



Paths for Walking and Cycling – Design checklist

Characteristics for suitability for shared paths

- Most suitable along linear easements such as foreshore reserves and along waterways, disused rail lines, through parkland or alongside major roads such as highways which have minimal intersections and driveways.
- Not suitable in high activity areas or outside shops where foot traffic should be separated from wheeled traffic

Path materials

Concrete – Most expensive but has the lowest ongoing maintenance costs. Joints must be saw-cut to provide a smoother ride for wheeled devices.



Hotmix – With a proper base, hotmix or asphalt can provide a suitably smooth surface but is prone to cracking from tree roots and earth movement. Although cheaper than concrete, it has a shorter life span.



Crushed gravel – Cheapest to construct but highest maintenance costs. More prone to puddles and muddy patches and less accessible for wheeled devices and mobility devices after rain. Muddiness is a deterrent from using the path.



Path Design

Path Width

| | | |
|----------------------------|------|---|
| Standard shared path width | 3.0m | |
| Minimum shared path width | 2.5m | Infrequent interactions eg: rural paths or steep side slopes resulting in extensive cut and fill. |

Clearances from path edges

| | | |
|--------------------|-------|---|
| Standard clearance | 1.0m | Set back from trees, seating, fences & fixed objects |
| Minimum Clearance | 0.30m | Set back from existing electricity poles, retaining walls |



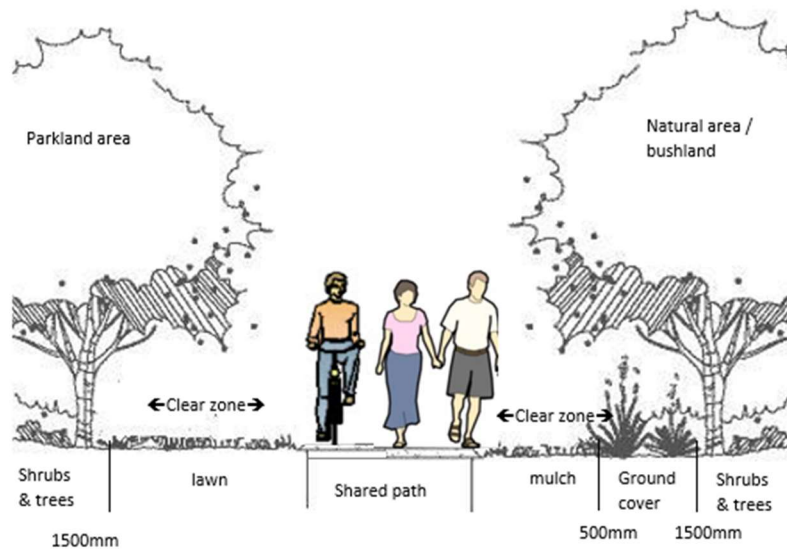
Lighting

For safety in low light conditions path users should be able to see one another. Ambient light from nearby street lights may be sufficient, otherwise dedicated path lighting may be required. Vegetation should be kept pruned to minimise shadows and dark areas.



Landscaping shared paths

Often shared paths are designed with appropriate clearances but when landscaping is done, inadequate setbacks from the path edge result in vegetation encroaching on the path, creating ongoing maintenance for pruning, constricting the usable space of the path and reducing sight distance. A clear zone either side of the path should be maintained.



| | Parkland setting | Natural area setting |
|--|---|--|
| <p>Clear zone The clear zone is a buffer alongside the path (similar to a shoulder on a roadway) which allows clearance for handlebars and pedals and maximises the usable width of the path. This helps minimise conflict and allows people to move off the path when stopped.</p> | <p>Lawn In parkland settings a lawn “mowing strip” of minimum 1.0m width provides space for dogs to walk off the path and a hazard-free area if a bicycle strays off the path.</p>  | <p>mulch Where mulching is required excavate 150mm deep either side of the path (or elevate the path) to create a recessed area for mulch. If it's not recessed it will be washed onto the path and create a hazard. Edge boards to contain mulch are a hazard if a wheel hits them.</p>  |
| <p>Ground cover</p> | <p>In parkland settings it is preferred to keep a grassy area which can be mowed.</p> | <p>Low spreading groundcover need to be planted at least 500mm from the edge of the path to accommodate future growth.</p> |
| <p>Shrubs & trees It is important that trees and shrubs don't block sightlines or encroach on the path area when fully grown.</p> | <p>When planting trees or shrubs it is important to consider the size when fully grown. A bushy shrub that grows 3m wide needs to be planted at least 2m from the edge of the path to minimise future pruning and maintenance.</p> <div style="display: flex; justify-content: space-between;"> <div style="background-color: black; color: white; padding: 5px; width: 30%;"> <p>Good planting. Set back from edge with grass mowing strip making maintenance easier..</p> </div>  <div style="background-color: black; color: white; padding: 5px; width: 30%;"> <p>Poor planting. Requires ongoing pruning and narrows path.</p> </div> </div> | |

