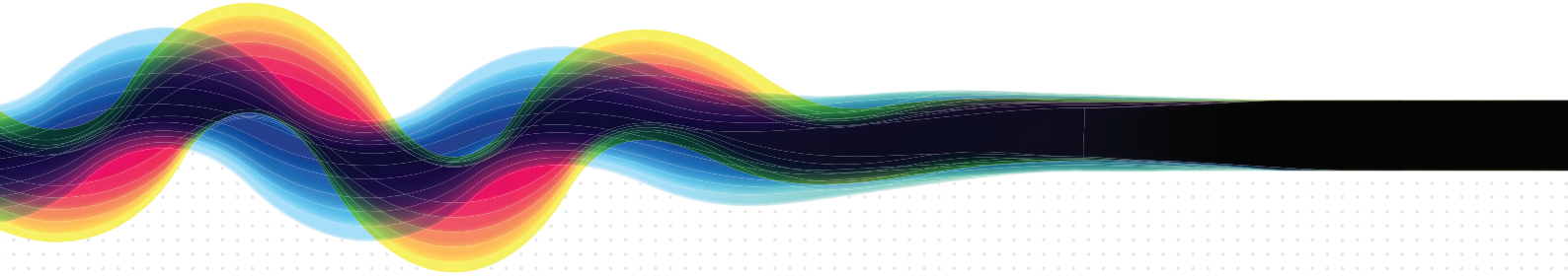
City of Rockingham

2019 Pedestrian Access Way and Right of Way Strategy (Addendum)

June 2019 | 19-092



element.
the art and science of place

Acknowledgement

This report is the outcome of the Formal Quote LUP/252-04 of the City of Rockingham for the 2019 Pedestrian Access Way and Right of Way Report undertaken by **element**.

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Contents


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Summary

The *2019 Pedestrian Access Way and Right of Way Strategy (2019 Strategy)* forms an addendum to the City's *2010 City of Rockingham Pedestrian Access Ways Strategy (2010)*. The purpose of the 2019 Strategy is to:

- evaluate and classify new Pedestrian Access Ways (PAWs) identified by the City since the publication of the 2010 Strategy;
- evaluate the condition of Right of Ways (ROWs) identified by the City;
- update the mapping to include the new PAWs and ROWs; and
- define and differentiate between PAWs and ROWs to provide a clear distinction between the two access ways.

Detailed desktop and site investigations were carried out on all identified sites. It was found that the majority of newly identified PAWs are in good condition and should be retained. Conversely, identified ROWs are mostly in average condition and would benefit from improved casual surveillance and regular maintenance.

This report concludes that the differences between PAWs and ROWs centre around ownership, accessibility and use. Simply put, PAWs are publicly owned and serve as a footway, contributing to the surrounding pedestrian and cycle network. ROWs on the other hand can be both publicly and privately owned and are used for various functions

Introduction

This report has been prepared as an addendum to the *2010 City of Rockingham Pedestrian Access Ways Strategy* (2010 Strategy). The 2010 Strategy followed an extensive site investigation which identified and evaluated all PAWs located within the City in response to the growing number of enquiries seeking to initiate the closure of PAWs.

Since the 2010 Strategy was implemented, the City has been faced with a number of issues related to ROWs. Whilst the two forms of access (PAWs and ROWs) may appear visually similar, there is a marked difference in legislative provisions and access rights over the land, creating public uncertainty and confusion. In response, this update to the Strategy now incorporates ROWs and clarifies the different forms of access.

Purpose

The purpose of the 2019 Strategy is to:

- evaluate and classify new PAWs identified by the City since the publication of the 2010 Strategy;
- evaluate the condition of ROWs identified by the City;
- Outline general observations regarding the status and condition of new PAWs and ROWs;
- update the mapping to include the new PAWs and ROWs; and
- define and differentiate between PAWs and ROWs to provide a clear distinction between the two access ways.

It is emphasised that the purpose of this work is to update the 2010 Strategy, rather than undertake a review.

Study Area

The PAWs and ROWs identified as part of the 2019 Strategy are located across 11 suburbs within the City of Rockingham municipality. These are:

- Baldivis (B)
- Coolongup (C)
- Golden Bay (GB)
- Karnup (K)
- Port Kennedy (PK)
- Rockingham (R)
- Safety Bay (SB)
- Secret Harbour (SH)
- Singleton (S)
- Waikiki (WK)
- Warnbro (W)

Differences Between ROWs and PAWs

Right of Way

For the purpose of this Strategy and as defined by Landgate, a ROW is defined as:

> *A strip of land available either for use by the general public, or a restricted section of the community, and may be created by subdivision, specific transfer, or continued use over a period of years.*

Historically, ROWs were created in subdivisions at the turn of the 20th Century to facilitate sanitary collections from the rear of properties. They were therefore created as separate land parcels and were privately owned. ROWs are now often used by the public for a range of purposes and in established areas are increasingly relied upon for access. ROWs can remain in the ownership of the original subdivider, however it is not uncommon for ROWs to be acquired by the local government and dedicated as a public road.

This means that ROWs can be held in private ownership (privately owned) or held by the Crown (publicly owned), and can be referred to as both 'private right of ways' and 'public right of ways'. Refer to Appendix A – Definitions. The type of ownership ultimately depicts accessibility and use. Typically, ROWs in established areas such as inner Rockingham are used to provide rear access (usually vehicular) to properties (WAPC, *Planning Bulletin 33/2017)*.

Pedestrian Access Ways

For the purpose of this Strategy and as defined by Landgate, a PAW is defined as:

> *Land acquired by the Crown for use as a footway.*

PAWs were originally established as part of land subdivision and were seen as a means of providing movement of pedestrians and cyclists within and between residential neighbourhoods. Public infrastructure was also often placed in PAWs by developers creating a corridor for public utility services. The creation of PAWs followed a change from the traditional grid pattern roads, to curvilinear roads with cul-de-sacs that became popular in Perth in the 1960's. PAWs would be used to connect pedestrians between public roads to increase accessibility to major transport links or forms of amenity (WAPC, *Procedure for the Closure of Pedestrian Access Ways)*.

Key Differences

Given the above, key differences between the two forms of access are centred around **ownership, accessibility** and **use**.

Table A – Key Characteristics of Each Accessway

PAW Characteristics	ROW Characteristics
• Publicly owned only (Crown land – which may be managed through an agency of the Crown, e.g. Water Corporation). • Publicly accessible. • Primary function as a footway (contributing to the pedestrian/ cycle network), but can also serve a dual purpose providing a corridor for public utility services. • No easements or 'rights of access' necessary. • Generally shorter and narrower land parcels than ROWs.	• Can be either privately or publicly owned. • Depending on ownership, ROWs can be either exclusively used by some (land owner, rights of access) or by the general public. • Can be used for various activities including pedestrian access, however most commonly, ROWs are used for vehicular access. • ROWs can contain easements or 'rights of access'. • Generally longer and wider land parcels than PAWs.

Methodology

The WAPC adopted *Procedure for the Closure of Pedestrian Access Ways – Planning Guidelines*, sets out a universal procedure for the closure of PAWs to be used by Local governments. When the 2010 Strategy was prepared however, there was no formalised method and as such, the 2010 Strategy outlines its own individual method for assessing PAWs.

The methodology used as part of this 2019 update involves completing a worksheet which outlines key design and connectivity characteristics of each site, including:

- Location;
- Reference code;
- Design attributes (width, length, topography, bollards);
- Condition (very poor, poor, fair, fair to good, good, very good);
- Level of casual surveillance;
- Fencing attributes;
- Paving;
- Landscaping/ vegetation;
- Lighting;
- Level of usage;
- Presence of services;
- 2013 Bike Plan recommendations;
- History;
- Additional comments; and
- Connectivity grading (PAWs only).

An example of a worksheet is attached at *Appendix B – Example Worksheet*

Worksheets were completed by undertaking a desktop review and site investigation of each individual site (PAWs and ROWs). Based on these findings, identified PAWs (not ROWs) were categorised based on the Classification System used in the 2010 Strategy.

Refer to Figure 1 – Methodology Process

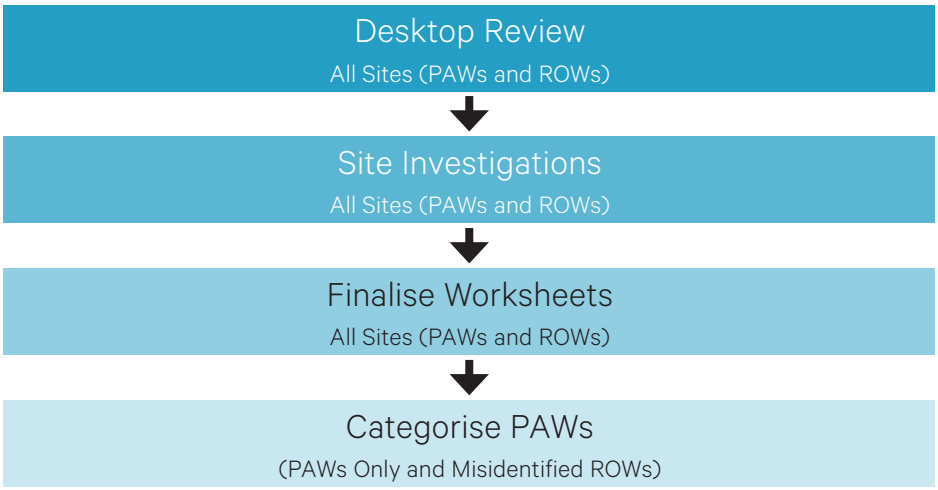

Figure 1. Methodology Process

The Classification System used in the 2010 Strategy and as part of this update is contained in *Appendix C – Classification System*.

Investigated Sites

The City of Rockingham originally identified 62 sites for investigation, specifically, 46 PAWs and 16 ROWs. After reviewing the sites, the following modifications were made, resulting in a total of 59 sites to be investigated, comprising 41 PAWs and 18 ROWs. Modifications include:

- Four separate PAWs connecting Bramall Terrace to Highbury Boulevard in Baldivis (City reference numbers: AP, AQ, AR and AS) were consolidated into one site for assessment (PAW reference number B588 part A, B, C & D).
- Two separate PAWs identified for assessment by the City are the same land parcel. This relates to the PAW connecting Orizaba Place to Council Avenue, adjacent to Careeba Reserve (City reference numbers: G and AB, PAW reference number: R267).
- A site identified as a PAW connecting Safety Bay Road to Currie Street (City reference number: P) for assessment by the City is a ROW (ROW reference number: R17WK).
- An additional ROW was identified for assessment (R18R) by the City following an initial list of identified sites.

Code Names

PAW code names for new sites were derived using a similar method to that used in the 2010 Strategy for consistency. The initials of the suburb that the PAW is located in is followed by a number which is the next consecutive PAW site number within that suburb. For example, if the last site investigated in Secret Harbour is named 'SH361', the next number to be used is 362, named 'SH362'. The allocated PAW category follows the code name, for example 'SH362 – NE'.

Please note that this does not necessarily mean that there are 362 PAWs in Secret Harbour alone. The 2010 Strategy continued numbering sites across suburbs. For example, if the last site in Rockingham was R17 and Secret Harbour was the next suburb to be investigated, the first site in Secret Harbour would be numbered SH18.

As new sites were added to existing suburbs, it was decided to simply add the next consecutive number specific to that suburb. Using the example above, the next site in Rockingham therefore would be R18, despite SH18 already existing.

Faux PAWs were coded by placing an 'F' for 'Faux' before the next consecutive Faux site number and the suburb initials. For example, 'F17W' is the 17th Faux PAW and is located in Warnbro.

ROW code names were derived similarly to that above. An 'R' for 'ROW' was placed before the next consecutive ROW site number and the suburb initials. For example, 'R1R' is the first ROW site and is located in Rockingham.

Key Findings

Based on the site investigations undertaken, the following key findings were reached:

- The majority of PAWs identified as part of this update are in good condition. Accordingly, PAWs classified as 'Essential' or 'Retain' should be managed appropriately to retain access and should be kept open.
- There are a number of PAWs that do not contain a pathway, some of which may benefit from upgrades.
- Generally, the ROWs identified within this update are in average condition. Sites would benefit from improved casual surveillance and regular maintenance.
- There are a number of ROWs that serve purposes reflective of a PAW.

The maps supporting the 2010 Strategy have been updated to include new sites forming part of this update.

Refer to Appendix D – PAW/ROW Worksheets

Refer to Appendix E – Updated Maps

Refer to Appendix F – Results

New Pedestrian Access Ways

Classification of new PAWs

A total of 41 PAWs were assessed as part of this update. Each PAW has been classified based on the outlined Classification System used previously in the 2010 Strategy and is contained within Appendix C. Based on these findings, the table provided at Appendix G is to replace Table 11.1 of the 2010 Strategy.

Specifically, the study found that:

- The majority of PAWs (56%) were identified as 'Retain', where the access way should preferably be kept open as it has significance on the local pedestrian and cycle movement network.
- Approximately 20% of PAWs were found to have no path and therefore the access way could be closed without any disruption to the movement network.
- Approximately 12% of PAWs were classified as 'Essential', being sites that are essential to the network and should be retained and kept open.
- There were only four PAWs classified as 'Non-essential' (10%), those that could be closed without significantly affecting the movement network, subject to meeting outlined conditions.
- There was only one site classified as a fake or 'Faux' PAW. The site connects two cul-de-sacs and purely serves the purpose of breaking up the two road reserves, without contributing to the pedestrian network.

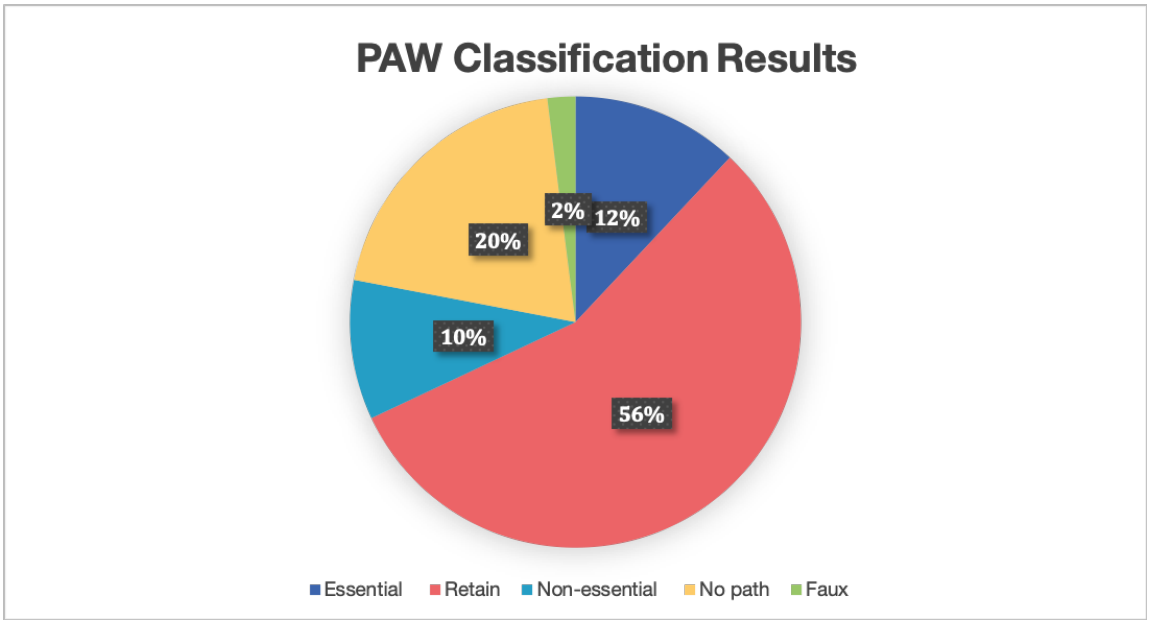

Figure 2. PAW Classification Results

General Observations

The condition of PAWs was based on the presence/amount of rubbish, graffiti, glass, sand, leaves and the condition of the path. Categories include: 'Very poor', 'Poor', 'Fair', 'Fair to good', 'Good' and 'Very good'.

The majority of PAWs were classified as 'Very good', 'Good' and 'Fair to good'. Paths were generally well kept with minimal evidence of glass, rubbish, sand, leaves and graffiti. There were only 5 PAWs classified as 'Very poor' and 'Poor' in total.

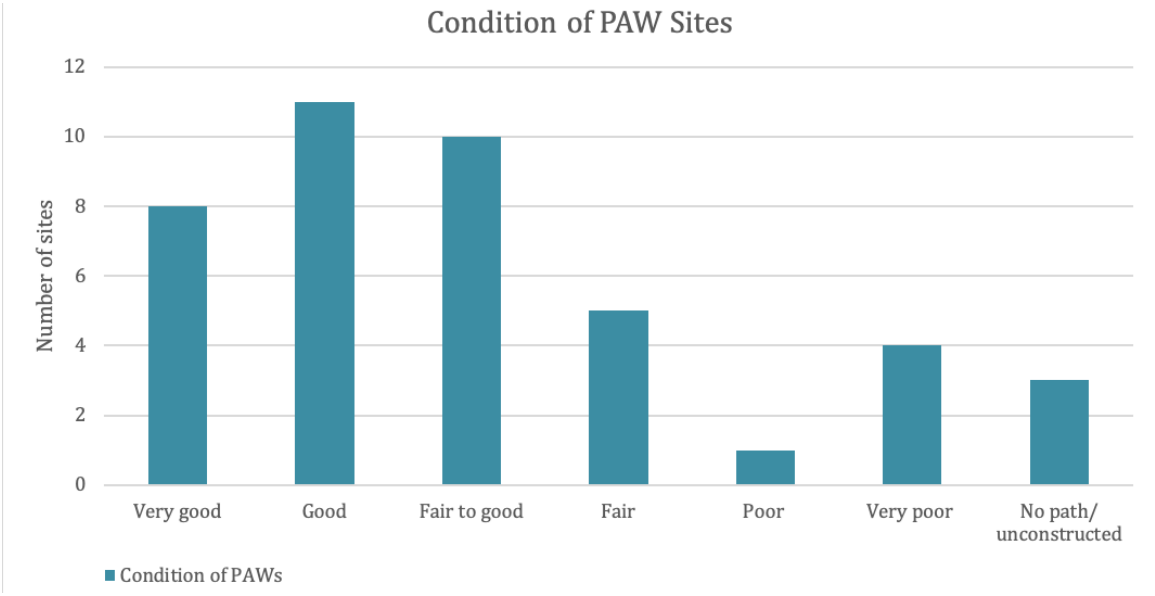

Figure 3. Condition of PAW Sites

Observations (Sites In Poor Condition):

1. R271 – NP (Very poor):
    - The PAW is split in two, the first portion connecting Sepia Court to Read Street and the second portion connecting Sepia Court to Merope Close. The majority of the PAW does not contain a pathway and show signs of anti-social behaviour including large amounts of rubbish, glass and graffiti.
    - The City may wish to upgrade the link between Sepia Court to Read Street, to include a pathway system. The link has the potential to connect a residential cluster on Sepia Court to Read Street, being a major road and contributor to the movement network. Further a pathway could be established to connect Sepia Court to Sepia Reserve and to the existing pathway which connects Merope Close.
    - By doing so, a safer and more defined movement network could be established. Read Street and Sepia Court are both identified as containing 'Good Quality Bike Paths' pursuant to the City of Rockingham Bike Plan 2013. Providing a connection between the two streets could strengthen this network.

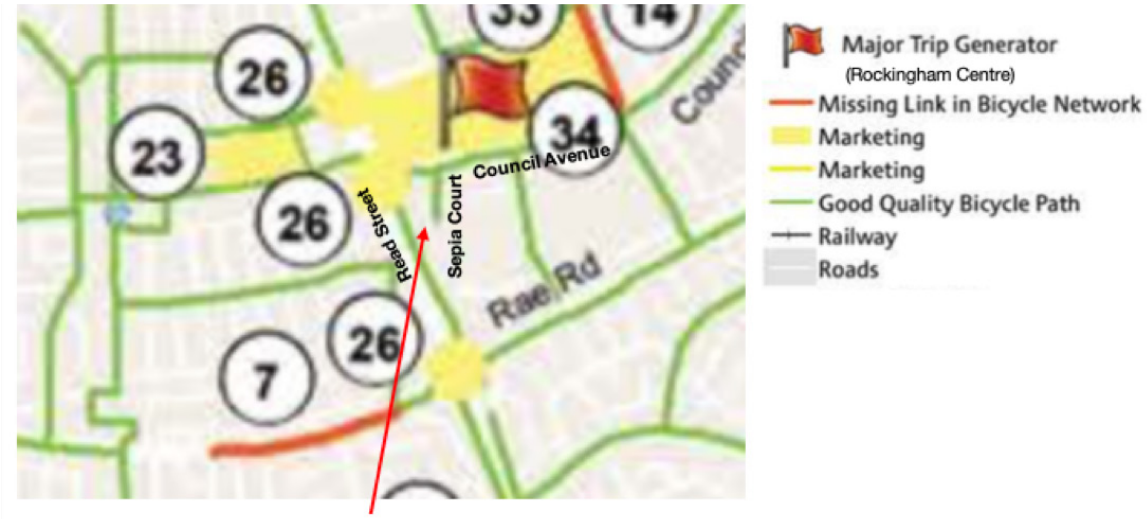

Figure 4. 2013 Bike Plan Extract (R271)

2. R273 – NP and R274 – NP (Very poor):
    - PAW R273 runs along the rear of properties connecting Albatross Place (south) to Quamby Place/ Turana Place (north). The PAW connects to Falcon Reserve to the west.
    - PAW R274 runs along the rear of properties connecting Turana Place (east) to Falcon Street (west). The PAW connects to Falcon Reserve to the east.
    - Both PAWs are in extremely bad condition, with overgrown weeds to waist height. PAWs are not accessible and are unusable. PAW R273 is fenced off to restrict access.
3. SH362 – NP (Very poor):
    - PAW connects Kieta Cove to Secret Harbour Boulevard road reserve. The PAW is overgrown with no existing pathway and serves no significant contribution to the movement network.
4. W568 – R (Poor):
    - PAW connects Luderick Grove to playing fields, adjacent to Living Waters Lutheran College and contributes to the pedestrian and cycle movement network.
    - Pathway is made from sand. The PAW could be upgraded to include a permanent pathway to increase accessibility.

Observations (Sites With No Pathway):

5. C45 – NP
    - Connects Lynda Crescent to Cooloongup Primary School. PAW runs adjacent to Alfred Powell Park (west) and residential properties (east). The PAW appears to be part of the park and does not contain a pathway.
6. SB346 – NP
    - PAW connects Costa Rice Place to Georgetown Drive. Adjacent neighbourhood park/ drainage to the north. The PAW has no path and appears to be part of the park.
7. WK460 – NP/NE
    - First portion of the PAW connects Buckle Court through to Compass Place. It appears to form part of the Buckle Court Reserve and does not contain a pathway system.
    - The second portion connects Compass Place to Mainsail Crescent and is not essential to the pedestrian movement network.
8. S385 – NP
    - PAW connects Pescatore Place to Reserve (41223). The PAW does not contain a pathway and consists of overgrown vegetation. The adjacent residential driveway connects to vehicular tracks on the reserve. Accordingly, the PAW does not provide public access or form part of a pedestrian and cycle movement network.

Observations (Alignment Issues):

9. PK205
    - PAW alignment appears to be incorrect (overlaps neighbouring house). Path appears to be incorrectly positioned.

Figure 5. PK205 Alignment

Faux PAWs

For the purpose of this report, Faux PAWs are defined as fake or artificial PAWs that do not serve the purpose of contributing to pedestrian and cycle movement networks. The 2010 Strategy identified 33 Faux PAWs in the Rockingham municipality. There is one Faux PAW identified as part of this update. F34W is a horizontal strip of land with the purpose of separating two road reserves.

In the 2010 Strategy, it was advised that the City would seem to have little, if any, responsibility for the upkeep of Faux PAWs as these land parcels are another form of Crown land.

Figure 6. Screenshot of F34W - Faux

New Right of Ways

General Observations

Identified ROWs were not categorised using the PAW Classification System. This is because the primary purpose of ROWs is typically to provide vehicular access rather than pedestrian and are subject to varying ownership.

Consistent with the assessment of PAWs, the condition of identified ROWs was based on the presence/amount of rubbish, graffiti, glass, sand, leaves and the condition of the surface. Categories include: 'Very poor', 'Poor', 'Fair', 'Fair to good', 'Good' and 'Very good'.

The majority of ROWs are identified as being in 'Poor', 'Fair' and 'Fair to good' condition. Often, poor casual surveillance and irregular maintenance result in ROWs with uneven surfaces and are prone to anti-social behaviour resulting in large amounts of rubbish being dumped, glass, graffiti and gravel/ sandy surfaces. It was found that ROWs with increased casual surveillance (those found mostly in the commercial areas) were in better condition than those behind residential properties, out of public view.

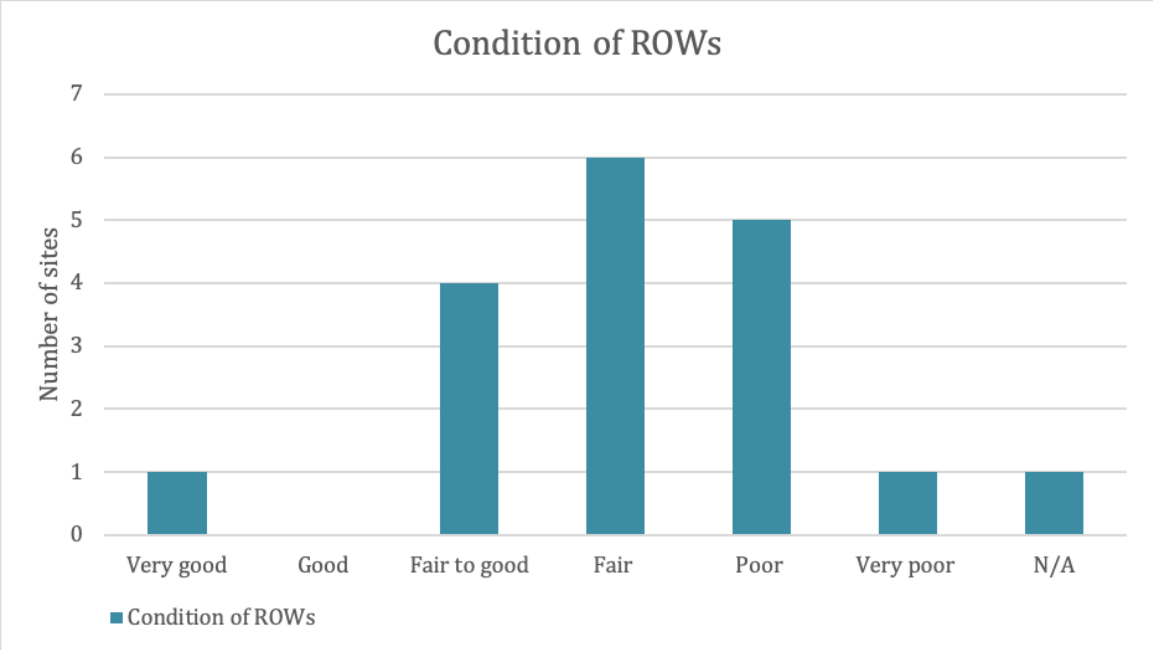

Figure 7. Condition of ROWs

Observations:

1. R1R
    - ROW formally connected Esplanade in the north to Chalwell Street in the south and appeared physically to be a PAW. The owners of the ROW are Janice and Roger Small, also the owners of 8 Chalwell Street, Rockingham. Accordingly, the southern portion of the ROW has been amalgamated into 8 Chalwell Street, whilst the northern portion fronting the Esplanade has been fenced off from the southern portion and still provides rear access to adjacent properties (65 and 67 Esplanade, Rockingham).
    - It is recommended that the City investigate and oversee the transfer of ownership regarding the northern portion of the ROW to the adjacent properties that use the ROW for rear access. The lot configuration of 8 Chalwell Street should be updated to include the southern portion of the ROW.
2. R2R
    - ROW connects Chalwell Street in the north to Harrison Street in the south was privately owned. The historical records indicate that the land was resumed for ROW purposes (Diagram 7516). The ROW takes the appearance of a PAW and is open and used by the public.
    - The ROW does not provide an essential link to the pedestrian movement network. Access between Chalwell Street and Harrison Street is provided via Bell Street, approximately 75m to the west.
3. R3R
    - ROW extends west from Fisher Street, connecting the rear of residential properties between Harrison Street and Parkin Street.
    - ROW is in very poor condition and is unusable west of Lot 12 (No. 27) Harrison Street, Rockingham.
    - The City may wish to investigate the potential upgrade of the ROW to ensure rear access is maintained to properties backing on to the ROW.

4. R6R
    - Connects Samuel Street in the north to a pathway system to Harrison Street in the south. The 'ROW' forms part of the Samuel Street public road reserve (owned by the State of Western Australia).
    - The ROW appears to function as a PAW. It is paved appropriately and contributes to the surrounding pedestrian and cycle movement network, categorised as 'Retain' pursuant to the PAW classification system.
5. R7R
    - Connects Harrison Street (north) through a pathway system to Parkin Street (south). The ROW is identified as a 'Public Road'.
    - The ROW appears to function as a PAW. It is paved appropriately and contributes to the surrounding pedestrian and cycle movement network, categorised as 'Retain' pursuant to the PAW classification system.

Conclusion

This report investigates and documents the findings of 59 new Pedestrian Access Ways (PAWs) and Right of Ways (ROWs). For consistency, the same or similar methods used in the 2010 Strategy have also been used in this investigation.

PAWs must be publicly owned and accessible, whereas ROWs can be owned either publicly or privately. Ultimately, the primary purpose of a PAW is to provide a footway and contribute to the pedestrian and cycle network, whereas ROWs are usually associated with vehicular access and can contain easements providing rights of access accordingly.

Findings show that the majority of PAWs identified as part of this update are in good condition and generally contribute to the surrounding movement network. Accordingly, these sites should be managed appropriately to retain pedestrian and cycle access. PAWs that do not contain a pathway system should be further investigated by the City for improvements in accordance with section 11.5.1 of the 2010 Strategy.

ROWs forming part of this study were generally found to be in average condition, often characterised by signs of anti-social behaviour including rubbish, glass and graffiti. Improvements to casual surveillance and regular maintenance of ROWs should achieve positive results.

Appendix A – Definitions

Pedestrian Access Way: Land acquired by the Crown for use as a footway.

Right of Way: A strip of land available either for use by the general public, or a restricted section of the community, and may be created by subdivision, specific transfer, or continued use over a period of years.

> **Private right-of-way** means the balance of title from a subdivision held in private ownership over which adjacent owners have an implied right of access under Section 167A of the *Transfer of Land Act 1893*.
>
> **Public right-of-way** means land vested in the Crown under the *Transfer of Land Act 1893* for public use. These can be ceded to the Crown on subdivision under Section 152 of the *Planning and Development Act 2005*.

Appendix B – Example Worksheet

SUBURB: Baldivis **PAW Code No.** B587-R

PAW location:

Connects David Fisher Loop to R 49513 (a neighbourhood park). Residential development exists to the north and Baldivis Reserve to the south.



Design characteristics:

PAW is approximately 34m long and 6m wide. Straight and flat. Bollards located at the eastern entrance off David Fisher Loop.

Condition:

Very good. No rubbish, leaves, glass, graffiti.

Level of casual surveillance:

Fair. Casual surveillance provided from passing traffic on David Fisher Loop and the adjacent residential dwelling to the north.

Fencing attributes:

Limestone fencing is located along the north boundary (abutting a residential dwelling). Fencing is approximately 1.8m high. PAW is fenced along the southern boundary and is approximately 1.2m tall. This fencing is made from chain wire fencing separated by incremental wooden posts.

Paving:

Path is made from concrete.

Landscaping/ vegetation:

The PAW is grassed along the northern boundary. Mulch lines the southern boundary.

Lighting:

Fair. There is a street light at the western entrance from David Fisher Loop.

Level of usage:

Fair. PAW would be used by local residents to access the neighbourhood park and reserve.

Presence of services:

- No water or power distribution.
- There is a sewer line that runs through the entirety of the PAW from east to west.

2013 Bike Plan recommendations:

PAW is not identified in 2013 Bike Plan

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)

- Park could be accessed via David Fisher Loop and Monument Boulevard.
- Pathway network contributes to the residential amenity.
- Ownership: State of Western Australia.

Connectivity grading:

R

Appendix C – Classification System

E (Essential)	The PAW/accessway should be retained and kept open, as it forms an essential or important function in the local pedestrian and cycle movement network.
R (Retain)	The PAW/accessway should preferably be kept open, as it has some significance in the local pedestrian and cycle movement network. However, closure may be acceptable if prompted by significant local community support and clear evidence of considerable anti-social and/or criminal behaviour associated with the PAW.
NE (Non-essential)	The PAW/accessway could be closed without significantly affected the local pedestrian and cycle movement network. Few residents would be disadvantaged. However, closure under any of these three classifications would still depend upon: i. Adjoining landowners agreeing to purchase the closed PAW/ accessway; ii. Relocation of existing services and/or the establishment of appropriate service easements, to the satisfaction of affected service authorities, and at no cost to the affected service authorities; iii. Reimbursement of specified Council costs; iv. General acceptance of the closure by the immediately affected community after appropriate public advertising has taken place; and v. Final approval by the DPLH.
No path (NP)	The PAW/accessway does not contain a path. Therefore, the PAW/ accessway could be closed without any disruption to the local pedestrian and cycle movement network.

Appendix D – PAW/ROW Worksheets

Appendix E – Updated Maps

Appendix F – Results

Site Number	2019 Update Reference Number	Nearby Address	Suburb	Category	City Reference Number
1	R1R	67 The Esplanade	Rockingham		
2	R2R	7 Chalwell Street	Rockingham		
3	R3R	13 Fisher Street	Rockingham		
4	R4R	12 Fisher Street	Rockingham		
5	R5R	85 Parkin Street	Rockingham		
6	R6R	25 Samuel Street	Rockingham		
7	R7R	61 Harrison Street	Rockingham		
8	R8R	1 William Street	Rockingham		
9	R9R	1 Rockingham Beach Road	Rockingham		
10	R10R	2 Kent Street	Rockingham		
11	R11R	14 Kent Street	Rockingham		
12	R12R	63 Kent Street	Rockingham		
13	R13R	14 Wanliss Street	Rockingham		
14	R14B	14 Treetop Way	Baldivis		
15	R15B	8 Archer Close	Baldivis		
16	R16W	7 Hokin Street	Warnbro		
17	R17WK	22 Currie Street	Waikiki		P
18	R18R	81 Esplanade	Rockingham		
19	R266	32 Epsilon Drive	Rockingham	NE	F
20	R272A	36 Epsilon Drive	Rockingham	R	AD
21	R272B	36 Epsilon Drive	Rockingham	R	AD
22	R267 (& R270)	2 Orizaba Place	Rockingham	R	G and AB
23	R269	92 Chalgrove Avenue	Rockingham	R	I
24	R268	18 Sculptor Close	Rockingham	E	H
25	R271	4 Sepia Court and 9 Merope Close	Rockingham	NP	AC
26	R273	27 Turana Place (when looking at the park, to the left (west)	Rockingham	NP	AE
27	R274	29 Turana Place (when looking at park, PAW is to the east)	Rockingham	NP	AF
28	C44	46 Carnegir Loop	Coolongup	R	A
29	C45	8 Lynda Crescent	Coolongup	NP	B
30	SB343	12 Galleon Court (PAW connects to Cutless- east)	Safety Bay	R	AG
31	SB344	12 Anchor Place	Safety Bay	R	AH
32	SB345	65 Georgetown Drive	Safety Bay	R	AI
33	SB346	19 Costa Rica Place	Safety Bay	NP	AJ
34	WK460	8 Compass Place (PAW is along the park and connects to Mainsail Crescent)	Waikiki	NP	N
35	WK461	14 Swallow Grove	Waikiki	R	O
36	F34W (W567)	25 Basslet Place	Warnbro	FAUX	Q
37	W568	2 Cobia Rise	Warnbro	R	R
38	W569	14 Turner Street	Warnbro	NE	AK
39	B583	48 Pleasantview Parade	Baldivis	E	Y
40	B586	11 Valour Bend	Baldivis	R	AN
41	B587	17 David Fisher Loop	Baldivis	R	AO

Site Number	2019 Update Reference Number	Nearby Address	Suburb	Category	City Reference Number
42	B588 (A-D)	15 Bramall Terrace	Baldivis	R	AP, AQ, AR, AS
43	B584	24 McDougal Way	Baldivis	R	AL
44	B585	34 McDougal Way	Baldivis	R	AM
45	PK206	34 Chinchilla Parkway	Port Kennedy	R	AA
46	PK204	48 Zedora Loop	Port Kennedy	NE	D
47	PK205	8 Ski Court	Port Kennedy	NE	Z
48	SH362	3 Kieta Cove	Secret Harbour	NP	E
49	SH366	6 Taki Place	Secret Harbour	R	X
50	SH363	15 San Javier Circle	Secret Harbour	E	J
51	SH364	10 Zadar Way	Secret Harbour	E	K
52	SH365	35 Holloways Ridge	Secret Harbour	E	W
53	GB55	2 Tangadee Road	Golden Bay	R	C
54	GB56	17 Ivanhoe Street (PAW on either side of Ivanhoe)	Golden Bay	R	S
55	S385	7 Emerald Court	Singleton	NP	L
56	S386	28 Seaside Link	Singleton	R	M
57	S388	11 Indiana Parade	Singleton	R	U
58	S387	7 Reilly Street	Singleton	R	T
59	K1	9 Vert Lane	Karnup	R	V

RESULTS							
Condition of PAWs							
Very poor	Poor	Fair	Fair to Good	Good	Very Good	N/A	TOTAL
4	1	5	10	11	8	3	42
9.52380952	2.38095238	11.9047619	23.8095238	26.1904762	19.047619	7.14285714	100
*Note: 'Very poor' and 'Fair to good' is selected for R271							
Condition of ROWs							
Very poor	Poor	Fair	Fair to Good	Good	Very good	N/A	TOTAL
1	5	6	4	0	1	1	18
5.55555556	27.7777778	33.3333333	22.2222222	0	5.55555556	5.55555556	100
PAW Categories							
E	R	NE	NP	Faux	TOTAL		
5	24	3	8	1	41		
12.195122	58.5365854	7.31707317	19.5121951	2.43902439	100		

Appendix G – List of PAWs/ROWs as of June 2019

Table to replace Table 11.1 of the Pedestrian Access ways Strategy 2010

Baldivis	Cooloongup	Golden Bay	Hillman	Port Kennedy	Singleton
B574,575 – E	C1 – R	GB45 – E	H55 – NE	PK84,87 – E	S379 – R
B580 – E	C2 – R	GB47 – R	H56 – NE	PK103 – E	S380 – E
B582 – E	C4 – R	GB48 – R	H57,H60 – E	PK105,107 – E	S381 – E
B583 – E	C7 – R	GB49 – R	H58,H61 – E	PK108 – E	S382 – R
B584 – R	C8 – R	GB50 – NE	H59 – NE	PK109,110 – NE	S383 – E
B585 – R	C10 – R	GB51 – NE	H62 – E	PK130 – R	S384 – R
B586 – R	C11 – R	GB52 – R	H63,65,66 – E	PK132 – R	S385 – NP
B587 – R	C13 – R	GB54 – NE	H64 – E	PK133 – NE	S386 – R
B588 (A – D) – R	C14,15 – E	GB55 – R	H67 – E	PK160,161 – E	S387 – R
	C16 – R	GB56 – R	H69 – E/NE	PK163 – R	S388 – R
	C17 – R		H68 – NE	PK174,175 – E	
	C19 - NP		H70 – R	PK179,181 – E	
	C21 – R		H71 – E	PK184,185 – E	
	C22 – R		H73 – R	PK198 – E	
	C23 – R		H74 – E	PK203 – NE	
	C24 – R		H75 – NE	PK204 – NE	
	C25 – NE		H76 – NE/R	PK205 – NE	
	C26 – E		H77 – E	PK206 – R	
	C27 – E		H78 – E		
	C28 – NP		H79 – E		
	C29 – R		H80 – E		
	C30 – R		H81 – NE/R		
	C31 – E		H82 – E		
	C32 – R		H83 – R		
	C33 – E				
	C34 – R				
	C35 – R				
	C36 – R & NE				
	C37 – NE				
	C38 – R				
	C39 – E				
	C40 – R				
	C41 – NE				
	C42 – R				
	C43 – NP				
	C44 – R				
	C45 – NP				

Sites included in 2019 update

Waikiki	Warnbro	Rockingham	Safety Bay	Safety Bay Continued	Secret Harbour
WK389 – R	W463 – NE	R204 – E	SB276 – R	SB333 – NE	SH361 – R
WK392 – E	W468 – R	R205 – R	SB277 – R	SB334 – NE	SH362 – NP
WK393 – NE	W469 – R	R206 – NP	SB278 – R	SB335 – R	SH363 – E
WK394 – R	W477 – E	R207 – E	SB279 – R	SB338 – E	SH364 – E
WK395 – E	W484 – R	R208 – R	SB280 – E	SB339 – R	SH365 – E
WK396 – NE	W485 – R	R209 – R	SB281 – E	SB340 – R	SH366 – R
WK397 – E	W486 – E	R210 – E	SB282 – E	SB341 – R	
WK398 – NE	W499 – R	R211 – NE	SB283 – E	SB342 – E	
WK399 – E	W511 – NE	R212 – R	SB284 – E	SB343 – R	
WK401 – R	W513 – E	R213 – E	SB285 – E	SB344 – R	
WK402 – R	W520 – R	R214 – NE	SB286 – E	SB345 – R	
WK405 – E	W521 – R	R215 – R	SB287 – R	SB346 – NP	
WK414 – R	W522 – NE	R216 – NE	SB288 – NE		
WK415,418 – NE	W523 – E	R217 – NE	SB289 – E		
WK416,417 – E	W524 – R	R218 – R	SB290 – R		
WK419 – NE	W525 – R	R220 – R	SB291 – NE		
WK421 – R	W527 – NE	R223 – E	SB292 – R		
WK422 – R	W533 – NE	R229 – R	SB293 – NE,NP		
WK423 – R	W541,546 – E	R230 – R	SB294 – E		
WK424,426 – E	W544 – E	R231 – E	SB295 – R		
WK431 – R	W555 – E	R232 – E	SB296 – E		
WK432 – R	W557 – E	R233 – E	SB297 – E		
WK433 – NE	W562 – E	R234 – NP	SB298 – E		
WK436 – E	W566 – E	R237 – E	SB299 – NE		
WK447 – NE	W568 – R	R238 – E	SB300 – R		
WK448 – E	W569 – NE	R239 – NE	SB301 – E		
WK449 – E		R240,242 – E	SB302 – NE		
WK450 – E		R243 – E	SB303 – E		
WK452 – R		R244 – E	SB304 – E		
WK453,456 – NE WK454 – R		R245 – E	SB305,306 – E		
WK455 – R		R246 – E	SB307 – R		
WK457 – E		R247 – NE	SB308 – E		
WK458 – R		R248,253,258 – E	SB309 – R		
WK459 – R		R249 – E	SB310 – E		
WK460 – NP		R250 – E	SB311,314 – E		
WK461 – R		R251 – E	SB313 – E		
		R252 – R	SB316 – E		
		R254 – E	SB317 – E		
		R255 – R	SB318 – E		
		R256 – E	SB319 – R		
		R257 – E	SB320 – R		
		R259 – E	SB321 – R		
		R261 – NE	SB322 – NP		
		R262 – NE	SB323 – R		
		R263 – E	SB325 – NP		
		R264,266 – E	SB326,332 – R		
		R265 – E	SB327 – R		
		R266 – NE	SB328 – R		
		R267 (&R270) – R	SB329 – R		
		R268 – E	SB330 – NE		
		R269 – R	SB331 – NE		
		R271 – NP			
		R272A – R			
		R272B – R			
		R273 – NP			
		R274 – NP			

Sites included in 2019 update

Shoalwater	Karnup	Faux PAWs	ROWs	ROWs with PAW Characteristics
SW375 – E	K1 – R	F1R – NP	R12	R6R – R
SW376 – NE		F2R – NE	R2R	R7R – R
		F3SB – NE	R3R	
		F4SB – E	R4R	
		F5R – NE	R5R	
		F6R – R	R8R	
		F7R – E	R9R	
		F8R – E	R10R	
		F9R – R	R11R	
		F10C – NE	R12R	
		F11SB – R	R13R	
		F12WK – R	R14B	
		F13WK – NE	R15B	
		F14SB – R	R16W	
		F15W – R	R17WK	
		F16W – NE	R18R	
		F17W – NE		
		F18W – E		
		F19PK – R		
		F20PK – R		
		F21H – E		
		F22C – NE		
		F23C – R		
		F24C – R		
		F25C – R		
		F26C – R		
		F27C – R		
		F28W – NE		
		F29S – R		
		F30S – E		
		F31S – E		
		F32S – E		
		F33R – R		
		F34W – NE		

Sites included in 2019 update

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