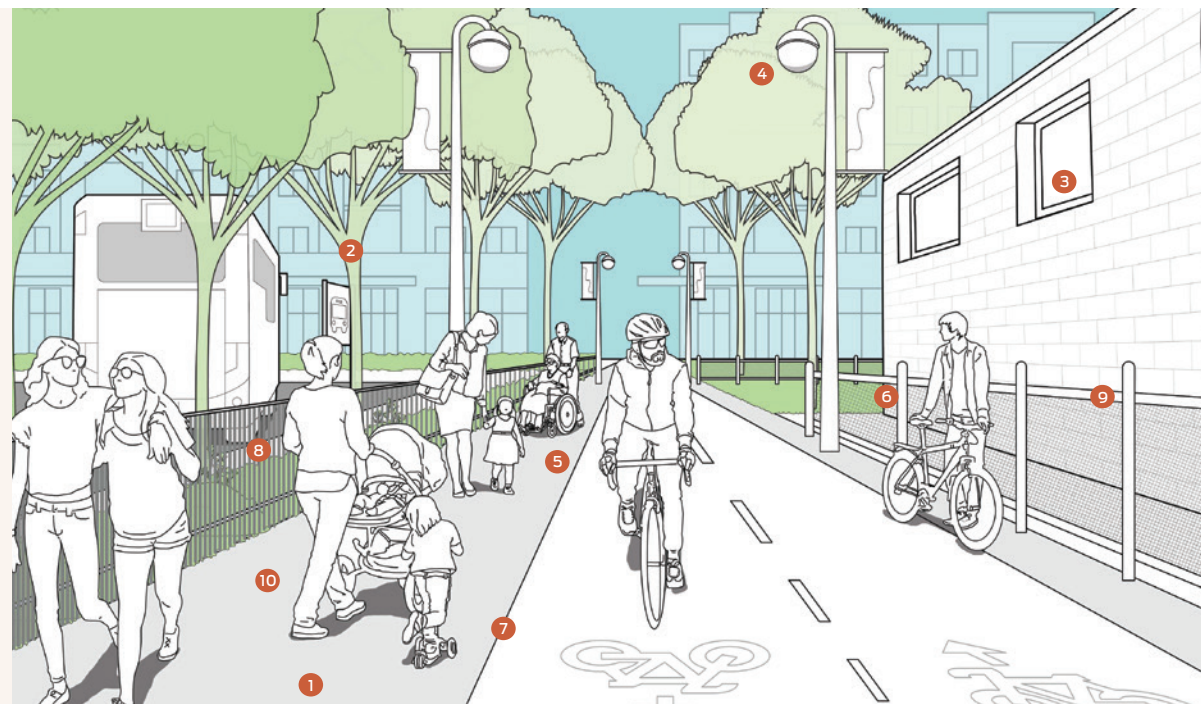
### 3.3 Crime Prevention Through Environmental Design Principles

Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behaviour through urban design. The overall design of paths and PAWs is valuable in reducing crime risk and they should be designed to integrate into the public realm network to support better space definition, management, and natural surveillance. The WAPC's: *Reducing Crime and Anti-Social Behaviour in Pedestrian Access Ways (2009)* document supplements the WAPC's: *Designing Out Crime – Planning Guidelines (2006)*, with the latter currently being under review to be replaced with the draft *Safer Places by Design CPTED Guidelines and Reducing Crime and Anti-Social Behaviour (2021)*. These documents should be reviewed during the Detailed Design phase of all new path provisions, with a CPTED checklist being found in Appendix 2.

These guidelines outline the ways that the designing out crime principles can be implemented in the design of the built environment to reduce crime. The principles include:

1. **Surveillance;**
2. **Access Control;**
3. **Territorial Reinforcement;**
4. **Target Hardening (Security Measures);** and
5. **Management and Maintenance**

The draft *Safer Places by Design CPTED Guidelines and Reducing Crime and Anti-Social Behaviour (2021)* provides guidance for the implementation of CPTED principles in a range of scenarios including pedestrian and cycling networks and PAWs.



Pedestrian and cycling networks – from *Safer Places by Design: CPTED Guidelines and Reducing Crime and Anti-Social Behaviour (2021)*

#### Principle 1: Surveillance

- 1 Footpaths, cycle paths and vehicle routes are close to each other to maximise activity and passive surveillance
- 2 Low shrubs and high canopy trees provide clear sightlines
- 3 Passive surveillance provided by adjacent buildings
- 4 Adequate lighting supports safe night-time use

#### Principle 2: Territorial definition

- 5 The pedestrian and cycling route is wide enough to allow pedestrians/cyclists to pass each other easily
- 6 The boundaries between the public space and private space are clearly defined and robustly fenced

#### Principle 3: Access control

- 7 Different paving materials, patterns and colours provides clear demarcation of use

- 8 Low fencing and landscaping demarcates vehicular routes from pedestrian routes
- 9 High, visually permeable fencing to private space restricts access while providing surveillance

#### Principle 4: Space management

- 10 Paving is level and trip-free to support pedestrian movement

### 3.4 Recommended Actions

Item	Action	The Town's Role	Timing
B1	Establish a works program for infrastructure improvements in the active transport network.	Provider, Funder	Short Term
B2	Conduct an annual condition audit of active transport infrastructure, including a review of any additions or upgrades requested by the community.	Provider	Ongoing
B3	During the annual condition audit, identify any additional amenity requirements to support increased participation in active travel.	Provider	Ongoing
B4	Review internal construction standard drawings to ensure they are consistent with best practice and Australian Standards.	Regulator	Ongoing
B5	Ensure that Council projects incorporate improvements to active transport infrastructure including but not limited to lighting, street trees, end of trip facilities etc.	Provider, Funder	Ongoing
B6	Review all applicable local planning policies and design guidelines to include requirements for new developments to provide for pedestrian and cycle infrastructure such as path lighting, shaded pathways, bicycle parking, and end of trip facilities.	Regulator	Short term
B7	Develop a footpath lighting masterplan or equivalent to guide path lighting standards within the Town.	Provider	Short term
B8	Develop an urban greening strategy or equivalent to guide street tree standards within the Town.	Provider, Partner	Short term
B9	Develop a wayfinding strategy or equivalent to guide wayfinding signage and information boards within the Town.	Provider, Partner	Short term
B10	Develop a public art masterplan for identified recreation loops.	Provider, Partner	Short term
B11	Develop all active transport infrastructure in line with CPTED principles and guidelines.	Regulator	Ongoing
B12	Ensure that all shared paths are line marked and signed in accordance with best practice Technical Standards.	Provider, Regulator, Funder	Short term
B13	Undertake a needs analysis and audit the existing number of bicycle and scooter racks at Council facilities and ovals and increase the number of racks/ lockable stores where required.	Provider, Funder	Medium term
B14	Undertake an intersection audit to identify potential safety improvements to road crossings.	Provider, Regulator	Long term



## 4.0 Objective C: Safer Pedestrian Access Ways (PAWs)

Existing Pedestrian Access Ways (PAWs) are managed, upgraded, and closed where necessary to improve the amenity and safety of PAWs in line with CPTED principles.

PAWs are an important connective component of the active transport network that allow pedestrians and bike riders to traverse cul-de-sacs, over drainage reserves, to primary schools and over parcels of Vacant Crown Land. The majority of PAWs in South Hedland are located in the Walnut Grove, Lawson, Shellborough and Cassia localities, being the four nuclei of the original Radburn subdivision model. Koombana, Pretty Pool and Cooke Point also contain PAWs, however these are predominantly linked to drainage reserves and cul-de-sac road layouts. There are otherwise no PAWs in other localities of Port and South Hedland due to the traditional grid design.

The principal feature of the Radburn layout was the continuous open space network and the inward facing streets, designed to achieve separation between vehicles and pedestrian traffic. Pedestrian paths were designed to connect homes with schools, shops and all facilities without crossing roads. This style layout was subsequently abandoned for a variety of reasons including anti-social behaviour, lack of privacy, poor landscaping

for the Pilbara heat, and inefficiencies in road layouts. By the mid 1990s the then Department of Land Administration had closed most of the PAWs and amalgamated the spare land into new residential lots. This Strategy evaluates the current merit of the remaining PAWs.

PAWs play a critical role in the pedestrian and cycle network; however, they can attract anti-social behaviour, be deleterious to amenity, suffer from lack of regular maintenance and, in some cases, remain undeveloped and do not appear to be used by the public. This can result in unsafe spaces within the network and pressure from adjoining owners to close PAWs, which may result in a reduction in pedestrian and cycle connections. This Strategy aims provide a framework to assess the existing PAWs and provide a recommendation for their retainment, upgrades or closure in line with the WAPC endorsed *Procedure for the Closure of Pedestrian Access Ways – Planning Guidelines (2009)*, draft *Liveable Neighbourhoods (2015)*, and CPTED principles and guidelines.



### 4.1 Existing Pedestrian Access Ways

The study area for the Strategy is divided into residential precincts. There were 15 legal PAWs identified and 36 non-legal PAWs. As the non-legal PAWs are not reserved to the Town as a Pedestrian Access Way, but some other form of Crown land, the Town has no legal responsibility for their maintenance and closure. Despite this, the Town has incorporated non legal PAWs into the study as they form part of the pedestrian and cycle network, and the Town may request the

management body and the State's consent for closure or maintenance.

This study only examined PAWs which were visibly present. There may be more PAWs that have been informally closed by adjacent owners. If these informally closed PAWs come to the Town's attention, they will be assessed in line with Part 4.3 of this Strategy.

Locality	No. of legal PAWs	No. of non-legal PAWs	Total PAWs
Cooke Point	0	3	3
Pretty Pool	8	0	8
Walnut Grove	0	10	10
Lawson	1	6	7
Shellborough	1	7	8
Cassia	0	10	10
Koombana	5	0	5
<b>TOTAL</b>	<b>15</b>	<b>36</b>	<b>51</b>





## 4.2 Crime Prevention Through Environmental Design Considerations

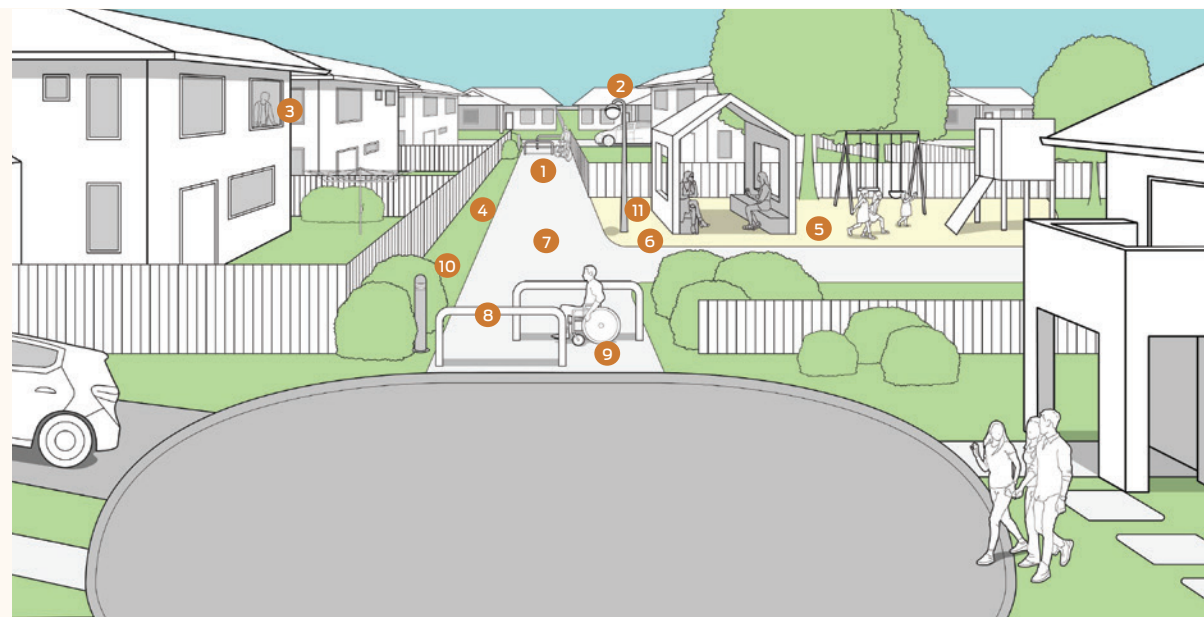
The design of PAWs should be functional and promote the safety of its users. Section 4 of *Reducing Crime and Anti-Social Behaviour in Pedestrian Access Ways (2009)* provides a range of designing out crime strategies specific to PAWs which include:

- Clearly defining the ownership and use of PAWs (rapidly removing graffiti, quickly repairing damage, upgrading walking surfaces)
- Improving surveillance (improved lighting, safety mirrors, clearing shrubs and overhanging vegetation, electronic surveillance, deploying CCTV cameras)
- Setting rules and defining activities (installing signs)
- Hardening adjacent properties against damage and illegal access (installing

density matting and/or climbing plants on blank walls to reduce graffiti, removing physical objects that would aid illegal access)

- Controlling Access (with bollards or using gates to deny access at vulnerable times such as sunset to sunrise)
- Applying additional security measures for PAWs with significant crime problem (deploying CCTV cameras, police/security patrols)

Along with this document, the draft *Safer Places by Design CPTED Guidelines and Reducing Crime and Anti-Social Behaviour (2021)* provides design guidance for PAWs and should be reviewed during the Detailed Design phase of all PAW upgrades, with a CPTED checklist being found in Appendix 2.



Pedestrian access way – from *Safer Places by Design: CPTED Guidelines and Reducing Crime and Anti-Social Behaviour (2021)*

### Principle 1: Surveillance

- 1 The access way is short and straight to improve visibility, wayfinding and security
- 2 Adequate lighting is used to enhance safe night-time movement
- 3 The access way is overlooked and has clear sightlines at its ingress/egress point and along its route
- 4 There are no entrapment points along the length of the access way

### Principle 2: Territorial definition

- 5 The access way is located adjacent to public open space. Providing landscaped public open space reduces the sense of ownership from neighbours as they aren't directly abutting the access way

- 6 The boundaries between the public space and private space are clearly defined and robustly fenced

### Principle 3: Access control

- 7 The access way is wide enough to allow pedestrians to pass each other easily
- 8 Bollards discourage motor vehicle entry
- 9 The access way is designed for universal access and to be a part of the cycling network

### Principle 4: Space management

- 10 The access way is appropriately maintained
- 11 Use of high-quality materials and rough surfaces minimise maintenance and opportunity for graffiti

## 4.3 Pedestrian Access Way Analysis

A number of steps have been undertaken in reviewing the PAWs within Port and South Hedland.

### 1. PAW Identification and mapping

All PAWs within the study area were identified by the Town of Port Hedland in base maps and provided to Department of Planning, Lands and Heritage for confirmation. An identification coding system was established, whereby each PAW is given a number, prefixed with a letter identifying its locality as depicted in the Precinct Maps. All relevant community facilities, schools, parks and recreation facilities and bus stops within the study area were identified in base maps.

### 2. Review of Town of Port Hedland records

The Town reviewed its records to determine which PAWs have been subject to previous requests for closure. That information was noted on the individual PAW assessment sheets in Appendix 3.

### 3. Individual PAW site inspections and assessment sheets

Each PAW was inspected and photographed with details being noted on the assessment sheets in Appendix 3.

### 4. Consultation

Consultation was a key component of the development of the PAW assessments with in-person and online surveys being undertaken. Details can be found in Appendix 1.

### 5. Classification system

A classification system was established identifying each PAW as either Essential, Retain or Non-Essential (see table below).

### 6. Closure, upgrades or maintenance

The assessment sheets (Appendix 3) and Part 4.4 - Pedestrian Access Way Recommendations outline the prescribed classification of each PAW and whether the PAW should be formally or informally closed (fenced off). Where the PAWs are recommended to be kept open, the assessment sheets details whether infrastructure or maintenance is required.

<b>E (essential)</b>	This PAW <b>should be kept open</b> as it forms part of an essential or important function in the local pedestrian and cycle movement network.
<b>R (retain)</b>	This PAW <b>should preferably be kept open</b> as it has some significance in the local pedestrian and cycle network. However, its closure may be acceptable if prompted by significant community support and clear evidence of anti-social or criminal behaviour.
<b>NE (non-essential)</b>	This PAW <b>could be closed</b> formally or informally (e.g. fenced off) without significantly altering the local pedestrian and cycle network.





## 4.4 Pedestrian Access Way Recommendations

### General Recommendations

- Most PAWs require regular maintenance including tidying overgrown vegetation and infrastructure end of life analysis.
- Most PAWs require lighting as only street lighting is present. It is recommended that this be undertaken as a comprehensive lighting plan for all paths and PAWs throughout the Town.
- Legibility of PAWs compared to drainage channels should be better considered. Entry indicators such as bollards, naming/wayfinding signage, coloured paint or public art can be used to demarcate access to a PAW. Drainage channels should be easily identifiable through their form and limit access by pedestrians.
- A naming strategy for all PAWs is recommended to promote ownership and improve wayfinding.
- Existing entry bollard design and placement to be reviewed to enable easy access to PAWs for all forms of active transport including bicycles and wheelchairs, while prohibiting vehicle access.

### Cooke Point

PAW	Legal PAW	Classification	Recommended upgrades or closure
CP01	N	E	Upgrades recommended: • Infrastructure including better path connection to bus stops and lighting.
CP02	N	E	Upgrades recommended: • Infrastructure including path, entry indicator, and lighting.
CP03	N	E	Upgrades recommended: • Infrastructure including path, entry indicator, and lighting.

### Pretty Pool

PAW	Legal PAW	Classification	Recommended upgrades or closure
PP01	Y	E	Upgrades recommended: • Infrastructure including entry indicator, and lighting • Future upgrades undertaken as part of future Stables development
PP02	Y	E	Upgrades recommended: • Infrastructure including entry indicator, and lighting • Future upgrades undertaken as part of future Stables development
PP03	Y	E	Upgrades recommended: • Infrastructure including entry indicator, and lighting
PP04	Y	E	Upgrades recommended: • Infrastructure including new path with ramp, entry indicator, and lighting
PP05	Y	E	Upgrades recommended: • Infrastructure including entry indicator on Langley Gardens entry, and lighting.
PP06	Y	E	Upgrades recommended: • Infrastructure including path, entry indicator, and lighting.

PP07	Y	E	Upgrades recommended: • Infrastructure including path, entry indicator, and lighting.
PP08	Y	E	Closure is recommended as the PAW is a dead end. Community submission supports closure.

### Walnut Grove

PAW	Legal PAW	Classification	Recommended upgrades or closure
WG01	N	E	Upgrades recommended: • Lighting infrastructure
WG02	N	E	PAW should be upgraded and formalised. Upgrades recommended: • Infrastructure including path, entry indicator, and lighting • Landscaping in adjoining drainage swale line with water sensitive urban design
WG03	N	NE	Closure is recommended and the PAW relocated within adjacent drainage reserve (Missing Link 13)
WG04	N	NE	PAW is currently informally closed off by fencing. Formal closure is recommended.
WG05	N	R	Upgrades recommended: • Infrastructure including path, entry indicator, and lighting. • Connection to future path (Missing Link 12)
WG06	N	NE	Closure is recommended.
WG07	N	NE	Closure is recommended. Community submission supports closure.
WG08	N	NE	Closure is recommended as the PAW is a dead end.
WG09	N	R	If retained, the PAW should be upgraded and formalised. Upgrades recommended: • Removal of fence • Infrastructure including path, entry indicator, and lighting.
WG10	N	NE	Closure is recommended as the PAW is a dead end.

### Lawson

PAW	Legal PAW	Classification	Recommended upgrades or closure
L01	Y	E	Upgrades recommended: • Infrastructure including path, entry indicator, and lighting. Community submissions support upgrades.
L02	N	E	Upgrades recommended: • Infrastructure including lighting, and security monitoring (CCTV) • Maintenance including graffiti removal Community submissions support upgrades and did not support PAW closure.



<b>L03</b>	N	NE	Closure is recommended as there is a pathway with better connectivity and infrastructure available directly to the north adjoining the school.
<b>L04</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including lighting</li> <li>Landscaping in adjoining drainage swale line with water sensitive urban design</li> </ul> Community submissions support upgrades and did not support PAW closure.
<b>L05</b>	N	NE	<ul style="list-style-type: none"> <li>Closure is recommended as the PAW is a dead end.</li> </ul>
<b>L06</b>	N	NE	Closure is recommended as the PAW is a dead end. Lighting infrastructure is recommended to be removed. If retained, the PAW should be upgraded and connected to Forrest Circle. Community submission supports closure or upgrades and maintenance.
<b>L07</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including lighting upgrades</li> <li>Maintenance including graffiti removal</li> <li>Landscaping within lot</li> </ul> Community submissions support closure or upgrades and maintenance.

#### Shellborough

PAW	Legal PAW	Classification	Recommended upgrades or closure
<b>SB01</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including path and pram ramp</li> <li>Maintenance including graffiti removal</li> </ul>
<b>SB02</b>	Y	E	Infrastructure requires upgrade with end of asset life.
<b>SB03</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including lighting</li> </ul> Community submissions support upgrades and did not support PAW closure.
<b>SB04</b>	N	E	Infrastructure requires upgrade with end of asset life. Community submissions support PAW being retained and did not recommend infrastructure upgrades.
<b>SB05</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Removal of fencing to reopen the PAW</li> <li>Infrastructure requires upgrade with end of asset life.</li> </ul>
<b>SB06</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including lighting upgrades, path connection to Paton Road, and entry indicator.</li> <li>Maintenance including glass and graffiti removal.</li> <li>Landscaping such as trees.</li> </ul> Community submission supports closure or upgrades and maintenance.
<b>SB07</b>	N	NE	Closure is recommended.
<b>SB08</b>	N	NE	Closure is recommended.

#### Cassia

PAW	Legal PAW	Classification	Recommended upgrades or closure
<b>C01</b>	N	R	If retained, the PAW should be upgraded. Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including entry indicator, and lighting</li> </ul>
<b>C02</b>	N	NE	Closure is recommended as land abuts existing pathway.
<b>C03</b>	N	NE	Closure is recommended as the PAW is a dead end.
<b>C04</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Maintenance including graffiti removal.</li> </ul> Community submission did not support PAW closure.
<b>C05</b>	N	E	Upgrades recommended: <ul style="list-style-type: none"> <li>Maintenance including graffiti removal</li> </ul>
<b>C06</b>	N	NE	Closure is recommended.
<b>C07</b>	N	NE	Closure is recommended.
<b>C08</b>	N	R	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including lighting upgrades, path connection to Acacia Way, and entry indicator</li> </ul> Community submission supports upgrades and maintenance.
<b>C09</b>	N	E	Infrastructure requires upgrade with end of asset life.
<b>C10</b>	N	NE	Closure is recommended.

#### Koombana

PAW	Legal PAW	Classification	Recommended upgrades or closure
<b>K01</b>	Y	NE	Closure is recommended as the PAW is a dead end.
<b>K02</b>	Y	R	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including path and lighting.</li> <li>Integrate with future path (Missing Link 16)</li> </ul>
<b>K03</b>	Y	R	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including path and lighting.</li> <li>Integrate with future path (Missing Link 16)</li> </ul>
<b>K04</b>	Y	R	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including path and lighting.</li> <li>Integrate with future path (Missing Link 16)</li> </ul>
<b>K05</b>	Y	R	Upgrades recommended: <ul style="list-style-type: none"> <li>Infrastructure including path and lighting.</li> <li>Integrate with future path (Missing Link 16)</li> </ul>



## 4.5 Pedestrian Access Way Closures

Although the Western Australian Planning Commission (WAPC) is the determining authority in regard to PAW closures, the Town may make recommendations through submission of a closure request. In October 2009 the WAPC endorsed *Procedure for the Closure of Pedestrian Access Ways – Planning Guidelines* which replaced Planning Bulletin 57. The *Procedure for the Closure of Pedestrian Access Ways* provides a simplified way for dealing with the closure of PAWs and is based on section 87 of the *Land Administration Act 1997* which sets out a process by which amalgamation of remnant Crown land may be achieved.

### Considerations

In assessing an application to close a PAW, Officers must take account of:

- The reasons for seeking closure.
- Any anti-social behaviour occurring within the PAW and the degree of problems being experienced by adjoining owners.
- Whether the PAW provides a vital link to shops, schools, parks etc.
- Whether alternative, safe access is conveniently available.
- Long term planning goals for the area.
- The submissions for or against the proposal, including advice from utility service authorities who may have utility services located within the PAW.
- The location of utility services within the PAW and their effect on the requested distribution of the land.
- Whether there is agreement from all of the adjoining owners to meet all costs and that the PAW can be disposed of in its entirety.

### Process for Considering Applications for Closure

The process for formal closure of a PAW where there is a WAPC endorsed PAW Strategy requires:

1. Completed application form and appropriate fee received.
  2. Local government prepares a closure report.
  3. The local government refers the request for closure, together with the closure report, to all utility service authorities who maintain utility services within the PAW (i.e., water, electricity, telecoms etc.)
  4. The local government refers the request for closure, together with the closure report, to all abutting landowners.
  5. Provided applicant(s)/adjoining owners agree to meet all costs associated with the proposal (e.g., purchase costs, relocation of infrastructure, registration of easements, etc.), the proposal will be advertised for public comment for a minimum of 35 days as per section 87 of the *Land Administration Act 1997*.
  6. The proposal (including all submissions received) is presented to Council for its consideration.
  7. If refused by Council, the application does not proceed.
  8. If supported by Council, the application is referred to the DPLH for consideration.
  9. Final decision by WAPC is made and if approved, land is disposed of by DPLH following final negotiations with acquiring owners.
- Should a landowner of a land parcel adjoining a PAW categorised as being Non-Essential or Retain wish to apply for the PAW closure, all application forms and additional information, such as costs, can be found on the Town's website.

## 4.6 Recommended Actions

Item	Action	The Town's Role	Timing
C1	Establish a works program to complete the required upgrades to the PAWs.	Provider, Funder	Short term
C2	Establish a maintenance plan to ensure PAWs are well maintained on an ongoing basis.	Provider, Funder	Ongoing
C3	Develop a footpath lighting masterplan or equivalent to guide path lighting standards within the Town, including within all PAWs.	Provider	Short term
C4	Provide access to easy to understand information on PAW closures on the Town's website.	Provider, Regulator	Short term
C5	Develop an information sheet on CPTED principles within PAWs for residents with adjoining lots.	Provider, Regulator	Short term
C6	Develop a naming strategy and wayfinding signage for all PAWs.	Provider, Regulator	Medium term



# Precinct Map 1 Cooke Point

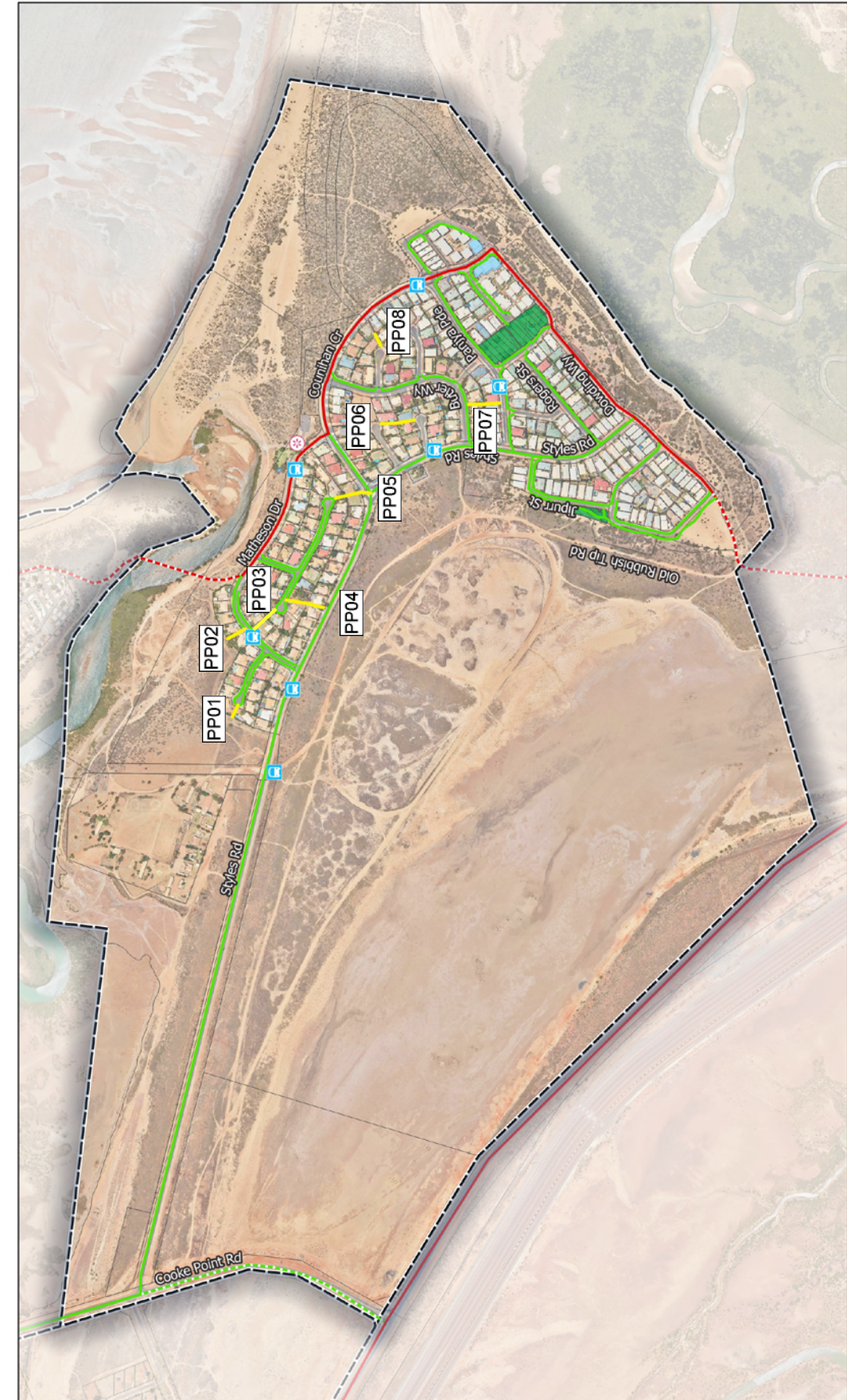


Cooke Point

<p>Legend</p> <p>Bus stop (blue square with 'B')</p> <p>Key Attraction (pink circle with 'A')</p> <p>Existing Path Network</p> <ul style="list-style-type: none"> <li>Primary Route (red line)</li> <li>Local Route (green line)</li> </ul>		<p>Pedestrian Access Way (yellow line)</p> <p>Proposed Path Network</p> <ul style="list-style-type: none"> <li>Primary Route (red dashed line)</li> <li>Local Route (green dashed line)</li> </ul>		<p>Land Use</p> <ul style="list-style-type: none"> <li>Civic and community (orange square)</li> <li>Education facility (yellow square)</li> <li>Parks and recreation (green square)</li> <li>Accommodation (brown square)</li> </ul>	
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# Precinct Map 2 Pretty Pool



Pretty Pool

<p>Legend</p> <p>Bus stop (blue square with 'B')</p> <p>Key Attraction (pink circle with 'A')</p> <p>Existing Path Network</p> <ul style="list-style-type: none"> <li>Primary Route (red line)</li> <li>Local Route (green line)</li> <li>Pedestrian Access Way (yellow line)</li> </ul>		<p>Proposed Path Network</p> <ul style="list-style-type: none"> <li>Primary Route (red dashed line)</li> <li>Local Route (green dashed line)</li> </ul>		<p>Land Use</p> <ul style="list-style-type: none"> <li>Commercial area (blue square)</li> <li>Public open space (green square)</li> </ul>	
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### Precinct Map 3 Walnut Grove



**Walnut Grove**

Town of Port Hedland

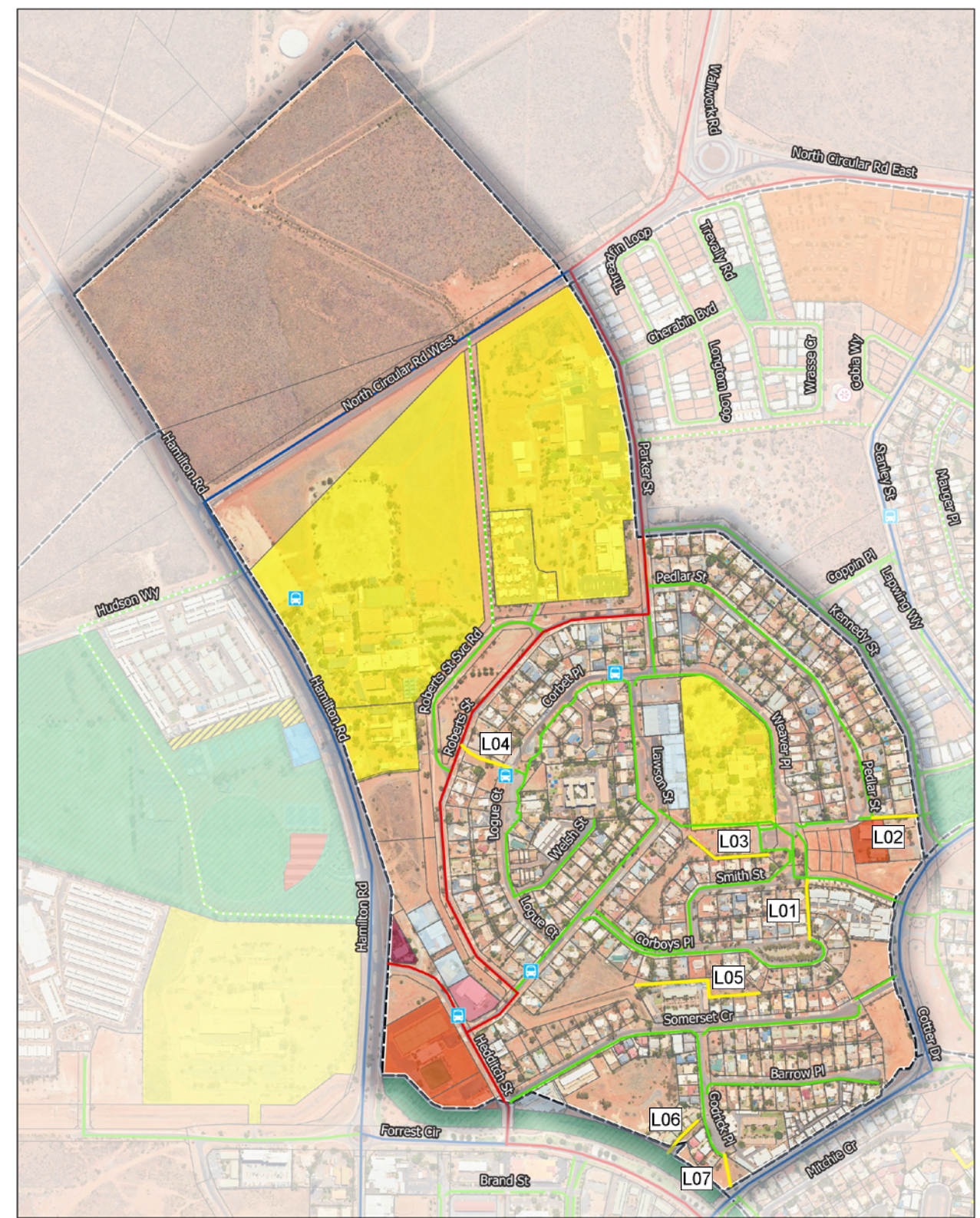
**Legend**

- Bus stop
- Key Attraction
- Existing Network Path
  - Primary Route
  - Secondary Route
  - Local Route
- Proposed Network Path
  - Primary Route
  - Local Route
- Pedestrian Access Way
- Local Planning Scheme
  - Civic and community
  - Commercial area
- Parks and recreation
- Accommodation

GDA194 - MGA Zone 50  
1:7,000

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Ref: 155\_G006\_Rev6.apr

### Precinct Map 4 Lawson



**Lawson**

Town of Port Hedland

**Legend**

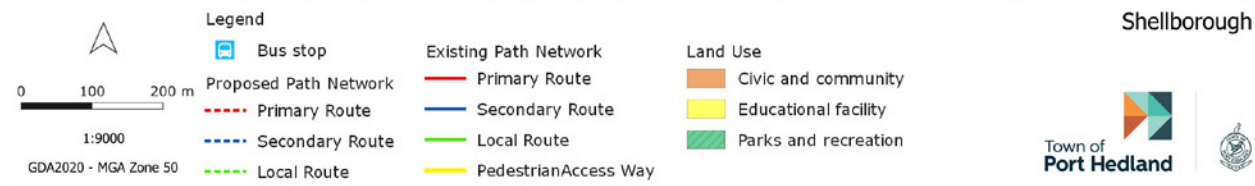
- Bus stop
- Existing Path Network
  - Primary Route
  - Secondary Route
  - Local Route
- Proposed Path Network
  - Primary Route
  - Local Route
- Pedestrian Access Way
- Land Use
  - Arts and culture
  - Civic and community
  - Commercial area
  - Education facility
- Emergency Services
- Health facility
- Parks and recreation

GDA2020 - MGA Zone 50  
1:8,000

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Ref: 155\_G006\_Rev5.apr

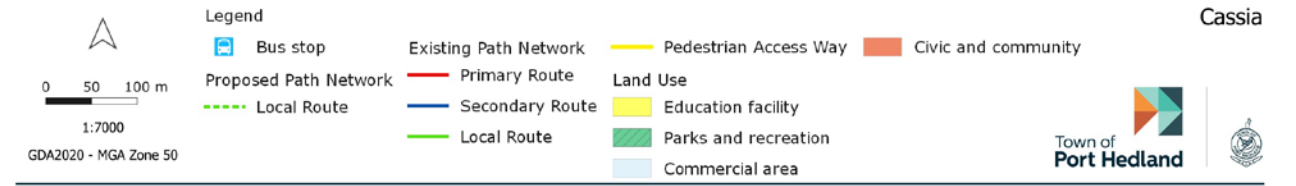


## Precinct Map 5 Shellborough



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## Precinct Map 6 Cassia



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# Precinct Map 7 Koombana



**Koombana**  
 Town of Port Hedland

Local Planning Scheme  
 Civic and community  
 Education facility  
 Public open space

Existing Network Path  
 Primary Route  
 Secondary Route  
 Local Route

Proposed Network Path  
 Primary Route  
 Secondary Route  
 Local Route

Bus stop

Legend

0 100 200 m  
 1:11,000  
 GDA94 - MGA Zone 50

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 Ref: 155-0000-Red-001





# 5.0 Objective D: Education and Promotion of Active Transport Modes



**Residents have access to information on smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.**

Education, promotion and communication play a crucial role in transport mode choice and can increase user safety and influence resident participation in active transport modes such as walking and cycling. A positive community attitude to active transport modes will influence people to use them more frequently creating a safer, more socially engaged community. Education and promotion should focus on the communication of safety messages, the promotion of the existing network, and the positives of walking and cycling for commuting to work and school, daily errands, and recreational use. Development and implementation of programs are also vital to encourage a shift to more active transport modes. The DoT *Pilbara 2050 Cycling Strategy (2021)* provides guidance on the social infrastructure and capacity building activities recommended to be undertaken in all local governments. By incorporating bicycle parking infrastructure in key locations and including information on cycling networks on the Town's website and relevant digital applications, the active transport network will be contributing to a more sustainable community in line with the Town's *Environmental Sustainability Strategy 2022-2027*.

Currently there is little available information produced by the Town about the benefits of active transport and the promoting the use of the local transport network. There is also a lack of wayfinding and informational signage along the active transport networks. Some educational signage is present along Sutherland Street footpath in Port Hedland, which has potential to be added to, given the location's natural attractions such as the reef and turtle hatching grounds. There is also directional signage along the Wallwork Road shared path, however there is opportunity to expand this further across other key pathways, particularly the primary and secondary routes. Wayfinding signage should be addressed in a comprehensive and strategic way across both Port and South Hedland to encourage more people to actively travel but also give them the confidence that they can arrive at their intended destination. Other signage such as behavioural signage (i.e., keep left, dogs on lead) is also important to inform path users and reduce conflict. Regulatory signage is required to identify when a path or lane is only for restricted use (i.e., Pedestrian only; Shared Bike/Bus etc).

## 5.1 Methods of Education, Promotion and Communication

The education, promotion and communication of road safety and the benefits of an active transport can include a range of methods including:

- Education campaigns, particularly at schools and workplaces
- Participation in the DoT 'Your Move Local Government Program' and community activities, including Bike Month and Safe Routes to School Stencil Art Activity
- Online maps of path networks and recreation loops
- Information material such as brochures and booklets
- Educational and informational signage along routes
- Signage and road markings at key road crossings
- Wayfinding signage
- Road and cycle safety messaging
- Events such as the Ship to Shore
- Community groups that promote social walking and cycling

Improved education and information can increase the quantity and confidence of users with benefits including:

- Reduction in car usage for local trips
- Improved physical and mental health
- Increased neighbourhood liveability
- Increased transport options for those with limited mobility or disability
- Improved perceived and actual safety of active transport network users through changes in behaviours and attitudes around safety risks
- Reduced likelihood of crime as more eyes are on the streets
- Potential boost to tourism and new businesses such as bike rentals and tours

It is important that the local government facilitates and advocates for active transport options within the town, however it has been shown that when the promotion of active transport is community led and supported in addition to this, it leads to more successful outcomes.



Ship to Shore



Information Node



## 5.2 Recommended Actions

Item	Action	The Town's Role	Timing
D1	Support and advocate for a safer and more accessible active transport network.	Advocate, Facilitator	Ongoing
D2	Develop an active transport promotion and education campaign.	Provider, Facilitator, Partner	Short term
D3	Investigate participation in the 'Your Move Local Government Program' and community activities, including Bike Month and Safe Routes to School Stencil Art Activity.	Facilitator, Partner	Short term
D4	Promote active transport through events such as the Ship to Shore.	Advocate, Facilitator, Partner	Ongoing
D5	Investigate opportunities for cycle tourism and trails development.	Provider, Advocate, Facilitator	Short term
D6	Promote the development of community groups and recreation facilities that facilitate active transport methods.	Advocate, Facilitator	Ongoing





# Appendix 1: Community and Stakeholder Consultation

## Methodology

Background research and analysis of the aspirations of community members, businesses, organisations and groups was undertaken through a review of previous community responses regarding active transport, with additional consultation being undertaken for any missing information, such as that required for the PAWs section of this Strategy.

## Documents Reviewed – The Network and Missing Links

*Pilbara 2050 Cycling Strategy, 2021, Department of Transport*

The community had the opportunity to have their say on a preliminary network and themes both online and at in-person engagement sessions held throughout the region. Safety, climate and recreation were major topics raised by the community during the consultation period, and the community's views supported the development of several key priorities for the network, allowing the formation of the five-year priority action plan, including the identification of missing links.

*Community Development Plan 2022-2027, Town of Port Hedland*

The community identified that there are restricted public transport and cycleway options in Hedland and expressed a need for the completion of key walking/cycling

connections (Wilson St bike lane extension linking South and Port Hedland) and foreshore access (Construct a footbridge between Pretty Pool and Cooke Point) were key priorities.

## Missing Information – Pedestrian Access Ways

Prior to the draft Strategy being prepared the Town carried out an interactive exercise at the South Hedland Shopping Centre and released a social pinpoint survey from 28 February to 28 March 2022. Postcards promoting the survey with a QR code the access the survey were distributed at the Civic Centre, libraries, JD Hardie Centre and schools.

### Interactive Exercise

The interactive exercise involved the placement of coloured dots on maps of the PAWs. Green dots indicated the PAW user felt safe on that PAW, red dots indicated that the PAW user did not feel safe on that PAW and yellow dots indicated the PAW user thought infrastructure or maintenance required improvement on that PAW.

The interactive exercise yielded 23 responses. The results are noted in the assessment sheets (Appendix 3) and summarised in Table 1 below. Table 1 indicates that PAW users felt safe on each of the identified PAWs in Pretty Pool, whilst PAW users felt unsafe or thought the PAW require infrastructure and maintenance improvements in South Hedland.

Precinct	Green (Safe)	Red (Unsafe)	Yellow (Requires infrastructure or maintenance upgrades)
Cooke Point	3	0	0
Pretty Pool	5	0	0
Walnut Grove	0	1	0
Lawson	2	1	6
Shellborough	0	0	0
Cassia	0	1	2
Koombana	0	0	1

## Social Pinpoint Survey

The social pinpoint survey yielded 23 responses. That survey depicted each PAW in the study area and then allowed the user to click on the relevant PAW and answer a series of questions. Those questions and the raw data from the survey are found at Appendix 3. The results of that interactive exercise are noted in the assessment sheets

(Appendix 3) and the key findings are summarised in Table 2 below. It is noted that PAWs K02, K03, K04, and K05 were discovered after the PAW consultation process was complete and additional consultation may be required should these be considered for closure.

PAW number	Did you feel safe?	Infrastructure or maintenance required	Support closure of PAW	Other comment
PP01	Y	N	N	
PP08	N	Y	Y	Poor lighting, broken glass/objects
CP01	Y	N	N	
CP01	Y	N	N	
CP02	Y	N	N	Good access to beach
CP02	Y	N	N	
CP02	Y	N	N	Good access to beach
CP03	Y	Y	N	Installation of footpath, lighting and removal of weeds
WG05	N	N	Y	Antisocial/criminal behaviour
WG05	N	N	Y	Antisocial/criminal behaviour
WG07	N	N	Y	
WG09	N	N	Y	Antisocial/criminal behaviour
L02	N	Y	N	Antisocial/criminal behaviour, improved lighting, weeds/overgrown trees, broken glass
L02	N	Y	N	As above
L07	N	N	Y	Antisocial/criminal behaviour, weeds/overgrown trees, broken glass
L08	N	Y	Y	Antisocial/criminal behaviour, weeds/overgrown trees, broken glass
SB03	N	Y	N	Weeds/overgrown trees, broken glass
SB04	Y	N	N	
SB05	N	N	Y	Antisocial/criminal behaviour, broken glass
C03	Y	N	N	
C04	N	N	Y	Suggested use as a community garden
C07	N	Y	N	Antisocial/criminal behaviour, weeds/overgrown trees, broken glass
K01	N	N	Y	Poor lighting, weeds/overgrown trees, broken glass



## Appendix 2: CPTED Checklist

### DPLH Consultation

The Town identified all PAWs and referred those to the DPLH for its comment. The DPLH provided a spreadsheet which shows the current land tenure details of each of land parcel identified within the study area, and the native title status and easements that are issued over the land. Where a PAW is subject to native title and is determined to be formally closed, any resulting acquisition/sale of land will require the registration of an Indigenous Land Use Agreement (ILUA), which is the State's preferred process for addressing native title.

### Utility Providers Consultation

'Dial before you dig' searches were carried out in respect of each PAW. Where telecommunications, water or waste water, or power infrastructure was located Telstra, Water Corporation or Horizon Power were contacted for comments. Those comments are provided in the assessment sheets (Appendix 3).

Based on Appendix 3 of the DPLH draft *Safer Places by Design Guidelines (2021)*

Principle	Objective	CPTED measures used
<b>Principle 1: Surveillance</b>	Eyes on the street	
	Clear sightlines	
	Effective lighting	
	Technological surveillance	
<b>Principle 2: Territorial Definition</b>	Clear spatial structure	
	Signage	
	Legibility	
<b>Principle 3: Access Control</b>	Physical and landscape deterrents	
	Target hardening	
<b>Principle 4: Space Management</b>	Activity support	
	Space maintenance	





## Appendix 3: PAW Assessment Sheets

<b>Cooke Point</b>	Page 66 – 71
<b>Pretty Pool</b>	Page 72 – 87
<b>Walnut Grove</b>	Page 88 – 107
<b>Lawson</b>	Page 108 – 121
<b>Shellborough</b>	Page 122 – 137
<b>Cassia</b>	Page 138 – 157
<b>Koombana</b>	Page 158



## Appendix 3: PAW Assessment Sheets

<b>Locality:</b>	Cooke Point
<b>PAW Code and Map Reference</b>	Map 1 and CP01
<b>Location:</b>	Connects Robinson and Athol Street
<b>Legal Status:</b>	State land. Public road (right of way)
<b>Native Title Determination Outcome</b>	NT does not exist
<b>Size:</b>	400m <sup>2</sup>
<b>Design Characteristics:</b>	Straight pathway, bollards at each end.
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Very good, infrastructure in good condition but infrastructure requires maintenance or upgrade with end of asset life. No graffiti or litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds, but mostly tidy condition. Not landscaped.
<b>Level of casual surveillance:</b>	Only end to end.
<b>Lighting:</b>	Street lighting at both ends.
<b>Level and type of usage:</b>	Local pedestrian usage to traverse, bus stops located on both sides.
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided.
<b>Community comment/ submissions received:</b>	Three green dots were placed on the map indicating people used the PAW and felt safe. Two survey submissions were received. Both were regular users of this PAW who felt safe and did not support its closure.
<b>Additional comments:</b>	Bus stops at each end of the PAW. The PAW transects a large block which serves convenience to the residences in the locality.
<b>Classification:</b>	Essential

## Photographs



Athol Street frontage



Athol Street frontage



Robinson Street frontage



Robinson Street frontage



Mid section



Aerial



<b>Locality:</b>	Cooke Point
<b>PAW Code and Map Reference</b>	Map 1 and CP02
<b>Location:</b>	Connects Rawlings Close and Reserve 30768 – Recreation (coast)
<b>Legal Status:</b>	State land. Vested under s20A as PAW
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	73m <sup>2</sup>
<b>Design Characteristics:</b>	Beach signage only infrastructure
<b>Pathways:</b>	Sand
<b>Condition:</b>	Fair No infrastructure other than signage. No graffiti or rubbish.
<b>Landscaping/vegetation:</b>	Some vegetation present but not overgrown Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting on Rawlings Place end.
<b>Level and type of usage:</b>	Local pedestrian usage to access coast
<b>Presence of infrastructure services:</b>	Underground Horizon cable Water Corporation pipeline runs along southern cadastral boundary line
<b>Utility provider consultation</b>	Horizon confirmed presence of 185mm cable
<b>Community comment/ submissions received:</b>	Three survey submissions were received from an adjacent owner and two local PAW users. Each felt safe on the PAW and did not support the closure of the PAW as it provided access to the beach. Two submissions requested the removal of weeds and debris, one of which also requested the repair of fencing and wooden steps.
<b>Additional comments:</b>	This PAW is not recognised as a coastal access point in the Coastal Foreshore Management Plan.
<b>Classification:</b>	Essential

## Photographs



Rawlings Close frontage



Rawlings Close frontage



Easterly view from mid portion of PAW



View of coastal reserve from eastern portion of PAW



Aerial (northern PAW)



<b>Locality:</b>	Cooke Point
<b>PAW Code and Map Reference</b>	Map 1 and CP03
<b>Location:</b>	Connects Barker Close and Reserve 30768 – Recreation (coast)
<b>Legal Status:</b>	State land. Vested under s20A as PAW
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	73m <sup>2</sup>
<b>Design Characteristics:</b>	Beach signage only infrastructure
<b>Pathways:</b>	Sand
<b>Condition:</b>	Moderate No infrastructure other than signage. No graffiti or rubbish
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at Barker Road end
<b>Level and type of usage:</b>	Local pedestrian usage to access coast
<b>Presence of infrastructure services:</b>	Underground Horizon cable
<b>Utility provider consultation</b>	Horizon confirmed presence of 185mm cable
<b>Community comment/ submissions received:</b>	One survey submission was received from a PAW that they felt safe and did not support the closure of the PAW.
<b>Additional comments:</b>	This PAW is not recognised as a coastal access point in the Coastal Foreshore Management Plan.
<b>Classification:</b>	Essential

## Photographs



Easterly view from Barker Close



Easterly view from mid portion of PAW



Westerly view from eastern portion of PAW



Easterly view of coastal reserve from eastern portion of PAW



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP01
<b>Location:</b>	Connects Nicholls Retreat to Reserve 29044 – Caravan Park and Equestrian Activities
<b>Legal Status:</b>	Reserve 40427 – Public Access Way (no MO to Town, DPLH responsible authority)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	75m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path with kerbing
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Moderate, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). No graffiti and limited litter.
<b>Landscaping/vegetation:</b>	Vegetation and weeds on side of path, not overgrown. Mostly tidy. Not landscaped.
<b>Level of casual surveillance:</b>	End to end and from adjacent residences
<b>Lighting:</b>	Street lighting at eastern end
<b>Level and type of usage:</b>	Local pedestrian usage, does not appear to be used any more, are no footprints or paths
<b>Presence of infrastructure services:</b>	Underground Horizon HV distribution cable on northern cadastral boundary
<b>Utility provider consultation</b>	Horizon confirmed presence of 185mm cable
<b>Community comment/ submissions received:</b>	One survey submission was received from a PAW user that they felt safe and did not support the closure of the PAW as it provided access to an area to walk dog. No improvements were noted.
<b>Additional comments:</b>	Abuts the reserve but does not appear to be used.
<b>Classification:</b>	Essential

## Photographs



Nicholls Retreat frontage



Nicholls Retreat frontage



View on PAW



Easterly view on PAW



View of Reserve 29044 at end of PAW



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP02
<b>Location:</b>	Connects Matheson Drive to Reserve 29044 – Caravan Park and Equestrian Activities
<b>Legal Status:</b>	Reserve 40424 – Pedestrian Access Way (no MO to Town, DPLH responsible authority)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	122m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path with kerbing, handrail and bollard at northern end
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Moderate, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). No graffiti or litter.
<b>Landscaping/vegetation:</b>	Some vegetation and weeds present but not overgrown, but mostly tidy condition Not landscaped.
<b>Level of casual surveillance:</b>	From street and adjoining neighbours
<b>Lighting:</b>	Street lighting at southern end
<b>Level and type of usage:</b>	Local pedestrian usage, does not appear to be used anymore as there are no footprints, paths
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	No submissions were received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Essential

## Photographs



View from Matheson Drive



View from Matheson Drive



View on PAW



View on PAW



View of Reserve 29044 at end of PAW



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP03
<b>Location:</b>	Connects Matheson Drive and Langley Gardens
<b>Legal Status:</b>	Reserve 40425 Pedestrian Access Way (no MO to Town, DPLH responsible authority)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	188m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path with handrails at western end
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Good, requires maintenance or upgrade with asset life. No graffiti or litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and leaf litter, but mostly tidy condition Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at ends
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Underground Horizon cable
<b>Utility provider consultation</b>	Horizon confirmed presence of 185mm cable
<b>Community comment/ submissions received:</b>	No submissions were received
<b>Additional comments:</b>	Bus stop on Matheson Drive end of PAW
<b>Classification:</b>	Essential

## Photographs



View from Langley Gardens



View from Langley Gardens



View on PAW



View on PAW



View on PAW



View from Matheson Drive



View from Matheson Drive



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP04
<b>Location:</b>	Runs off Styles Road and connects with Langley Gardens. The land to the north is Reserve 40653 – Drainage and Pedestrian Access Way
<b>Legal Status:</b>	Reserve 40651 Pedestrian Access Way (MO to TOPH)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	117m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path, kerbing either side of path, staircase at northern end, however the path does not traverse the northern lot which is overgrown meaning there is currently no useable physical connectivity to Langley Gardens
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Good, requires maintenance or upgrade with end of asset life (if deemed essential). No graffiti or litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and moderate leaf litter on path. Not landscaped.
<b>Level of casual surveillance:</b>	End to end, and from adjacent residences
<b>Lighting:</b>	Street lighting at southern end
<b>Level and type of usage:</b>	Not trafficable/connected to Langley Gardens due to overgrown vegetation and no path on northern lot.
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	One green dot was placed on the map indicating the person used the PAW and felt safe.
<b>Additional comments:</b>	This PAW was subject to a Council decision on 24 August 2011 supporting its closure and to commence negotiations with adjoining landowners.
<b>Classification:</b>	Essential

## Photographs



View from northern lot Reserve 40653



View from Styles Road



View on Styles Road



View on PAW



View on PAW



View of northern lot Reserve 40653 from northern portion of PAW



View on PAW



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP05
<b>Location:</b>	Connects Langley Gardens to Styles Road
<b>Legal Status:</b>	Reserve 40426 – Pedestrian Access Way (MO to TOPH)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	195m <sup>2</sup>
<b>Design Characteristics:</b>	Hand rails at southern end, straight path
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Good, requires maintenance or upgrade with end of asset life. No graffiti or litter.
<b>Landscaping/vegetation:</b>	Some vegetation and weeds present but not overgrown. Mostly tidy condition. Not landscaped.
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at both southern and northern ends
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Horizon underground cable Water Corporation pipeline
<b>Utility provider consultation</b>	Horizon confirmed presence of 185mm cable and 10mm streetlight cable Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated.
<b>Community comment/ submissions received:</b>	Two green dots were placed on the map indicating people used the PAW and felt safe.
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Essential

## Photographs



View from Langley Gardens



View from Langley Gardens



View on PAW



View on PAW



View from Styles Road



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP06
<b>Location:</b>	Connects Pennings Court to Sharman Mews
<b>Legal Status:</b>	Reserve 40423 – Pedestrian Access Way (No MO to TOPH, DPLH responsible authority)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	233m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Dirt
<b>Condition:</b>	Below average. No graffiti or litter
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds No landscaping
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at ends
<b>Level and type of usage:</b>	Does not appear to be used anymore as there are minimal footprints and trodden vegetation.
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	One green dot was placed on the map indicating the person used the PAW and felt safe
<b>Additional comments:</b>	This PAW was subject to a Council decision on 24 August 2011 supporting its closure and to commence negotiations with adjoining landowners.
<b>Classification:</b>	Essential

## Photographs



View from Pennings Court



View from Pennings Court



View on PAW



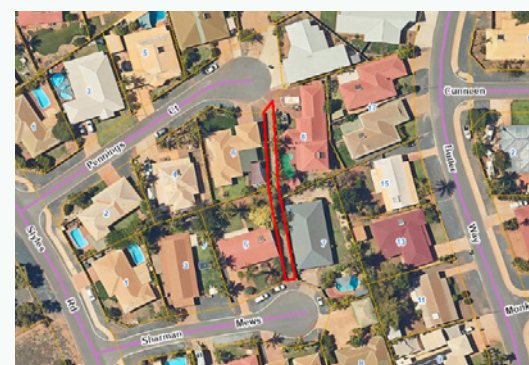
View on PAW



View from Styles Road



View from Sharman Mews



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP07
<b>Location:</b>	Connects Butler Way with Panjya Parade
<b>Legal Status:</b>	Reserve 40421 – Pedestrian Access Way (No MO to TOPH, DPLH responsible authority)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	323m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Dirt
<b>Condition:</b>	Below average. No graffiti or litter
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at ends
<b>Level and type of usage:</b>	Local pedestrian usage, but does not appear to be used anymore as there is minimal footprints, trodden vegetation
<b>Presence of infrastructure services:</b>	Horizon underground cables
<b>Utility provider consultation</b>	Horizon advised existence of abandoned cable
<b>Community comment/ submissions received:</b>	No submissions
<b>Additional comments:</b>	This PAW was subject to a Council decision on 24 August 2011 supporting its closure and to commence negotiations with adjoining landowners.
<b>Classification:</b>	Essential

**Photographs**



View from Panjya Parade



View from Panjya Parade



View on PAW



View on PAW



View on PAW



View on PAW



View from Butler Way



View from Butler Way



Aerial



<b>Locality:</b>	Pretty Pool
<b>PAW Code and Map Reference</b>	Map 2 and PP08
<b>Location:</b>	Extends off Cuneen Cove, dead end no connectivity
<b>Legal Status:</b>	Reserve 40422 – Pedestrian Access Way (No MO to TOPH, DPLH responsible authority)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	88m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Nil
<b>Condition:</b>	Below average, vacant land with sand and some weeds
<b>Landscaping/vegetation:</b>	Some weeds, mostly sand No landscaping
<b>Level of casual surveillance:</b>	From street
<b>Lighting:</b>	Street lighting at end
<b>Level and type of usage:</b>	Nil, dead end
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	There was one survey submission received from an adjacent owner who did not use the PAW but noted broken glass and objects on it. The response supported the closure of the PAW.
<b>Additional comments:</b>	This PAW was subject to a Council decision on 24 August 2011 supporting its closure and to commence negotiations with adjoining landowners.
<b>Classification:</b>	Non-Essential

## Photographs



View from Cuneen Cove



View on PAW



View from Cuneen Cove



Aerial



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG1
<b>Location:</b>	Connects Paton Road and Centennial Loop
<b>Legal Status:</b>	State land. Vested under s20A as PAW
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	200m <sup>2</sup>
<b>Design Characteristics:</b>	Straight pathway. Holding rails at each end.
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Fair, infrastructure requires maintenance or upgrade with end of asset life. No graffiti and limited litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	No lighting, but street lighting at ends
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Horizon underground cable Water Corporation pipeline
<b>Utility provider consultation</b>	Horizon confirmed presence of 185mm cable Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated.
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Rocks located at eastern end, with one rock being moved into the middle of the path at the eastern end. Currently located next to vacant lot to the north.
<b>Classification:</b>	Essential

## Photographs



View from Paton Road



View from Paton Road



View from Paton Road



View from Centennial Loop



Aerial



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG02
<b>Location:</b>	Connects Paton Road and Huxtable Crescent Adjacent to drainage reserve
<b>Legal Status:</b>	Reserve 31395 – MO to Water Corporation for Sewerage Pumping Station and Access
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	1751m <sup>2</sup>
<b>Design Characteristics:</b>	Rocks and bollards at eastern and western ends
<b>Pathways:</b>	Unmaintained dirt path
<b>Condition:</b>	Poor, limited infrastructure on land other than rocks and bollards. No graffiti but moderate litter. Dumping of household items on the northernmost portion.
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds
<b>Level of casual surveillance:</b>	End to end for southern strip traversing Paton to Huxtable Northern portion has surveillance from two houses on Buoy Close
<b>Lighting:</b>	No lighting, but street lighting at ends
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Water Corporation sewerage pumping station and pipeline Telstra easement
<b>Utility provider consultation</b>	Water Corporation preference to remain open Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Rocks and bollards prevent vehicular access/egress
<b>Classification:</b>	Essential

## Photographs



View from Paton Road



Western facing view on eastern portion of PAW



Northern facing view of northern portion of PAW



Northern facing view of northern portion of PAW



Southern facing view on northern portion of PAW



Western facing view of western portion of PAW



View from Huxtable Crescent



Aerial



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG03
<b>Location:</b>	No connection provided. Thin strip of land behind residences of Brodie Crescent between a larger Vacant Crown Lot and Reserve 46658 – Drainage.
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	971m <sup>2</sup>
<b>Design Characteristics:</b>	Nil
<b>Pathways:</b>	Nil
<b>Condition:</b>	Average, no infrastructure. Limited graffiti on fencing and limited litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation Not landscaped
<b>Level of casual surveillance:</b>	Minimal
<b>Lighting:</b>	No lighting
<b>Level and type of usage:</b>	Negligible, difficult to access
<b>Presence of infrastructure services:</b>	Water Corporation pipeline Telstra and Water Corporation easements
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated.
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-Essential

## Photographs



Eastern facing view of northern portion of PAW



Eastern facing view of middle portion of PAW



View from Huxtable Crescent



Aerial



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG4
<b>Location:</b>	Connects Brodie Crescent to Vacant Crown Land which abuts a drainage reserve
<b>Legal Status:</b>	Closed Road (UCL)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	154m <sup>2</sup>
<b>Design Characteristics:</b>	Fenced off at both ends
<b>Pathways:</b>	Nil
<b>Condition:</b>	Poor, derelict/unused handrail on western end Derelict site, overgrown vegetation and weeds. No rubbish or graffiti, probably due to inaccessibility.
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	Nil
<b>Lighting:</b>	No lighting, but street lighting at western end
<b>Level and type of usage:</b>	Nil, fenced off
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-Essential

## Photographs



View from Brodie Crescent



View over fence from Brodie Crescent



Aerial



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG05
<b>Location:</b>	Connects Reynolds Place and Reserve 34193 Drain which abuts Vacant Crown Land
<b>Legal Status:</b>	Reserve 45002 Management Order Water Corporation for Public Utility Services
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	200m <sup>2</sup>
<b>Design Characteristics:</b>	Bollards at eastern end, rocks at near eastern end
<b>Pathways:</b>	Dirt path
<b>Condition:</b>	Average, limited infrastructure. Graffiti on fence and some litter.
<b>Landscaping/vegetation:</b>	Some weeds but not overgrown and dead vegetation. Not landscaped.
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	No lighting, but street lighting eastern end
<b>Level and type of usage:</b>	Nil, fenced off
<b>Presence of infrastructure services:</b>	Water Corporation pipeline
<b>Utility provider consultation</b>	Water Corporation advised preference to stay open, but could be closed with an easement created subject to further consultation
<b>Community comment/ submissions received:</b>	Two survey submissions were received from adjacent owners. Neither used the PAW or felt safe noting criminal activity, poor lighting and broken glass/objects. Both supported the closure of the PAW.
<b>Additional comments:</b>	Old pedestrian bridge on the drainage reserve to the west. This PAW was subject to a closure application in 2010 which was refused due to the location of water and electricity assets.
<b>Classification:</b>	Retain

## Photographs



View from Reynolds Place



View from Reserve 34193



View towards Reserve 34193



Aerial



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG06
<b>Location:</b>	Connects Edkins Place to Traine Crescent
<b>Legal Status:</b>	State land. Vested under s20A as PAW.
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	Approximately 110m <sup>2</sup>
<b>Design Characteristics:</b>	Narrow path that curves
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Poor Collapsing adjacent fences Derelict building material on land No graffiti and limited litter
<b>Landscaping/vegetation:</b>	Weeds and dead vegetation/debris Not landscaped
<b>Level of casual surveillance:</b>	End to end, and some adjacent residences
<b>Lighting:</b>	Street lighting at ends, but not sufficiently lit in mid portions
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Connects to Shay Gap Park. Judith Way, Janice Way and Peter Way offer alternative connecting routes between Edkins Place to Traine Crescent.
<b>Classification:</b>	Non-Essential

### Photographs



View from Edkins Place



Eastern facing view on PAW



Western facing view on PAW towards Edkins Place



Eastern facing view on PAW towards Traine Crescent



Western facing view on PAW towards Edkins Place



Eastern facing view on PAW towards Traine Crescent



Eastern facing view on PAW towards Traine Crescent



Western facing view from Traine Crescent



Aerial (northern most PAW)



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG07
<b>Location:</b>	Connects Road Edkins Place to Traine Crescent/Shay Gap
<b>Legal Status:</b>	State land. Vested under s20A as PAW
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	Approximately 110m <sup>2</sup>
<b>Design Characteristics:</b>	Narrow path that curves
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Poor Somewhat collapsing adjacent fences Some graffiti Heavily littered, disposal of household items
<b>Landscaping/vegetation:</b>	Very overgrown vegetation and weeds and dense litter Not landscaped
<b>Level of casual surveillance:</b>	End to end. Some casual surveillance from adjacent residences. Some portions of PAW have no causal surveillance.
<b>Lighting:</b>	Street lighting at ends, but not sufficiently lit in mid portions
<b>Level and type of usage:</b>	Does not appear to be regularly trafficked given the poor state the land is in.
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	One survey submission was received from an adjacent owner. The person did not use the PAW nor felt safe noting criminal activity and broken glass/objects. Supported the closure of the PAW. One red dot was placed on the map indicating a person did not feel safe on this PAW.
<b>Additional comments:</b>	Connects to Shay Gap Park. Judith Way, Janice Way and Peter Way offer alternative connecting routes between Edkins Place to Traine Crescent.
<b>Classification:</b>	Non-Essential

## Photographs



Eastern facing view from Traine Crescent



Eastern facing view on PAW



View on PAW



View on PAW



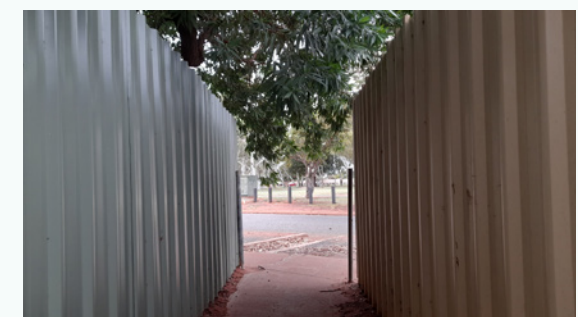
View on PAW



View on PAW



View on PAW



Western facing view from PAW onto Shay Gap



Western facing view from Traine Crescent



Aerial (PAW between Janice Way and Peter Way)



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG08
<b>Location:</b>	Edkins Place to dead end
<b>Legal Status:</b>	Reserve 51657 – Service Infrastructure and drainage, with management order to TOPH (eastern lot) and Vacant Crown land (western lot)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	542m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Nil, overgrown vegetation
<b>Condition:</b>	Poor No graffiti, moderate litter
<b>Landscaping/vegetation:</b>	Very dense and overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	Casual surveillance of eastern lot from Edkins Place Minimal casual surveillance of western lot
<b>Lighting:</b>	Street lighting of eastern lot on Edkins Street, no lighting of western lot
<b>Level and type of usage:</b>	Does not appear to be used anymore due to overgrown vegetation
<b>Presence of infrastructure services:</b>	Water Corporation easement on western lot
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation.
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-Essential

**Photographs**



Western view from Edkins Place (eastern lot)



Western view from Edkins Place (eastern lot)



Western view from mid portion of eastern lot



South-western view from mid portion of PAW



South-western view from mid portion of eastern lot



South-western view from western lot



Northern view from western lot



South eastern view from western lot



Aerial of eastern lot



Aerial of western lot



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG09
<b>Location:</b>	Connects Edkins Place and Angus Way (although a fence has since been constructed over the Reserve)
<b>Legal Status:</b>	Reserve 51657 – Service Infrastructure and drainage. MO to TOPH.
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	112m <sup>2</sup>
<b>Design Characteristics:</b>	Path, drain and fencing
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Fair, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). No graffiti and limited litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds, some leaf litter. Not landscaped
<b>Level of casual surveillance:</b>	From Edkins Place and Angus Way (fence blocks end to end)
<b>Lighting:</b>	Street lighting at both ends
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Water Corporation pipeline Easement to Regional Power Corporation
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated. Horizon confirmed presence of abandoned 185mm cable
<b>Community comment/ submissions received:</b>	One survey submission was received from an adjacent owner. Neither used the PAW nor felt safe noting criminal activity. Supported the closure of the PAW.
<b>Additional comments:</b>	Fence has been constructed that traverses the land, meaning there is no connectivity.
<b>Classification:</b>	Retain

## Photographs



North eastern view from Edkins Place



North eastern view from Edkins Place



North eastern view from Edkins Place



North eastern view from Edkins Place



Aerial



<b>Locality:</b>	Walnut Grove
<b>PAW Code and Map Reference</b>	Map 3 and WG10
<b>Location:</b>	Mauger Place
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	174m <sup>2</sup>
<b>Design Characteristics:</b>	Dead end between two residences
<b>Pathways:</b>	Nil
<b>Condition:</b>	Poor, overgrown vegetation and weeds No graffiti or litter
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	Visible from Mauger Street
<b>Lighting:</b>	Nil, street lighting on Mauger
<b>Level and type of usage:</b>	Nil, dead end, so serves no connectivity
<b>Presence of infrastructure services:</b>	Telstra footway access chamber and cable Easements to Water Corporation, Horizon Power and Telstra
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation. Horizon advised that there is no cable on this lot. Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-Essential

## Photographs



View from Mauger Place



View on PAW



Aerial



<b>Locality:</b>	Lawson
<b>PAW Code and Map Reference</b>	Map 4 and L01
<b>Location:</b>	Connects Road Smith Street to Corboys Place
<b>Legal Status:</b>	Reserve 53109 – Pedestrian Accessway, MO to TOPH (Northern Land) Reserve 46633 – Public Utilities, MO to Water Corporation (Southern Land)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	414m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path with kerbing on Northern Land. Holding rails at Corboys Place end.
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Fair, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). Some graffiti on fencing and pathway. Some litter on side of pathway.
<b>Landscaping/vegetation:</b>	Marginally overgrown vegetation and weeds but mostly tidy condition. Northern land is tree lined. Southern Land not landscaped.
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at ends
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Horizon distribution pole and pillar Water Corporation pipeline
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated. Horizon confirmed presence of street pole and service cable
<b>Community comment/ submissions received:</b>	Two yellow dots were placed on the map indicating people used the PAW and it required improved maintenance or infrastructure upgrades. One red dot was placed on the map indicating that person used the PAW and did not feel safe.
<b>Additional comments:</b>	An application for closure of this PAW was refused in March 2011 due to the presence of water and power infrastructure
<b>Classification:</b>	Essential

## Photographs



Southern facing view from Smith Street



Southern facing view from Smith Street



Southern facing view from mid portion of PAW



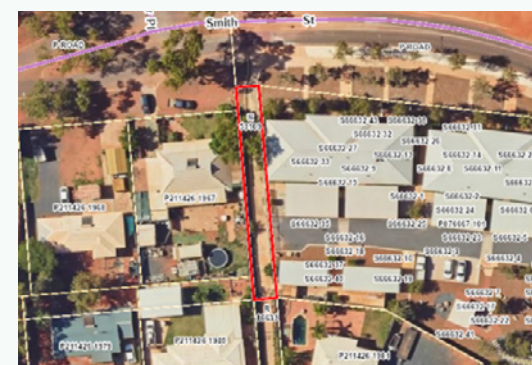
Southern facing view from mid portion of PAW



Southern facing view from southern portion of PAW



Northern facing view from Corboys Place



Aerial view of Northern land



Aerial of Southern Land



<b>Locality:</b>	Lawson
<b>PAW Code and Map Reference</b>	Map 4 and L02
<b>Location:</b>	Connects Pedlar Street to Kennedy Street/Marquee Park
<b>Legal Status:</b>	State land (not reserved), Road (Right of Way)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	366m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path with kerbing Holding rails at eastern end
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Poor, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). Graffiti on fencing and pathway Litter along PAW, including broken glass.
<b>Landscaping/vegetation:</b>	Tree lined along southern boundary Marginally overgrown vegetation and weeds
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at ends
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Telstra cable and joining pits, Telstra easement Horizon pillars and cable Water Corporation pipeline and sewer
<b>Utility provider consultation</b>	Horizon confirmed presence of 240mm cable Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated. Telstra – no objection
<b>Community comment/ submissions received:</b>	Two survey submissions were received from an adjacent owner/resident and user of the PAW. Neither felt safe on this PAW and noted antisocial and criminal behaviour, poor lighting and broken glass/objects. Both indicated that improved lighting, removal of weeds/debris and security monitoring may increase usage of the PAW. Both did not support the closure of this PAW. One yellow dot was placed on the map indicating that person used the PAW and it required improved maintenance or infrastructure upgrades.
<b>Additional comments:</b>	Adjacent to Marquee Park
<b>Classification:</b>	Essential

## Photographs



Eastern facing view from Pedlar Street



Eastern facing view from Pedlar Street



Eastern facing view from Pedlar Street



Eastern facing view from mid portion of PAW



Eastern facing view from mid portion of PAW



South eastern facing view from mid portion of PAW



Western facing view from Kennedy Street



Aerial of PAW



<b>Locality:</b>	Lawson
<b>PAW Code and Map Reference</b>	Map 4 and L03
<b>Location:</b>	South of the Vacant Crown land abutting South Hedland Primary School Does not serve any current connection points
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	716m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Nil
<b>Condition:</b>	Undeveloped fringe land Some litter and graffiti
<b>Landscaping/vegetation:</b>	Trees along boundary
<b>Level of casual surveillance:</b>	From South Hedland Primary School
<b>Lighting:</b>	No lighting
<b>Level and type of usage:</b>	To insert after submissions, but does not appear to be used as it serves no connection points and the path to the north along the school boundary is the main pedestrian usage
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	One yellow dot was placed on the map indicating that person used the PAW and it required improved maintenance or infrastructure upgrades. One green dot was placed on the map indicating that person used the PAW and felt safe.
<b>Additional comments:</b>	There is already a pedestrian access way between Lawson Street to Weaver Place running along the southern boundary of South Hedland Primary School which provides sufficient pedestrian access. As there is ~10,000m <sup>2</sup> of vacant land surrounding the subject PAW, its future usage would depend on the proposed development of that land.
<b>Classification:</b>	Non-essential

## Photographs



Western facing view from Weaver Place (subject PAW runs along fence line)



Western facing view from mid-way along PAW (subject PAW runs along fence line)



South-eastern facing view from mid-way along PAW (subject PAW runs along fence line)



South-eastern facing view from Lawson Street



Aerial of subject PAW



<b>Locality:</b>	Lawson
<b>PAW Code and Map Reference</b>	Map 4 and L04
<b>Location:</b>	Connects Roberts Street and Corbet Place
<b>Legal Status:</b>	Reserve 40735 – Park and Drainage. MO to TOPH
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	2483m <sup>2</sup>
<b>Design Characteristics:</b>	Concrete path Rocks on Roberts Street end
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Poor, infrastructure requires maintenance or upgrade with end of asset life. Medium to high graffiti and litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation, weeds and leaf litter present. Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at ends
<b>Level and type of usage:</b>	Pedestrian usage to high school
<b>Presence of infrastructure services:</b>	Water Corporation pipeline
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated.
<b>Community comment/ submissions received:</b>	Two yellow dots were placed on the map indicating the PAW required improved maintenance or infrastructure upgrades. One green dot was placed on the map indicating that person used the PAW and felt safe.
<b>Additional comments:</b>	Connects to South Hedland Senior High School Bus stop
<b>Classification:</b>	Essential

## Photographs



North western facing view from Logue Court



North western facing view from PAW



North western facing view from mid portion of PAW



North western facing view from mid portion of PAW



South eastern facing view of PAW



South eastern facing view of draining portion on subject land



South eastern facing view of drainage portion on subject land



Aerial



<b>Locality:</b>	Lawson
<b>PAW Code and Map Reference</b>	Map 4 and L05
<b>Location:</b>	Western portion is a 'laneway' running parallel to Corboys Place and Somerset Crescent. Eastern portion is south of Vacant Crown land. Connects two parcels of Vacant Crown Land as shown in images below.
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	1004m <sup>2</sup> + 426m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Nil
<b>Condition:</b>	Extremely poor Substantial graffiti and litter, including dumping of household products and broken glass in laneway. Undeveloped fringe land has no graffiti and minimal litter.
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds, and leaf litter Not landscaped
<b>Level of casual surveillance:</b>	Limited
<b>Lighting:</b>	No lighting
<b>Level and type of usage:</b>	Does not appear to be used
<b>Presence of infrastructure services:</b>	Water Corporation easement within the eastern section
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation.
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Future development of the adjacent vacant lands will determine the development of this land.
<b>Classification:</b>	Non-essential

## Photographs



Eastern facing view of entry to PAW



Eastern facing view of PAW



Image of household dumping on PAW



Eastern facing view of PAW from mid portion of PAW



Western facing view from mid portion of PAW



Southern view of eastern portion of PAW



Aerial of western portion



Aerial of eastern portion



<b>Locality:</b>	Lawson
<b>PAW Code and Map Reference</b>	Map 4 and L06
<b>Location:</b>	Connects Godrick Street to Drainage Reserve with a dirt path to the Cottier Drive
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	677m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path Deteriorated and damaged light poles
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Below average, infrastructure requires maintenance or upgrade with end of asset life. Graffiti on fence and path, and some litter. Broken light on pole and damaged infrastructure.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Some lighting on PAW but broken. Street lighting at Godrick end
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Telstra cable Water Corporation easement
<b>Utility provider consultation</b>	Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation.
<b>Community comment/ submissions received:</b>	One survey submission was received from an adjacent owner. That person did not feel safe and noted antisocial and criminal behaviour and broken glass/objects. Supported the closure of this PAW or this PAW requires regular cleaning and maintenance.
<b>Additional comments:</b>	Connection to South Hedland Town Centre, however this could be serviced by PAW – L07
<b>Classification:</b>	Non-essential

## Photographs



North western facing view of PAW from Godrick Street



South western facing view of PAW from Godrick Street



South western view of PAW from mid portion of PAW



Image of graffiti on path and damaged municipal property



South western view of PAW overlooking drainage reserve



South eastern view of drainage reserve abutting PAW showing current pedestrian access to South Hedland Town Centre



Aerial of PAW



<b>Locality:</b>	Lawson
<b>PAW Code and Map Reference</b>	Map 4 and L07
<b>Location:</b>	South of the Vacant Crown land abutting South Hedland Primary School Does not serve any current connection points
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	716m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Nil
<b>Condition:</b>	Undeveloped fringe land Some litter and graffiti
<b>Landscaping/vegetation:</b>	Trees along boundary
<b>Level of casual surveillance:</b>	From South Hedland Primary School
<b>Lighting:</b>	No lighting
<b>Level and type of usage:</b>	To insert after submissions, but does not appear to be used as it serves no connection points and the path to the north along the school boundary is the main pedestrian usage
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	One yellow dot was placed on the map indicating that person used the PAW and it required improved maintenance or infrastructure upgrades. One green dot was placed on the map indicating that person used the PAW and felt safe.
<b>Additional comments:</b>	There is already a pedestrian access way between Lawson Street to Weaver Place running along the southern boundary of South Hedland Primary School which provides sufficient pedestrian access. As there is ~10,000m <sup>2</sup> of vacant land surrounding the subject PAW, its future usage would depend on the proposed development of that land.
<b>Classification:</b>	Non-essential

## Photographs



Southern view of PAW from Godrick Place



Southern view of PAW from Godrick Place



Southern view of PAW from mid portion of PAW



Image of graffiti on PAW



Northern view of PAW from Cottier Drive



Aerial



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB01
<b>Location:</b>	Connects Cone Place, via pedestrian bridge on Reserve 46653 – Drainage to Reserve 41675 – Drainage, Recreation and Telecommunications
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	296m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path Holding rails at each end, and large rocks at Cone Place end
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Average, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). Some graffiti on path and fence, and some litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds. Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Sufficiently lit, lighting at each end of PAW
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Pathways to the north are incomplete and do not appear to be used. Potential to provide better access to JD Hardie Youth Centre to the north.
<b>Classification:</b>	Essential

## Photographs



Northern facing view from Cone Place



Northern facing view on PAW



Pedestrian bridge north of PAW on drainage reserve



Western facing view at northern point of PAW



Eastern facing view of northern portion of PAW



Southern view of PAW from northern portion



Aerial of PAW



Aerial of broader locality



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB02
<b>Location:</b>	Connects Cone Place to Reserve 39573 – School Site (Baler Primary School), via pedestrian bridge over vacant Crown Land (Northern land). Also provides a path running east to west from Cone Place to Baler Close to the north of Baler Primary School (Southern Land).
<b>Legal Status:</b>	Pedestrian Access Way and Public Utilities Services, MO to TOPH
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	1349m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path on both Northern and Southern Land. Handrails at each end of Northern Land.
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Moderate, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). Marginally overgrown vegetation and weeds but mostly tidy condition. Once occurrence of graffiti on fencing, limited rubbish.
<b>Landscaping/vegetation:</b>	Marginally overgrown vegetation and weeds but mostly tidy condition. Not landscaped
<b>Level of casual surveillance:</b>	End to end for Northern Land. Strong casual surveillance for southern land with views from school oval to the south and residences on Kanji Place to the north.
<b>Lighting:</b>	Sufficiently lit, street lighting at ends and along PAWs.
<b>Level and type of usage:</b>	Local pedestrian usage to Baler Primary School
<b>Presence of infrastructure services:</b>	Telstra cable Water Corporation water and sewer pipelines Telstra and Water Corporation easements
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation. Horizon advised of presence of streetlight cable Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Connects to Baler Primary School
<b>Classification:</b>	Essential

## Photographs



Southern facing view of PAW from Cone Place



Southern facing view of PAW from Cone Place



Northern facing view of PAW from southern end



Pedestrian bridge over drainage reserve to the south of PAW to access Baler Primary School



Eastern facing view of PAW running east to west



Eastern facing view of PAW running east to west



Western facing view of PAW running east to west



Aerial



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB03
<b>Location:</b>	Connects Cone Place to Broadhurst Way. Runs along the western boundary of Baler Primary School
<b>Legal Status:</b>	Vacant Crown land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	2424m <sup>2</sup>
<b>Design Characteristics:</b>	Mostly straight path that bends with cadastral boundary Bollard at southern end
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Fair, infrastructure requires maintenance or upgrade with end of asset life. No graffiti and limited litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds, but mostly tidy condition. Tree lined in southern portion
<b>Level of casual surveillance:</b>	End to end, from Baler Primary School and some abutting residences
<b>Lighting:</b>	Sufficiently lit, lighting along PAW and at street ends
<b>Level and type of usage:</b>	High pedestrian usage to Baler Primary School
<b>Presence of infrastructure services:</b>	Telstra cable Water Corporation water and sewer pipelines
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated. Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	One survey submission was received from a user of this PAW for access to the school. That person did not feel safe noting poor lighting, broken glass and overgrown vegetation and maintenance/upgrades to those would increase their usage. Did not support the closure of this PAW.
<b>Additional comments:</b>	Connects to Baler Primary School
<b>Classification:</b>	Essential

## Photographs



Southern facing view from northern portion of PAW



Southern facing view from northern portion of PAW



Southern facing view from mid portion of PAW



Southern facing view from mid portion of PAW



Southern facing view from mid portion of PAW



Southern facing view of southern portion of PAW



Northern facing view of southern portion of PAW



Aerial



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB04
<b>Location:</b>	Connects Baler Primary School, to Limpet Crescent
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	338m <sup>2</sup>
<b>Design Characteristics:</b>	Straight concrete path, with lighting
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Fair, infrastructure requires maintenance or upgrade with end of asset life. Minimal graffiti and limited litter. Mostly in tidy condition.
<b>Landscaping/vegetation:</b>	Some vegetation and weeds present but not overgrown. Some tree lining along southern boundary.
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Lighting on PAW and street ends
<b>Level and type of usage:</b>	Local pedestrian usage to primary school
<b>Presence of infrastructure services:</b>	Telstra cable and footway access chamber Water Corporation, Telstra and Western Power easements
<b>Utility provider consultation</b>	Horizon advised no cable on this lot Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation. Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	One survey submission was received from an adjacent owner for access to the primary school. That person felt safe using this PAW and did not recommend infrastructure upgrades or maintenance. Did not support the closure of this PAW.
<b>Additional comments:</b>	Connects to Baler Primary School Eastern end of PAW abuts water pumping station
<b>Classification:</b>	Essential

## Photographs



Eastern facing view of from Baler Primary School



Eastern facing view from mid portion of Eastern Land



Eastern facing view from mid portion of Eastern Land



Western facing view of Eastern Land from Limpet Crescent



Aerial



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB05
<b>Location:</b>	Connects Baler Primary School, to Limpet Crescent to Trumpet Way
<b>Legal Status:</b>	Reserve 45844 - Pedestrian Access Way and Public Utilities Services
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	317m <sup>2</sup>
<b>Design Characteristics:</b>	The PAW is fenced off at both ends. It is a straight concrete path with lighting.
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Fair, infrastructure requires maintenance or upgrade with end of asset life. Minimal graffiti and limited litter. Mostly in tidy condition.
<b>Landscaping/vegetation:</b>	Some vegetation and weeds present.
<b>Level of casual surveillance:</b>	Visible fencing from Trumpet Way, Limpet Crescent side is fenced off.
<b>Lighting:</b>	Lighting on PAW and street ends
<b>Level and type of usage:</b>	Local pedestrian usage to primary school
<b>Presence of infrastructure services:</b>	Confirm with utilities
<b>Utility provider consultation</b>	Confirm with utilities
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Connects to Baler Primary School PAW abuts community facility
<b>Classification:</b>	Essential

## Photographs



Eastern facing view of from Trumpet Way



Eastern facing view of from PAW entry



Eastern facing view of from mid PAW



Western facing view of from Limpet Crescent



Western facing view of from Limpet Crescent



Aerial



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB06
<b>Location:</b>	Connects Paton Road and Limpet Crescent
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	705m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path, with gravel slopes either side Drainage point at Paton Road
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Fair, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). Some graffiti on fencing and limited litter.
<b>Landscaping/vegetation:</b>	Marginally overgrown vegetation and weeds, but mostly tidy condition Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at ends.
<b>Level and type of usage:</b>	Local pedestrian usage
<b>Presence of infrastructure services:</b>	Water Corporation sewer line Water Corporation easement
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation. Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	One survey submission was received from an adjacent owner. That person did not feel safe noting antisocial behaviour and criminal activity, broken glass, discarded needles. Supported the closure of this PAW.
<b>Additional comments:</b>	Provides somewhat improved access to residents west of Limestone Park
<b>Classification:</b>	Essential

## Photographs



South easterly facing view from Limpet Crescent



South easterly facing view from mid portion of PAW



South easterly facing view over Paton Road



Drainage on Paton Road



North westerly facing view from Paton Road



Aerial



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB07
<b>Location:</b>	Runs parallel between Cottier Road reserve and residence on Baler Close
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	451m <sup>2</sup>
<b>Design Characteristics:</b>	Nil
<b>Pathways:</b>	Nil
<b>Condition:</b>	Fair No graffiti on fencing and limited litter.
<b>Landscaping/vegetation:</b>	Marginally overgrown vegetation and weeds, but mostly tidy condition Not landscaped
<b>Level of casual surveillance:</b>	From Cottier Drive
<b>Lighting:</b>	Street lighting on Cottier Drive
<b>Level and type of usage:</b>	Nil as does not provide connection point in addition to the existing footpath on road reserve to the north.
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-essential

## Photographs



Western facing view from eastern end of PAW



Gate access from residence abutting PAW



Western facing view from eastern end of PAW



South western view of PAW from opposite side of Cottier Drive



Aerial



<b>Locality:</b>	Shellborough
<b>PAW Code and Map Reference</b>	Map 5 and SB08
<b>Location:</b>	South of Cottier Drive, adjacent to Reserve 46653 – Drainage
<b>Legal Status:</b>	Vacant Crown land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	255m <sup>2</sup>
<b>Design Characteristics:</b>	Nil
<b>Pathways:</b>	Small portion of concrete footpath over northern portion, then dirt path.
<b>Condition:</b>	Below average, limited infrastructure. Some graffiti on fencing and limited litter.
<b>Landscaping/vegetation:</b>	Marginally overgrown vegetation and weeds, but mostly tidy condition Not landscaped
<b>Level of casual surveillance:</b>	From Cottier Drive
<b>Lighting:</b>	Street lighting on Cottier Drive, otherwise no lighting
<b>Level and type of usage:</b>	Local pedestrian usage, but does not provide connection point
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	No comments provided
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Does not provide connectivity to any particular place
<b>Classification:</b>	Non-essential

## Photographs



South westerly view from Cottier Drive



South westerly view from PAW



North easterly view from PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C01
<b>Location:</b>	Connects Souey Crescent with Reserve 46651 – Drainage, and Reserve 38099 – School Site
<b>Legal Status:</b>	Reserve 37947 – Sewerage Main
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	180m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path with kerbing
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Moderate, infrastructure requires maintenance or upgrade with end of asset life. Some graffiti and litter, but mostly tidy.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds, some graffiti and litter, but mostly tidy. Not landscaped
<b>Level of casual surveillance:</b>	End to end
<b>Lighting:</b>	Street lighting at both ends
<b>Level and type of usage:</b>	High pedestrian usage to Cassia Primary School
<b>Presence of infrastructure services:</b>	Sewerage pipeline
<b>Utility provider consultation</b>	Water Corporation advised preference to stay open, but could be closed with an easement created subject to further consultation
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	In 2020 the Town recommended the PAW for closure, subject to easements in favour of Water Corporation. Application is still subject to review by the Water Corporation.
<b>Classification:</b>	Retain

## Photographs



Eastern facing view of Eastern PAW from Souey Street



Eastern facing view of Eastern PAW



Western facing view of Eastern PAW from Reserve 4665



View from Souey of entrance to Western PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C02
<b>Location:</b>	The land abuts Reserve 46651 – Drainage, which then abuts Reserve 38099 – School Site. The pathway is located on the drainage reserve.
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	470m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure on the subject land.
<b>Pathways:</b>	No pathway
<b>Condition:</b>	Moderate, no infrastructure on land. Some graffiti and litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds. Not landscaped
<b>Level of casual surveillance:</b>	End to end, from school site and some casual surveillance from two storey adjacent residences
<b>Lighting:</b>	Sufficient lighting on adjacent reserve with pathway
<b>Level and type of usage:</b>	No path, so no pedestrian usage
<b>Presence of infrastructure services:</b>	Water Corporation water and sewer pipelines Easement to Water Corporation
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation.
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	The path is on the adjacent drainage reserve, so the land is not required for connectivity.
<b>Classification:</b>	Non-essential

## Photographs



Southern facing view from path to the north of the PAW



Southern facing view of PAW



Southern facing view of PAW



Northern facing view of PAW



Northern facing view of PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C03
<b>Location:</b>	Does not connect Reserve 46551 – Drainage to Bottlebrush Crescent. Bottlebrush property has fenced off access.
<b>Legal Status:</b>	Reserve 44923 – Water Main, MO to Water Corporation
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	500m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no visible infrastructure
<b>Pathways:</b>	No path
<b>Condition:</b>	Poor, no municipal infrastructure Graffiti on fencing on eastern end and moderate level of litter, including broken glass.
<b>Landscaping/vegetation:</b>	Very overgrown vegetation and weeds, and dense leaf litter at western end. Not landscaped
<b>Level of casual surveillance:</b>	Only from drainage reserve, otherwise very limited casual surveillance
<b>Lighting:</b>	Insufficiently lit, no lighting on PAW only on drainage reserve.
<b>Level and type of usage:</b>	Not used as provides no connectivity
<b>Presence of infrastructure services:</b>	Water Corporation water pipeline Water Corporation easements
<b>Utility provider consultation</b>	Water Corporation advised preference to stay open, but could be closed with an easement created subject to further consultation
<b>Community comment/ submissions received:</b>	One survey submission was received from a local resident. That person did not feel safe using the PAW. That person suggested as it did not serve any connectivity it could be gated and used as an edible garden space.
<b>Additional comments:</b>	This PAW is a dead end and provides no connectivity
<b>Classification:</b>	Non-essential

**Photographs**



Western facing view from drainage reserve



Western facing view from drainage reserve



Western facing view from mid portion of PAW



Western facing view from mid point of PAW



Western facing view from mid portion of PAW



Western facing view from western end of PAW



Eastern facing view from western end of PAW



Eastern facing view from eastern end of PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C04
<b>Location:</b>	Connects Road Sturt Place, Orchid Close, Chintabell Way and Reserve 46651 – Drainage, which then abuts Reserve 38099 – School Site
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	880m <sup>2</sup>
<b>Design Characteristics:</b>	Path that bends around from drainage reserve onto Sturt Place. To other paths connecting to pedestrian bridge to school site, and path connecting to Orchid Close. Rusted bollards and hand rail at Sturt Place and Orchid Close connection points.
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Moderate, infrastructure requires maintenance or upgrade with end of asset life. Graffiti on path and some fencing. Moderate level of litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds. Not landscaped
<b>Level of casual surveillance:</b>	End to end and adjacent residences
<b>Lighting:</b>	Light pole on path and street lighting at connection points.
<b>Level and type of usage:</b>	High pedestrian usage to Cassia Primary School
<b>Presence of infrastructure services:</b>	Telstra cable Horizon pillar Water Corporation water and sewerage pipelines Telstra easement
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated. Horizon confirmed existence of pillar Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	One survey submission was received from a user of the PAW to access the school. That person felt safe using the PAW. Did not support closure of the PAW.
<b>Additional comments:</b>	Provides access to school
<b>Classification:</b>	Essential

## Photographs



Southern facing view from path to the north of PAW



North eastern facing view from Sturt Place



North eastern facing view from mid section of PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C05
<b>Location:</b>	Connects Boronia Close to Reserve 46551 – Drainage which abuts Reserve 38099 – School Site and connects to PAW C03
<b>Legal Status:</b>	Vacant Crown Land (Northern Land) and Reserve 37159 Public Recreation, MO to TOPH (Southern Land)
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	1970m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path on Northern Land that bends on Southern land Rocks on northern portion of Northern land bending towards pedestrian access bridge to School site.
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Moderate, infrastructure requires maintenance or upgrade with end of asset life. Graffiti on fencing and path, but limited litter.
<b>Landscaping/vegetation:</b>	Some vegetation and weeds present but not overgrown, mostly tidy condition. Not landscaped
<b>Level of casual surveillance:</b>	End to end and from school and adjacent two storey residences
<b>Lighting:</b>	Sufficiently lit, lighting along pathway
<b>Level and type of usage:</b>	High pedestrian usage to Cassia Primary School
<b>Presence of infrastructure services:</b>	Water Corporation water and sewer pipelines
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated.
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Connects to Cassia Primary School
<b>Classification:</b>	Essential

## Photographs



Southern facing view from northern portion of PAW (Northern Land)



Southern facing view from mid portion of PAW (Northern Land)



Graffiti light pole on mid portion of PAW (Northern Land)



Western facing view of mid portion of PAW (Northern Land)



Southern facing view of southern portion of PAW (Northern Land)



Aerial (Northern Land)



South eastern facing view of southern most portion of PAW (Southern Land)



Aerial (Southern Land)



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C06
<b>Location:</b>	Connects Boronia Close to Vacant Crown land strip to the south. Abuts Reserve 46655 – Drainage
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	370m <sup>2</sup>
<b>Design Characteristics:</b>	Bollards on northern end
<b>Pathways:</b>	Dirt
<b>Condition:</b>	Below average, limited infrastructure. No graffiti and limited litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end and from two storey townhouses at southern end
<b>Lighting:</b>	No lighting, only street lighting at Boronia Close
<b>Level and type of usage:</b>	Some footprints
<b>Presence of infrastructure services:</b>	Water Corporation water and sewer pipelines Water Corporation easement
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation.
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-essential

## Photographs



Southern eastern facing view of PAW from Boronia Close



Southern eastern facing view of PAW from northern portion of PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C07
<b>Location:</b>	Potential to connect Hakea Court and Cassia Place if vegetation removed and path installed
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	1274m <sup>2</sup>
<b>Design Characteristics:</b>	Drainage bridge to access Hakea Court apartments and drainage infrastructure around Cassia Place, otherwise no municipal infrastructure
<b>Pathways:</b>	Nil
<b>Condition:</b>	Below average, limited infrastructure. No graffiti and limited litter.
<b>Landscaping/vegetation:</b>	Very overgrown vegetation and weeds. Not landscaped
<b>Level of casual surveillance:</b>	From Hakea Close and Cassia Place intersections and two storey townhouses on eastern side
<b>Lighting:</b>	No lighting, street lighting only at Hakea Close and Cassia Place
<b>Level and type of usage:</b>	Limited pedestrian usage due to overgrown vegetation and weeds
<b>Presence of infrastructure services:</b>	Horizon underground cable Telstra cable Water Corporation water and sewer pipelines Telstra and Water Corporation easements
<b>Utility provider consultation</b>	Water Corporation advised if the PAW were to be closed, the easement retained, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated subject to further consultation. Horizon confirmed presence of cable Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	One survey submission was received from a user of the PAW. However, this referred to access to the beach so was not considered.
<b>Additional comments:</b>	Appears to act as a drainage reserve, but not reserved for that purpose
<b>Classification:</b>	Non-essential

## Photographs



South western view from northern portion of PAW



North eastern facing view from Hakea Close



South western view from Hakea Close



South western view from mid portion of PAW



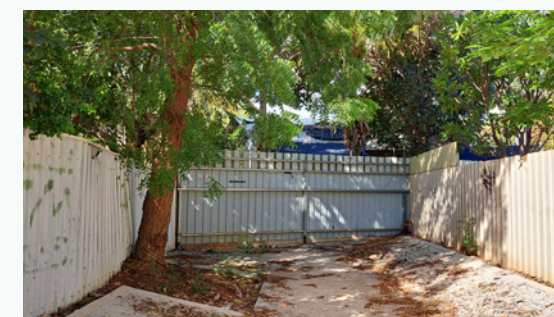
Eastern facing view from Hakea Close



Eastern facing view from Cassia Place



Northern facing view from of PAW from southern end



Southern facing view of PAW from mid section



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C08
<b>Location:</b>	Connects southern portion of Reserve 38099 – School Site to Acacia Way and northern pathway on the school site.
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	1187m <sup>2</sup>
<b>Design Characteristics:</b>	Only bollards and a small section of path at the northern end of the PAW, otherwise no infrastructure along the PAW
<b>Pathways:</b>	Dirt
<b>Condition:</b>	Average, limited infrastructure for usage. No graffiti and some litter.
<b>Landscaping/vegetation:</b>	Somewhat overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	From school and ovals and surrounding residences
<b>Lighting:</b>	No lighting other than street ends
<b>Level and type of usage:</b>	Some local pedestrian usage
<b>Presence of infrastructure services:</b>	Telstra cable Water Corporation water and sewer pipeline
<b>Utility provider consultation</b>	Horizon confirmed presence of cable Water Corporation advised if the PAW were to be closed, either an easement may be created to protect its asset, the portion containing its infrastructure will need to be rezoned to public purpose reserve vested with the local authority or the asset relocated. Telstra object subject to discussion with Network Integrity whether an easement or relocation will suffice
<b>Community comment/ submissions received:</b>	One yellow dot was placed on the map indicating that person used the PAW and it required improved maintenance or infrastructure upgrades.
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Retain

## Photographs



Northern facing view from southern end of PAW



Northern facing view from southern end of PAW



North westerly view from mid portion of PAW



North westerly view from mid portion of PAW



Southern facing view from northern portion of PAW



Easterly facing view from northern portion of PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C09
<b>Location:</b>	Connection between two drainage reserves (both Reserve 46651) to the north of the Reserve 38099 – School Site. Effectively joins Souey Place to Acacia Way
<b>Legal Status:</b>	Vacant Crown Land
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	325m <sup>2</sup>
<b>Design Characteristics:</b>	Straight path Pedestrian bridges on adjacent reserves in good condition
<b>Pathways:</b>	Concrete
<b>Condition:</b>	Good, infrastructure requires maintenance or upgrade with end of asset life (if deemed essential). No graffiti and limited litter.
<b>Landscaping/vegetation:</b>	Some vegetation and weeds present but not overgrown, mostly tidy condition. Lawns present either side of pathway.
<b>Level of casual surveillance:</b>	Causal surveillance from most angles
<b>Lighting:</b>	Lighting at western end
<b>Level and type of usage:</b>	Pedestrian usage to Cassia Primary School ovals
<b>Presence of infrastructure services:</b>	Horizon power underground
<b>Utility provider consultation</b>	Horizon advised presence of cable
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Connection to Cassia Primary School oval
<b>Classification:</b>	Essential

## Photographs



Eastern facing view of western portion of PAW



Aerial



<b>Locality:</b>	Cassia
<b>PAW Code and Map Reference</b>	Map 6 and C10
<b>Location:</b>	Connects Souey Court with Mitchie Crescent
<b>Legal Status:</b>	Reserve 37947 – Sewerage Main
<b>Native Title Determination Outcome</b>	Native title exists – non-exclusive
<b>Size:</b>	512m <sup>2</sup>
<b>Design Characteristics:</b>	Some deteriorated sections of concrete path
<b>Pathways:</b>	Some deteriorated sections of concrete path
<b>Condition:</b>	Poor, limited infrastructure Moderate graffiti and litter present, including broken glass. Untidy condition.
<b>Landscaping/vegetation:</b>	Overgrown vegetation, weeds and leaf litter Not landscaped
<b>Level of casual surveillance:</b>	Some at ends, but middle section has no surveillance
<b>Lighting:</b>	Street lighting at Souey Court end
<b>Level and type of usage:</b>	Limited use
<b>Presence of infrastructure services:</b>	Sewerage pipeline and Telstra cable
<b>Utility provider consultation</b>	Water Corporation advised preference to stay open, but could be closed with an easement created subject to further consultation Telstra – no objection, no Telstra assets
<b>Community comment/ submissions received:</b>	No submissions received
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-essential

## Photographs



Eastern facing view from Souey of entrance to Western PAW



Eastern facing view on Western PAW



Western facing view on Western PAW



South western facing view on Western PAW



North westerly facing view from Western PAW



Aerial



<b>Locality:</b>	Koombana
<b>PAW Code and Map Reference</b>	Map 7 and K01
<b>Location:</b>	Connects Steamer Avenue to Reserve 35331 – Parklands , currently a vacant lot
<b>Legal Status:</b>	Reserve 35334 – Pedestrian Access Way (Management Order to TOPH/Electricity Corporation)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	129m <sup>2</sup>
<b>Design Characteristics:</b>	Nil
<b>Pathways:</b>	Nil
<b>Condition:</b>	Average Limited infrastructure No graffiti and some litter.
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds and leaf litter present Not landscaped
<b>Level of casual surveillance:</b>	From Steamer Avenue
<b>Lighting:</b>	Street lighting at Steamer Avenue end
<b>Level and type of usage:</b>	Does not appear to be used anymore as there is little evidence of footprints or trodden vegetation
<b>Presence of infrastructure services:</b>	Horizon pillar
<b>Utility provider consultation</b>	Horizon advise no cable on lot
<b>Community comment/ submissions received:</b>	One survey submission was received from a user of this PAW. That person did not feel safe and noted poor lighting and broken glass/objects and that improvement of those may increase usage. Supported closure of this PAW.  One yellow dot was placed on the map indicating that person used the PAW and it required improved maintenance or infrastructure upgrades
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Non-essential

## Photographs



View from Steamer Ave



View from Steamer Ave



View from mid portion of PAW



Aerial



<b>Locality:</b>	Koombana
<b>PAW Code and Map Reference</b>	Map 7 and K02
<b>Location:</b>	Connects drainage reserve to Wambiri Street
<b>Legal Status:</b>	Reserve 35339 – Pedestrian Access Way (MO to Town)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	231m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Dirt
<b>Condition:</b>	Poor Somewhat collapsing adjacent fences Some graffiti and heavily littered
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end and from Collier Drive adjacent
<b>Lighting:</b>	Street lights on Wambiri Street and Collier Drive
<b>Level and type of usage:</b>	Local pedestrian usage. Appears to be well used as there are clear tracks and footprints.
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	Nil
<b>Community comment/ submissions received:</b>	Nil
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Retain

## Photographs



Wambiri Street frontage



Northerly view from mid portion of PAW



Northern end portion of PAW



Southerly view from northern end of PAW



Southerly view from mid portion of PAW



Aerial



<b>Locality:</b>	Koombana
<b>PAW Code and Map Reference</b>	Map 7 and K03
<b>Location:</b>	Connects Wambiri Street to Nyanda Place
<b>Legal Status:</b>	Reserve 35314 – Pedestrian Access Way (MO to Town)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	243m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Dirt
<b>Condition:</b>	Poor Somewhat collapsing adjacent fences Some graffiti and heavily littered
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end and from Collier Drive adjacent
<b>Lighting:</b>	Street lights on Wambiri Street and Collier Drive
<b>Level and type of usage:</b>	Local pedestrian usage. Appears to be well used as there are clear tracks and footprints.
<b>Presence of infrastructure services:</b>	Water Corporation assets
<b>Utility provider consultation</b>	Nil
<b>Community comment/ submissions received:</b>	Nil
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Retain

## Photographs



Wambiri Street frontage



Southerly view from mid portion of PAW



View of Nyanda Place from southern portion of PAW



Nyanda Place frontage



Aerial



<b>Locality:</b>	Koombana
<b>PAW Code and Map Reference</b>	Map 7 and K04
<b>Location:</b>	Connects Nyanda Place to Marra Court
<b>Legal Status:</b>	Reserve 35313 – Pedestrian Access Way (MO to Town)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	278m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Dirt
<b>Condition:</b>	Poor Somewhat collapsing adjacent fences Some graffiti and heavily littered
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end and from Collier Drive adjacent
<b>Lighting:</b>	Street lights on Collier Drive
<b>Level and type of usage:</b>	Local pedestrian usage. Appears to be well used as there are clear tracks and footprints.
<b>Presence of infrastructure services:</b>	Water Corporation assets, Horizon underground, distribution cable
<b>Utility provider consultation</b>	Nil
<b>Community comment/ submissions received:</b>	Nil
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Retain

## Photographs



Nyanda Place frontage



Southerly view from mid portion of PAW



Southerly view from mid portion of PAW



View of Marra Court from southern portion of PAW



Marra Court frontage



Aerial



<b>Locality:</b>	Koombana
<b>PAW Code and Map Reference</b>	Map 7 and K05
<b>Location:</b>	Connects Marra Court to Ashburton Court and Daylesford Road
<b>Legal Status:</b>	Reserve 35335 – Pedestrian Access Way (MO to Town)
<b>Native Title Determination Outcome</b>	Native title does not exist
<b>Size:</b>	963m <sup>2</sup>
<b>Design Characteristics:</b>	Nil, no infrastructure
<b>Pathways:</b>	Dirt pathway on northern portion between Marra Court and Ashburton Court, no pathway on portion between Ashburton Court and Daylesford Road
<b>Condition:</b>	Poor Some graffiti and some litter
<b>Landscaping/vegetation:</b>	Overgrown vegetation and weeds Not landscaped
<b>Level of casual surveillance:</b>	End to end and from Collier Drive adjacent
<b>Lighting:</b>	Portion adjacent to street lights on Collier Drive
<b>Level and type of usage:</b>	Local pedestrian usage. Northern portion between Marra Court and Ashburton Court appears to be well used as there are clear tracks and footprints. portion between Ashburton Court and Daylesford Road appears unused as there is no tracks or trampled vegetation.
<b>Presence of infrastructure services:</b>	Nil
<b>Utility provider consultation</b>	Nil
<b>Community comment/ submissions received:</b>	Nil
<b>Additional comments:</b>	Nil
<b>Classification:</b>	Retain

## Photographs



Marra Court frontage



Southerly view of PAW from Marra Court



Southerly view from mid PAW between Marra Court and Ashburton Court



Ashburton Court frontage to northern portion of PAW



Ashburton Court frontage to southern portion of PAW



Southerly view of PAW from Ashburton Court



Southerly view from PAW



Easterly view from PAW towards Daylesford Road



Daylesford Road frontage



Aerial





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Town of  
**Port Hedland**