

SUBURB: Rockingham

Code No. F1R

Map C3

Location:

Connects Chalwell Street (head of cul-de-sac) to Esplanade



Design characteristics:

Accessway approx. 1.5m wide (very narrow) and 64m long. Straight, slightly undulating. No bollards.

Condition:

Poor. Graffiti, weeds, rubbish, unpaved.

Level of casual surveillance:

Fair. Several second storey windows overlook.

Fencing attributes:

High super six & steel panels. One gate in the side fencing opens onto the accessway from a backyard.

Paving:

Unpaved. Sand.

Landscaping/vegetation:

Some trees & ivy overhanging.

Lighting:

Two street lights near southern end, one street light near northern end.

Level of usage:

Possibly used by a small number of locals.

Presence of services:

-

2007 Bikeplan recommendations:

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History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

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Additional comments:

This very narrow accessway probably provides convenient access to and from the beach for a very small number of nearby residents. However, it lies parallel to, and near to, PAW R262. The real purpose of this accessway, and its ownership, is not known.

Connectivity grading:

NP

SUBURB: Rockingham

Code No. F2R

Map C3

Location:

Connects Chalwell Street to Harrison Street.



Design characteristics:

Accessway approx. 5m wide and 64m long. Straight, undulating, bollards at both ends.

Condition:

Poor to fair. Lots of graffiti, some rubbish & sand over path.

Level of casual surveillance:

Poor.

Fencing attributes:

High masonry wall and super six. One gate in side fence.

Paving:

Concrete path approx. 1.6m wide.

Landscaping/vegetation:

Some overhanging.

Lighting:

Street light at southern end, street light opposite northern end.

Level of usage:

Used by locals.

Presence of services:

Telstra, Water Corp.

2007 Bikeplan recommendations:

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History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

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Additional comments:

This accessway has all the appearance of a genuine PAW. It connects directly with PAW R262.

Connectivity grading:

NE

SUBURB: Safety Bay

Code No. F3SB

Map B4

Location:

Connects Rae Road to Ninda Road



Design characteristics:

Accessway approx. 5m wide and 83m long. Straight, long, slightly undulating. Bollards at north end only.

Condition:

Poor to fair. Some graffiti, leaves, rubbish, grass clippings, high sand margins.

Level of casual surveillance:

Poor.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 1.6m wide.

Landscaping/vegetation:

Lots of vegetation overhanging the accessway and over the path.

Lighting:

None.

Level of usage:

Used by locals.

Presence of services:

Possibly – hard to determine.

2007 Bikeplan recommendations:

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History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

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Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to Ninda Place at its northern end. Whilst not essential to the local pedestrian/cycle network, it does provide some convenient access for a small number of local residents. Safety Bay Primary School is located to the south-west of the accessway's southern end, and Rae Road is a bus route and has a dual-use path.

The overhanging vegetation needs to be severely pruned.

Connectivity grading:

NE

SUBURB: Safety Bay

Code No. F4SB Map C4

Location: Connects Kurrajong Road to Rae Road.



Design characteristics:

Accessway approx. 7m wide and 80m long. Wide, flat, with generally straight path curving slightly at northern end. Bollards at both ends.

Condition:

Poor to fair. Some graffiti, broken glass & rubbish.

Level of casual surveillance:

Poor.

Fencing attributes:

High masonry wall & super six.

Paving:

Concrete path approx. 2m wide.

Landscaping/vegetation:

Ivy and large tree overhanging.

Lighting:

Street light at southern end, street light across road at northern end.

Level of usage:

Used by locals.

Presence of services:

Telstra, Water Corp., Gas.

2007 Bikeplan recommendations:

This accessway has the dual-use path symbol stenciled on the path.

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

Complaint/closure request on City's files.

Additional comments:

This accessway has all the appearances of a genuine PAW. It also has a dual-use path symbol stenciled on the concrete path. It connects to Rae Road, which is a bus route and has a dual-use path. It also connects directly at its southern end to Fawdon Street, providing good north-south access in this locality. Despite this accessway not being a genuine PAW, it needs to be retained as an important part of the local pedestrian/cycle network. It also appears to have some major underground services within it.

The overhanging foliage needs to be cut back.

Connectivity grading:

E

SUBURB: Rockingham

Code No. F5R **Map** D4

Location: Connects Turana Place to Hercules Street.



Design characteristics:

Accessway approx. 3.7m wide and 70m long. Slightly sloping. Right-angled bend two-thirds the way along. Bollards placed at bend.

Condition:

Poor. Some graffiti, broken glass & rubbish, weeds, sand over path, high sand margins.

Level of casual surveillance:

Fair.

Fencing attributes:

High super six & steel panels.

Paving:

Fairly new concrete path approx. 2m wide.

Landscaping/vegetation:

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Lighting:

None.

Level of usage:

Used by locals.

Presence of services:

Water Corp

2007 Bikeplan recommendations:

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History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

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Additional comments:

This accessway has all the appearances of a genuine PAW. The path appears to have been recently replaced. The holes in the concrete for bollards at each end have been provided, but as yet no bollards are in place (July 2009). The accessway has a blind corner, and no lights.

Hercules Street is a bus route.

This accessway, due to the convoluted street pattern in the area, provides some convenience of access, but only to a small number of residents living in close proximity to it. Whilst it may be preferable to retain the accessway, the safety of its users needs to be given greater consideration. For example, bollard lights should be provided, and the end bollards installed.

Connectivity grading: NE

SUBURB: Rockingham

Code No. F6R **Map** D4

Location: Connects Orion Street to PAW R229.



Design characteristics:

Accessway approx. 3.5m wide and 60m long. Straight, undulating, connects at a "T"-junction with PAW R229 at its southern end. Bollards at northern end.

Condition:

Poor. Some graffiti, weeds, leaves, sand over path and high sand margins.

Level of casual surveillance:

Poor.

Fencing attributes:

High super six.

Paving:

Old concrete slabs, two x wide. Cracked, uneven.

Landscaping/vegetation:

Some vegetation overhanging.

Lighting:

None.

Level of usage:

Used by locals.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. For all intents and purposes it is an integral part of genuine PAW R229, to which it connects.

Due to the convoluted street pattern in this area, this accessway provides convenient “escape” in a north-south direction for residents of the two culs-de-sac joined by PAW R229, and should therefore be retained.

The path needs to be replaced with a minimum 2m wide concrete path.

Connectivity grading:

R

SUBURB: Rockingham

Code No. F7R **Map** D4

Location: Connects Pictor Court to PAW R232 & Lynx Park.



Design characteristics:

Accessway approx. 3.7m wide and 60m long in total. “T”-shaped, flat. Bollards at Pictor Court end and near “T”-junction.

Condition:

Fair. Some leaves, rubbish.

Level of casual surveillance:

Fair to good.

Fencing attributes:

High super six, steel panels, and low open picket.

Paving:

Concrete path approx. 2m wide.

Landscaping/vegetation:

Very small amount overhanging.

Lighting:

Street light at Pictor Court end, and several bollard lights.

Level of usage:

Well used by locals.

Presence of services:

Water Corp.

2007 Bikeplan recommendations:

-

History:

Closure request previously rejected by the City. Another request to close recently received by City.

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to PAW R232.

This accessway is an integral part of a comprehensive, inter-connected pedestrian/cycle network, and must be retained.

Connectivity grading:

E

SUBURB: Rockingham

Code No. F8R **Map** D4

Location: Connects Perseus Court, Pavo Close, Indus Close, Lynx Park and another un-named park.



Design characteristics:

Accessway approx. 3.7m wide and 180m long in total. Main section is long and straight, with three “legs” coming off it at right-angles. Slightly undulating, with bollards at various locations.

Condition:

Poor. Lots of graffiti, weeds, leaves, rubbish, tree branches and sand over path. Abandoned shopping trolley.

Level of casual surveillance:

Fair, due to several low adjoining fences..

Fencing attributes:

High super six and various.

Paving:

Concrete path approx. 3m wide.

Landscaping/vegetation:

Some overhanging.

Lighting:

Street lights at ends of adjoining culs-de-sac, and several bollard lights.

Level of usage:

Well used by locals.

Presence of services:

Water Corp.

2007 Bikeplan recommendations:

-

History:

Closure request previously rejected by the City.

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to other genuine and non-genuine PAWs. It is not understood why it is not a genuine PAW.

This accessway is an integral part of a comprehensive, inter-connected pedestrian/cycle network, and must be retained. It does, however, require cleaning up.

Connectivity grading:

E

SUBURB: Rockingham

Code No. F9R **Map** D4

Location: Connects Quamby Place to a park and dual-use path.



Design characteristics:

Accessway approx. 3.7m wide and 20m long. Flat, with bollards at park end.

Condition:

Fair. Some graffiti, weeds, rubbish, broken glass.

Level of casual surveillance:

Fair, due to short length.

Fencing attributes:

High steel panels and brick wall.

Paving:

Concrete path approx. 1.4m wide.

Landscaping/vegetation:

Large shrub intruding into walkway.

Lighting:

Street light at both ends.

Level of usage:

Used by locals.

Presence of services:

Possibly Water Corp.

2007 Bikeplan recommendations:

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History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to a major dual-use path on Read Street. It is part of a local pedestrian/cycle network, and should be retained.

The large intruding shrub needs to be pruned back.

Connectivity grading:

R

SUBURB: Cooloongup

Code No. F10C Map D4

Location: Connects Balwyn Court to Mayfair Court.



Design characteristics:

Accessway approx. 3m wide and 40m long. Flat, narrow, bend midway, with bollards at both ends.

Condition:

Poor. Some weeds, rubbish, leaves, dog faeces, sand over path, high sand margins, poor paving, abandoned shopping trolley.

Level of casual surveillance:

Poor, can't see end-to-end.

Fencing attributes:

High super six.

Paving:

Old concrete slabs, 2 x wide, cracked and uneven.

Landscaping/vegetation:

Fair amount of vegetation overhanging side fences.

Lighting:

Street light at southern end only.

Level of usage:

Used by locals.

Presence of services:

Possibly Water Corp.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW.

Its access benefit is limited, however, to the residents of the two short culs-de-sac it connects. It is not part of a comprehensive pedestrian/cycle network.

If the accessway is retained, the footpath need to be replaced by a wide concrete path, and the vegetation overhanging the side fences needs to be pruned back.

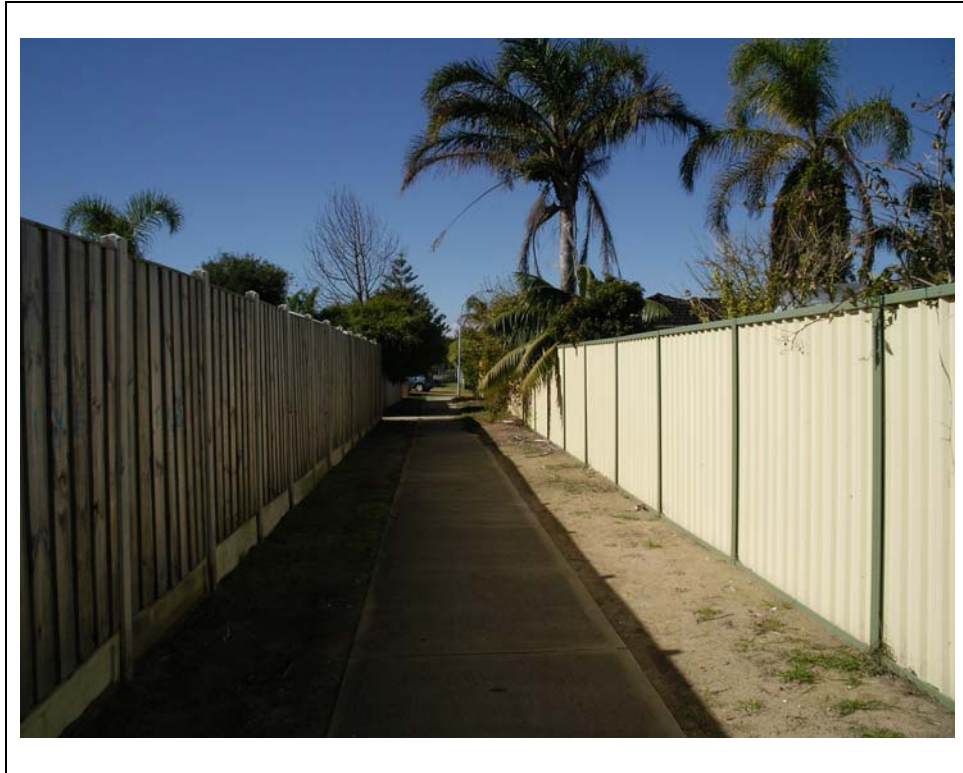
Connectivity grading:

NE

SUBURB: Safety Bay

Code No. F11SB Map D5

Location: Connects Georgetown Drive, Spyglass Court & Cutlass Place



Design characteristics:

Accessway approx. 4m wide and 100m long in total. "T"-shaped, flat.

Condition:

Fair. Some graffiti, rubbish, broken glass, sand over path.

Level of casual surveillance:

Poor.

Fencing attributes:

High super six and steel panels, timberlap and brick walls.

Paving:

Concrete path approx. 1.4m wide.

Landscaping/vegetation:

Some overhanging side fences.

Lighting:

Street lights at each end of the two culs-de-sac.

Level of usage:

Used by locals.

Presence of services:

Water Corp., gas, electricity.

2007 Bikeplan recommendations:

Recommendation No. 22 was to widen the path to 2.5m. **Note:** The recommendation included **all** of the connecting accessways, but most of these have been closed using gates.

History:

Email received 12/08/09 from resident of 13 Galleon Court complaining about people climbing over the closed gates and causing damage & theft. Request # made to close the gated sections and sell to adjoining landowner(s).

Additional comments:

This accessway has all the appearances of a genuine PAW. It appears to be the last remnant of a once comprehensive east-west pedestrian/cycle network that has now been mostly closed with gates. Three of the four closed sections have been set aside as "Public Utility Reserves". (See letter to Council from DOLA dated 19/01/1999.) The network is close to, and runs parallel to, Georgetown Drive, so is not essential for access, hence the closure of part of the network.

It would appear that this middle section has been kept open as it contains a direct link northwards to Georgetown Drive, which is a bus route. This accessway also aligns with genuine PAW SB309, located on the north side of Georgetown Drive.

Connectivity grading: R

Recommendation #: that the request for closure & purchase be supported, so long as the below-ground services question can be sorted out satisfactorily.

SUBURB: Waikiki

Code No. F12WK Map D6

Location: Connects Raymond Place to Warnbro Beach Road.



Design characteristics:

Accessway approx. 2.4m wide and 100m long. Flat in parts, steeply sloping in others. Long and narrow, slight bend half-way, with triple set of bollards half way, and a single bollard at the west end.

Condition:

Fair. Some graffiti, weeds.

Level of casual surveillance:

Generally poor due to high side fences, and can't see end-to-end. However west end is more open with an adjacent vacant lot.

Fencing attributes:

High steel panels and super six. One side at west end has no fence.

Paving:

Concrete path approx. 1.3m wide.

Landscaping/vegetation:

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Lighting:

Street light at cul-de-sac end only.

Level of usage:

Used by locals to access beach. Especially dog owners.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to a beach path and steps, and a parking area with a drink fountain.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. It could be retained.

Connectivity grading:

R

SUBURB: Waikiki

Code No. F13WK Map D6

Location: Connects Arctic Close to Richard Close.



Design characteristics:

Accessway approx. 3m wide and 50m long. Straight, slightly undulating.

Condition:

Fair. Some graffiti, weeds, high sand margins.

Level of casual surveillance:

Poor, due to high side fences.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 1.1m wide (narrow).

Landscaping/vegetation:

Small amount overhanging.

Lighting:

Street light at both ends.

Level of usage:

Used by locals.

Presence of services:

Water Corp., electricity.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects the small number of residents of Arctic Close to Java Park and other destinations north.

Whilst not part of a comprehensive pedestrian/cycle network, this accessway nevertheless serves to partly overcome the convoluted and disjointed road network in the area. The accessway could be retained, although any decision on its future could be left up to the residents of Arctic Close.

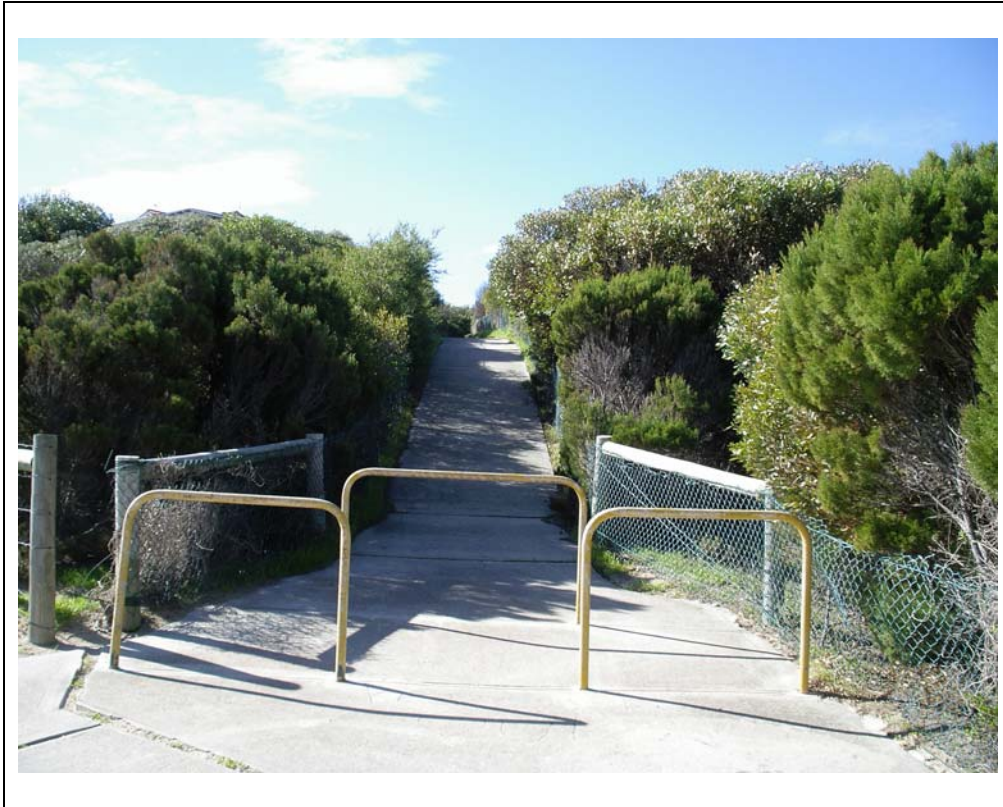
Connectivity grading:

NE

SUBURB: Safety Bay

Code No. F14SB Map D6

Location: Connects Almeria Place to the beach.



Design characteristics:

Accessway approx. 4m wide and 70m long. Narrow, undulating, very steep in parts, winding path, bend half way. Bollards at both ends.

Condition:

Fair. Some weeds.

Level of casual surveillance:

Nil.

Fencing attributes:

Low post and wire mesh fences both sides.

Paving:

Concrete path approx. 1.9m wide.

Landscaping/vegetation:

Some shrubs overhanging both sides.

Lighting:

Street light at east end only.

Level of usage:

Used by locals, including dog walkers, to access the beach.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to a dual use path and a beach path.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. It could be retained.

Connectivity grading:

R

SUBURB: Warnbro

Code No. F15W **Map** E7

Location: Connects Pembroke Court to the beach.



Design characteristics:

Accessway approx. 4m wide and 60m long. Straight, undulating, with single bollard at cul-de-sac end.

Condition:

Fair to good. Some weeds.

Level of casual surveillance:

Fair. Accessway is abutted by several two storey dwellings, and the side fences are low.

Fencing attributes:

Low post and wire mesh fences both sides.

Paving:

Concrete path approx. 1.9m wide.

Landscaping/vegetation:

Some shrubs overhanging both sides.

Lighting:

None.

Level of usage:

Used by locals, including dog walkers, to access the beach.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to a dual use path and a beach path.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. It could be retained.

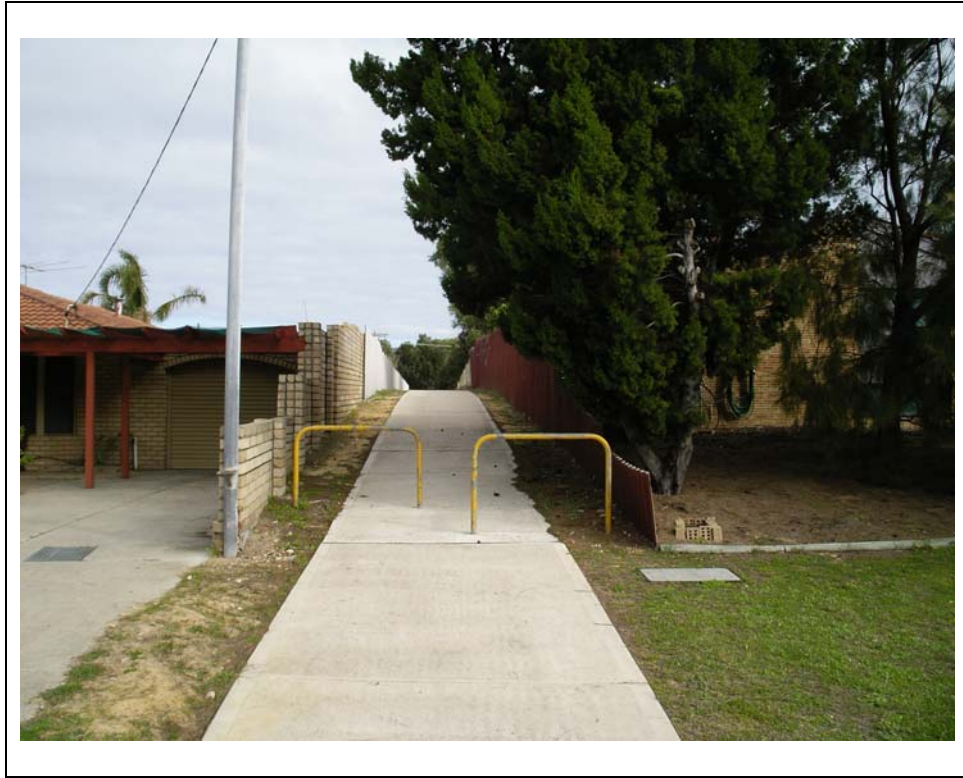
Connectivity grading:

R

SUBURB: Warnbro

Code No. F16W **Map** E7

Location: Connects Martell Street to Ecclestone Street



Design characteristics:

Accessway approx. 4m wide and 80m long. Straight, undulating. Bollards at both ends.

Condition:

Poor to fair. Some graffiti, leaves, rubbish, dog faeces, sand over path.

Level of casual surveillance:

Poor.

Fencing attributes:

High super six, steel panels and a brick wall.

Paving:

Concrete path approx. 1.9m wide.

Landscaping/vegetation:

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Lighting:

None.

Level of usage:

Used by locals.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

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Additional comments:

This accessway has all the appearances of a genuine PAW.

It provides some convenience of pedestrian/cycle access, as it provides a north-south "short-cut" mid-block, and directly connects Willis Street and Regehr Street. However, this accessway is not part of a planned, comprehensive access network. Closure would not unduly inconvenience local residents.

Connectivity grading:

NE

SUBURB: Warnbro

Code No. F17W **Map** E7

Location: Connects Willis Street to Fendam Street.



Design characteristics:

Accessway approx. 4m wide and 75m long. Straight, undulating. Bollards at both ends.

Condition:

Fair. Some weeds and rubbish.

Level of casual surveillance:

Poor.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 1.9m wide.

Landscaping/vegetation:

Some overhanging side fences.

Lighting:

Street light at both ends.

Level of usage:

Used by locals.

Presence of services:

Water Corp. (sewer)

2007 Bikeplan recommendations:

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History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

Complaint/closure request on City's files.

Additional comments:

This accessway has all the appearances of a genuine PAW.

It provides some convenience of pedestrian/cycle access, as it provides an east-west "short-cut" mid-block, directly connecting Willis Street and Fendam Street. However, this accessway is not part of a planned, comprehensive access network. Closure would not unduly inconvenience local residents.

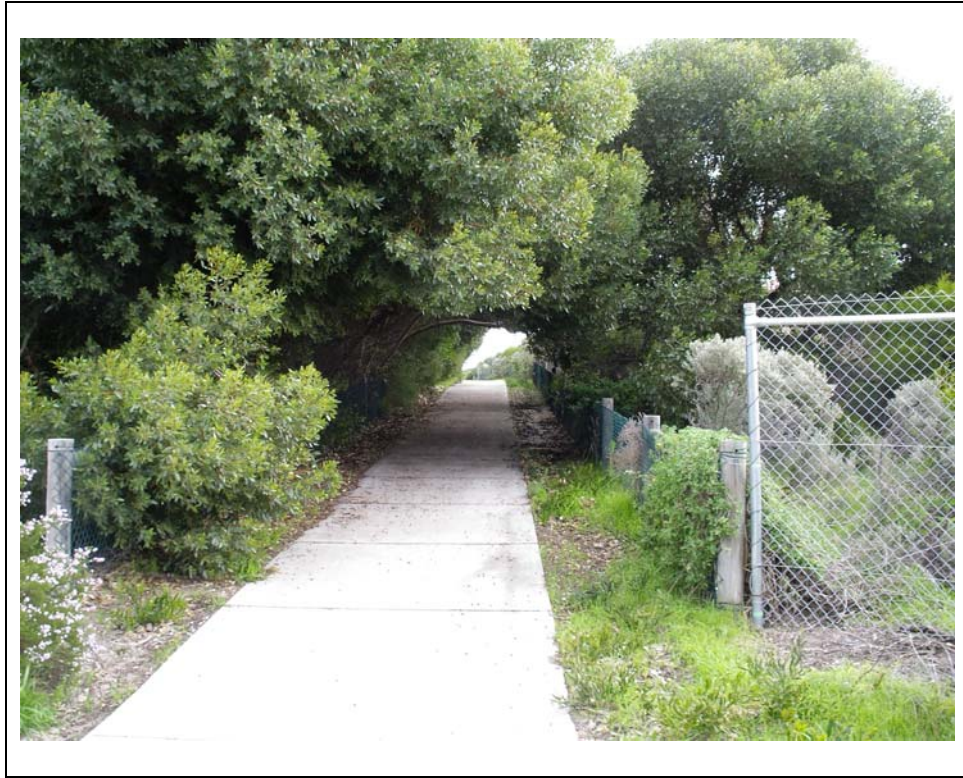
Connectivity grading:

NE

SUBURB: Warnbro

Code No. F18W **Map** E7

Location: Connects Westray Court to the beach.



Design characteristics:

Accessway approx. 4m wide and 80m long. Undulating and sloping, bend half-way, winding path.

Condition:

Fair to good. Some graffiti, weeds & leaves.

Level of casual surveillance:

Generally poor, although there is some overlooking from a two storey house adjacent. Can't see end-to-end.

Fencing attributes:

Low post and wire mesh fences both sides.

Paving:

Concrete path approx. 1.9m wide.

Landscaping/vegetation:

Many trees overhanging, forming a complete canopy in parts.

Lighting:

Street light at east end only.

Level of usage:

Used by locals, including dog walkers, to access the beach.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

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Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to a dual use path and beach paths.

This accessway provides convenience of beach access to many residents in this locality, and appears to be operating satisfactorily. It should be retained.

Connectivity grading:

E

SUBURB: Port Kennedy

Code No. F19PK **Map** E8

Location: Connects Monte Carlo Heights to the beach.



Design characteristics:

Accessway approx. 4.5m wide and 70m long. Straight, steeply sloping in parts, with bollards at both ends.

Condition:

Fair. Some graffiti and leaves.

Level of casual surveillance:

Fair. Some parts are very open and visible.

Fencing attributes:

Low post and wire mesh fence south side, high limestone & timber wall north side.

Paving:

Red asphalt path approx. 2m wide.

Landscaping/vegetation:

Lots of vegetation encroaching over the path.

Lighting:

Street light at east end only.

Level of usage:

Used by locals, including dog walkers, to access the beach.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects directly to a dual use path and beach paths.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. It could be retained, although there is a genuine PAW (PK198) located nearby and parallel.

The encroaching vegetation needs to be severely cut back.

Connectivity grading:

R

SUBURB: Port Kennedy

Code No. F20PK **Map** E8

Location: Connects Kingsford Court to Chelmsford Avenue.



Design characteristics:

Accessway approx. 3m wide and 60m long. Straight, slightly undulating, with bollards at both ends. The bollards at the north end have been severely damaged.

Condition:

Fair. Some graffiti, broken glass and rubbish, damaged bollards.

Level of casual surveillance:

Poor.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 1.9m wide. Uneven in parts. Trip hazards.

Landscaping/vegetation:

-

Lighting:

Street light at each end.

Level of usage:

Used by locals.

Presence of services:

Water Corp., electricity.

2007 Bikeplan recommendations:

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History:

Complaint/closure request on City's files.

Additional comments:

This accessway has all the appearances of a genuine PAW. It connects a long cul-de-sac to Chelmsford Avenue, which is a bus route. A shopping centre is located just to the west along Chelmsford Ave.

Whilst not essential to the local pedestrian/cycle network, this accessway does allow residents in Kingsford Court to have ready pedestrian/cycle access to facilities located to their north. It should preferably be retained.

The damaged bollards need to be replaced as soon as possible.

The damaged section of the pathway needs to be repaired.

Connectivity grading:

R

SUBURB: Hillman

Code No. F21H Map E3

Location: Markaling Close to Kurrawa Street & PAW H69.



Design characteristics:

Accessway approx. 5.5m wide and 160m long in total. "T"-shaped with bend in main length. Flat, but sloping down to an underpass at the eastern end. No bollards.

Condition:

Fair. Some weeds.

Level of casual surveillance:

Good. One side open to a park and school and highly visible.

Fencing attributes:

High super six one side only.

Paving:

Concrete path approx. 2.5m wide.

Landscaping/vegetation:

-

Lighting:

Five street lights spaced along the main length provide good lighting.

Level of usage:

Well used by locals accessing the adjacent Hillman Primary School, recreation facilities, shops and other connecting PAWs.

Presence of services:

Water Corp.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

Additional comments:

This accessway has all the appearances of a genuine PAW.

It has a dual use path symbol stenciled on the path, and connects directly to a comprehensive pedestrian/cycle pathway system. It is well-lit and maintained. This accessway is essential.

Connectivity grading:

E

SUBURB: Cooloongup

Code No. F22C **Map** E4

Location: Connects Brigadoon Place to portion of Don Cuthbertson Reserve.



Design characteristics:

Accessway approx. 3m wide and 35m long. Straight, flat, with bollards at cul-de-sac end only.

Condition:

Fair. Some weeds, leaves and rubbish.

Level of casual surveillance:

Poor/fair.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 2.1m wide.

Landscaping/vegetation:

Lantana bush hanging over fence & encroaching over the path.

Lighting:

Street light at cul-de-sac end only.

Level of usage:

Used by locals accessing the park.

Presence of services:

Water Corp.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. It could be retained, although there are other access points to the park nearby.

The encroaching vegetation needs to be cut back.

Connectivity grading:

NE

SUBURB: Cooloongup

Code No. F23C **Map** F4

Location: Connects Deanna Court to a small park.



Design characteristics:

Accessway approx. 4m wide and 27m long. Straight, flat, with bollards at cul-de-sac end only.

Condition:

Fair. Some weeds, broken glass, rubbish & high sand margins.

Level of casual surveillance:

Fair. Accessway is short.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 2.1m wide.

Landscaping/vegetation:

Small amount hanging over side fence.

Lighting:

Street light at cul-de-sac end only.

Level of usage:

Used by locals to access the park & other destinations.

Presence of services:

Water Corp., electricity.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW.

The park to which it connects has grass and trees, but no facilities.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. The road pattern in the area is very convoluted, and this accessway assists pedestrians and cyclists by providing a short-cut to the park and other destinations to the north. There seems to be no reason to remove the accessway at present.

Connectivity grading:

R

SUBURB: Cooloongup

Code No. F24C **Map** F4

Location: Connects Golf Place to a small park.



Design characteristics:

Accessway approx. 4m wide and 36m long. Straight, flat, with bollards at cul-de-sac end only.

Condition:

Fair to good. Some weeds.

Level of casual surveillance:

Fair/poor.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 2.1m wide. Path stops approx. 4m short at the park end.

Landscaping/vegetation:

-

Lighting:

Street light across road at cul-de-sac end only.

Level of usage:

Used by locals to access the park & other destinations.

Presence of services:

Water Corp.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW.

The park to which it connects has grass and trees, but no facilities.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. The road pattern in the area is very convoluted, and this accessway assists pedestrians and cyclists by providing a short-cut to the park and other destinations to the north. There seems to be no reason to remove the accessway at present.

Connectivity grading:

R

SUBURB: Cooloongup

Code No. F25C **Map** F4

Location: Connects Birkdale Court to a small park.



Design characteristics:

Accessway approx. 4m wide and 30m long. Straight, gently undulating, with bollards at cul-de-sac end only.

Condition:

Fair to good. Some weeds & rubbish.

Level of casual surveillance:

Fair. Accessway is short.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 2.1m wide.

Landscaping/vegetation:

-

Lighting:

Street light across road at cul-de-sac end only.

Level of usage:

Used by locals to access the park & other destinations.

Presence of services:

-

2007 Bikeplan recommendations:

-

History:

-

Additional comments:

This accessway has all the appearances of a genuine PAW.

The park to which it connects has grass and trees, but no facilities.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair to good condition. The road pattern in the area is very convoluted, and this accessway assists pedestrians and cyclists by providing a short-cut to the park and other destinations to the south. This accessway is apparently owned by the Water Corporation.

There seems to be no reason to remove the accessway at present.

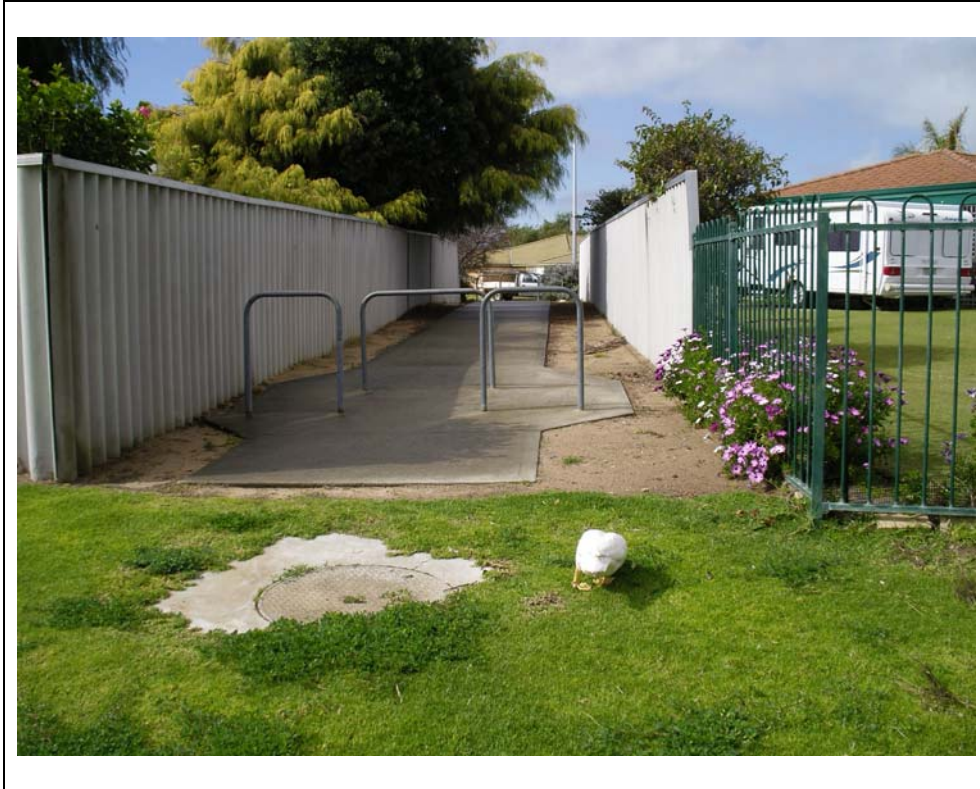
Connectivity grading:

R

SUBURB: Cooloongup

Code No. F26C **Map** F4

Location: Connects Birkdale Court to the southern portion of Don Cuthbertson Reserve.



Design characteristics:

Accessway approx. 4m wide and 25m long. Straight, undulating, with bollards at both ends.

Condition:

Fair to good. Some weeds, leaves and rubbish.

Level of casual surveillance:

Fair. Accessway is short.

Fencing attributes:

High super six.

Paving:

Concrete path approx. 2.1m wide.

Landscaping/vegetation:

One large tree hanging over side fence.

Lighting:

Street light at cul-de-sac end only.

Level of usage:

Used by locals to access the park & other destinations.

Presence of services:

Water Corp., electricity.

2007 Bikeplan recommendations:

-

History:

Complaint/closure request on City's files.

Additional comments:

This accessway has all the appearances of a genuine PAW.

The park to which it connects is substantial and very attractive with grass, a lake, BBQs, toilets and other facilities.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair to good condition. The road pattern in the area is very convoluted, and this accessway has local importance in that it assists pedestrians and cyclists living to the south and east of it by providing direct access to the park and other destinations to the north.

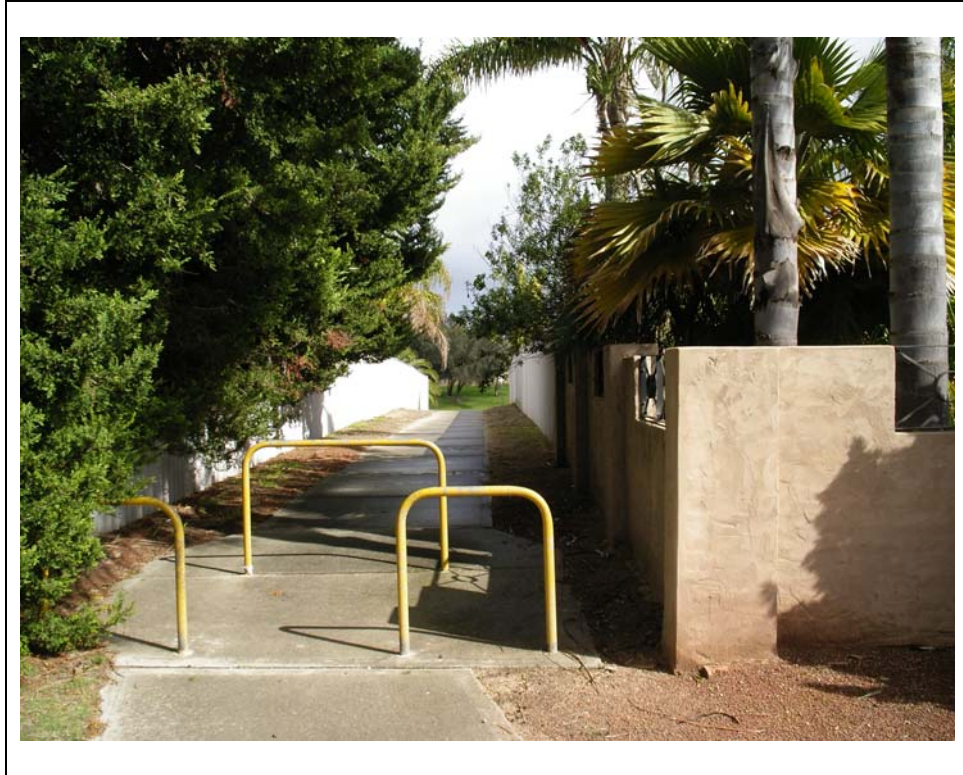
This accessway is apparently owned by the Water Corporation. There seems to be no reason to close it at present.

Connectivity grading: R

SUBURB: Cooloongup

Code No. F27C **Map** F4

Location: Connects St Clair Place to the southern portion of Don Cuthbertson Reserve.



Design characteristics:

Accessway approx. 4m wide and 42m long. Straight, slightly undulating, with bollards at cul-de-sac end only.

Condition:

Fair. Some leaves, sticks & high sand margins.

Level of casual surveillance:

Poor to fair.

Fencing attributes:

High super six & low rendered masonry wall.

Paving:

Concrete path approx. 2m wide.

Landscaping/vegetation:

Some hanging over side fence.

Lighting:

Street light at cul-de-sac end only.

Level of usage:

Used by locals to access the park & other destinations.

Presence of services:

Water Corp.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway has all the appearances of a genuine PAW. The park to which it connects is substantial and very attractive with grass, a lake, BBQs, toilets and other facilities.

Whilst not essential to the local pedestrian/cycle network, this accessway appears to be operating satisfactorily, and is in fair condition. The road pattern in the area is very convoluted, and this accessway has local importance in that it assists pedestrians and cyclists living to the east of it by providing direct access to the park and other destinations to the north. There seems to be no reason to remove the accessway at present.

The overhanging tree requires pruning.

Connectivity grading: R

SUBURB: Warnbro

Code No. F28W

Map F7

Location:

Connects Bondi Crescent and Skye Close.



Design characteristics:

Accessway is straight, undulating. Approx. 3m wide and 73m long. No bollards.

Condition:

Very poor. Lots of graffiti, dumped rubbish, weeds, leaves, broken glass, dog faeces and deep sand. No constructed path.

Level of casual surveillance:

Very poor. Virtually none.

Fencing attributes:

High limestone wall on west side of long north-south section. Other side consists of a badly damaged low wire fence.

Paving:

No constructed path – deep sand.

Landscaping/vegetation:

Some vegetation overhanging the side fences.

Lighting:

None.

Level of usage:

Some footprints in the sand, and large amounts of rubbish, indicate this PAW is being used.

Presence of services:

Electricity?

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This PAW is in very poor condition. It is being used as a *de facto* rubbish tip. It provides very little access benefits for local residents. Access to Skye Close is blocked off with a high fence. Alternative and superior pedestrian access to Ennis Avenue can be gained from Bondi Crescent nearby. This PAW could probably be closed without any significant disadvantage to the local community.

Connectivity grading:

NE

SUBURB: Singleton

Code No. F29S

Map E16

Location:

Connects Finn Court and Foreshore Drive.



Design characteristics:

Accessway is straight with a curved entry from the cul-de-sac, and slopes down steeply in parts from east to west. Approx. 4m wide and 40m long. Single bollard at east end only.

Condition:

Fair to good. Some leaves and sand over path.

Level of casual surveillance:

Good.

Fencing attributes:

Rendered masonry wall on north side, no fence on south side.

Paving:

Concrete path approx. 2.2m wide.

Landscaping/vegetation:

Small amount overhanging.

Lighting:

Street light at east end only.

Level of usage:

Used by locals to access the beach

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway connects directly to a beach access path located across the road at its western end. This accessway therefore provides convenient access to the beach for some local residents living at its eastern end.

Bight Reefs Road does, however, provide a convenient, nearby alternative access route, so this accessway could not be considered essential. It is in fair to good condition, however, and is being used, and should preferably be retained if there are no problems associated with its continued existence.

Connectivity grading:

R

SUBURB: Singleton

Code No. F30S

Map E16

Location:

Connects Treasure Road to Foreshore Drive.



Design characteristics:

Accessway is straight with a pronounced humped profile. Steeply sloping in parts. Approx. 4m wide and 82m long. Bollards at both ends.

Condition:

Fair. Some leaves and sand over path.

Level of casual surveillance:

Fair.

Fencing attributes:

High super six, with one quarter fenced with low super six and post and wire fences.

Paving:

Concrete path approx. 2.3m wide.

Landscaping/vegetation:

Several trees overhanging.

Lighting:

None.

Level of usage:

Used by locals to access the beach. A sign at its eastern end encourages pedestrian use. On the day of inspection a motor cyclist was observed using the accessway.

Presence of services:

-

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway connects directly to a beach access path located across the road at its western end, as well as a dual access path along Foreshore Drive. This accessway provides convenient access to the beach for many local residents living at its eastern end. The street block in which the accessway is located is very long in a north-south direction, and the accessway provides a valuable service.

Connectivity grading:

E

SUBURB: Singleton

Code No. F31S

Map E16

Location:

Connects Treasure Road to Foreshore Drive.



Design characteristics:

Accessway is straight with a pronounced humped profile. Steeply sloping in parts. Approx. 4m wide and 92m long. Bollards at both ends.

Condition:

Poor to fair. Some graffiti, weeds, rubbish, dog faeces and sand over path.

Level of casual surveillance:

Fair. One-quarter of length edged by vacant lot.

Fencing attributes:

High super six and brick wall south side, limestone wall with masonry wall on top north side, one-half north side vacant.

Paving:

Concrete path approx. 2.3m wide.

Landscaping/vegetation:

Small amount overhanging.

Lighting:

None.

Level of usage:

Used by locals to access the beach. A sign at its western end encourages pedestrian use.

Presence of services:

Possibly electricity.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway connects directly to a beach access path located across the road at its western end, as well as a dual access path along Foreshore Drive.

Both Treasure Road and Foreshore Drive terminate just south of this accessway. This accessway provides the southern-most connection between the two roads.

This accessway provides convenient access to the beach for many local residents living at its eastern end. It aligns closely with PAW S379. The street block in which the accessway is located is very long in a north-south direction, and the accessway provides a valuable service.

Connectivity grading:

E

SUBURB: Singleton

Code No. F32S

Map E16

Location:

Connects Dutton Way to Bight Reefs Reserve.



Design characteristics:

Accessway is straight and flat, rising slightly at its western end. Bollards at east end only.

Condition:

Fair. Some leaves and weeds.

Level of casual surveillance:

Fair.

Fencing attributes:

High super six, some topped with lattice. High steel panels.

Paving:

Concrete path approx. 2.5m wide.

Landscaping/vegetation:

Peppermint tree overhanging.

Lighting:

None.

Level of usage:

Used by locals to access the park and destinations west & south of the park. Bight Reefs Road is a bus route.

Presence of services:

-

2007 Bikeplan recommendations:

-

History:

Complaint/closure request on City's files.

Additional comments:

This accessway has a dual use path symbol stenciled on the path. The accessway connects to paths through the park, which is of good quality with two separate playground areas and a BBQ area. The accessway forms part of a direct east-west route, being Cavender Street, Dutton Way, the subject accessway, Bight Reefs Reserve, Fanning Way, Finn Court and accessway F29S to the beach. (Apparently zoned Parks & Recreation under TPS.)

The overhanging tree requires pruning.

Connectivity grading:

E

SUBURB: Rockingham

Code No. F33R

Map E4

Location:

Connects Kingallon Court to Haselmere Reserve



Design characteristics:

Accessway is straight & gently undulating. Approx. 3m wide and 33m long. No bollards.

Condition:

Poor to fair. Some graffiti, no constructed path.

Level of casual surveillance:

Poor.

Fencing attributes:

High super six.

Paving:

None. Bare earth and weeds.

Landscaping/vegetation:

-

Lighting:

Street light at cul-de-sac end only.

Level of usage:

Used by locals to access the park.

Presence of services:

Possibly Water Corp.

2007 Bikeplan recommendations:

-

History: (i.e., reported social difficulties such as vandalism, crime, nuisance and reduced privacy & amenity)

-

Additional comments:

This accessway connects the residents of a long cul-de-sac directly to a park of irregular shape. The park has no paths or constructed facilities, but is well provided with grass and shade trees.

Once in the park, the pedestrian has several route choices leading north, east and south to neighbouring public streets.

Whilst not an essential accessway, it is nevertheless useful for the cul-de-sac residents, and if they want it retained, then it should remain open.

Connectivity grading:

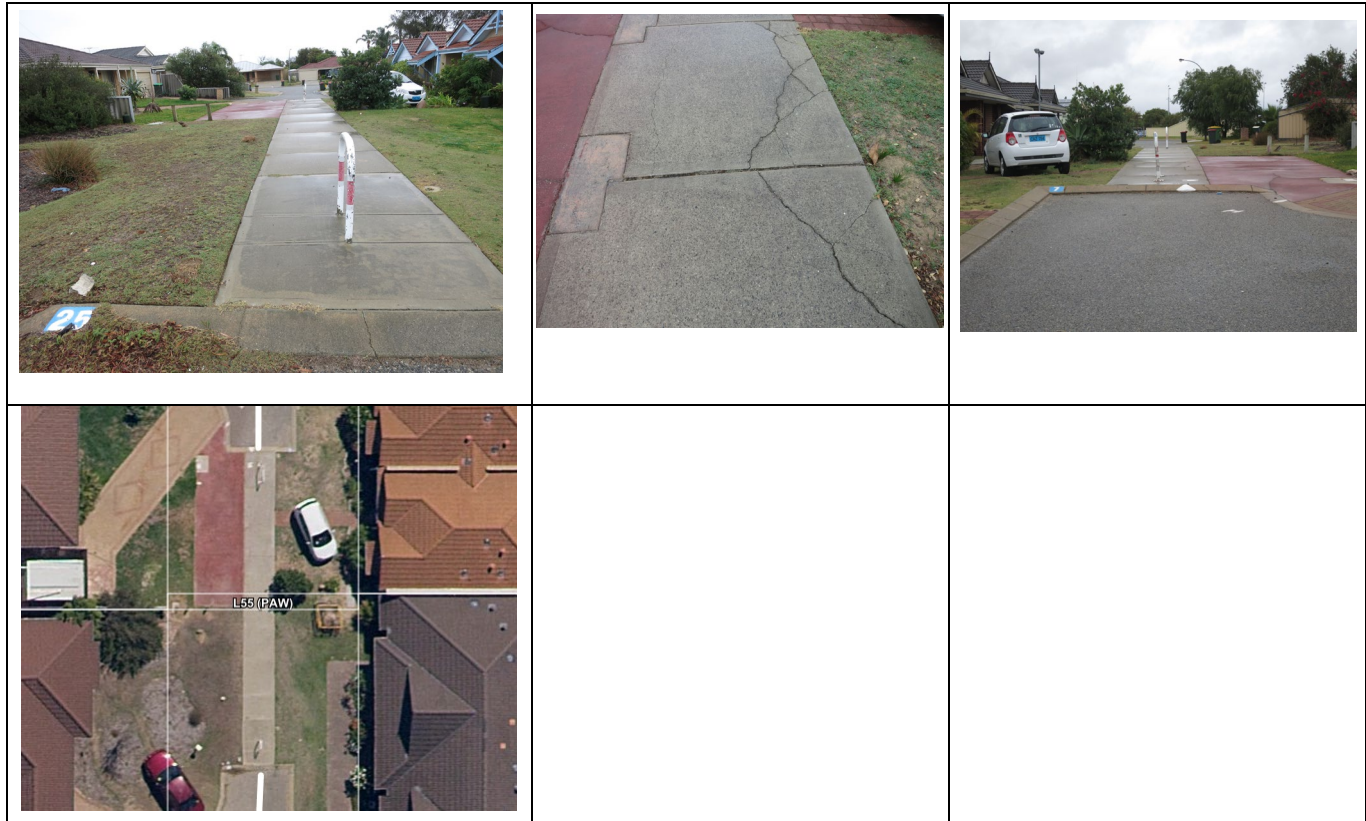
R

SUBURB: Warnbro

PAW Code No. F34W-NE (Faux)

PAW location:

PAW runs through the road reserve between Manta Court and Basslet Place. Residential development exists to the east and west, with Manta Court to the north and Basslet Place to the south.



Design characteristics:

PAW is 12m long and 1m wide. Short and flat.

Condition:

Fair to good. Cracks in pathway.

Level of casual surveillance:

High. At least five residential properties overlook the PAW.

Fencing attributes:

No fencing.

Paving:

Where paved, it is made from concrete. Fair condition, path is significantly cracked.

Landscaping/ vegetation:

A portion of the PAW is grassed from neighbouring verges.

Lighting:

Fair. Secondary light from residential properties. Street light located approximately 18.5m south of the PAW on Basslet Place and another is located 55m north of the PAW on Manta Court.

Level of usage:

PAW would be used by local residents only. Potentially used by surrounding neighbours to access Coles Park.

Presence of services:

- There is a low voltage cable (Western Power) running through the PAW from east to west.
- There is a pipe line running through the PAW from north to south.
- No City of Rockingham vested infrastructure and gas.

2013 Bike Plan recommendations:

N/A

History: (i.e. reported social difficulties such as vandalism, crime, nuisance and reduced privacy and amenity)

N/A

Additional comments: (local connectivity, quality of alternative routes, impact of closure on alternative routes, access to facilities)

- Ownership: state of Western Australia
- PAW used to separate two road reserves
- Faux PAW

Connectivity grading:

NE

SUBURB: Safety Bay

PAW Code No. F35SB (Faux)

PAW location:

Connects Anchor Place to Safety Bay Senior High School.



Design characteristics:

28m long and 4m wide. Short, straight and flat. Bollards located on the western entrance from Anchor Place. PAW is fenced on the eastern side on to the High School ovals.

Condition:

Fair. Sand over path. Some graffiti along fencing and path, particularly towards the east.

Level of casual surveillance:

Poor to fair. Passive surveillance provided from activity on the school ovals during school hours. Non-permeable fencing prohibits passive surveillance from surrounding residential properties on Anchor Place.

Fencing attributes:

PAW is fenced along the northern and southern boundaries via adjacent residential properties. PAW is also fenced on the eastern entrance from the school ovals (fence is open).

Paving:

Fair condition.

Landscaping/ vegetation:

No overhanging vegetation. Mulch is located on either side of the path.

Lighting:

Good. Street light located at the Anchor Place entry.

Level of usage:

High. Used by residents to access the school/ ovals.

Presence of services:

- Power runs through the ROW from east to west.
- No water or sewer.

2011 Bikeplan recommendations:

PAW connects to Safety Bay Senior High School which is identified as a prime location for marketing strategies.

History: (i.e. reported social difficulties such as vandalism, crime, nuisance and reduced privacy and amenity)

N/A

Additional comments: (local connectivity, quality of alternative routes, impact of closure on alternative routes, access to facilities)

- ROW is a part of a series of PAWs connecting Waikiki Road to the school.
- Alternative route via Cruise Road and Tidefall Street. Alternatively, Georgetown Drive.
- Reserve 45526 for the purpose of Public Utilities Services, issued in the favour of the City of Rockingham. It is a Faux PAW.
- Ownership: State of Western Australia.

Connectivity grading:

R