



# Shire of Cunderdin

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*Shire of Cunderdin Pathways Plan*

Adopted 26<sup>th</sup> June 2024

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## Section 1 - Introduction to Shire of Cunderdin Pathway Plan

### 1.1 Cunderdin Townsite Vision

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To develop a network of safe, accessible, and attractive footpaths that promote walking, enhance community connectivity, and contribute to the overall well-being of residents and visitors in the Shire of Cunderdin.

### 1.2 Objectives

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1. Improve pedestrian safety by providing well-maintained footpaths separated from vehicle traffic.
2. Promote physical activity by creating an environment conducive to walking.
3. Enhance community connectivity by linking key destinations such as schools, health facilities, parks, sporting precincts, shops, and public transport hubs.
4. Increase accessibility for all residents, including those with disabilities, the elderly, and families with young children.
5. Boost local economy by encouraging foot traffic to local businesses.
6. Enhance the aesthetic appeal of public spaces through landscaping and beautification.

### 1.3 Benefits:

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Investment in better footpaths will result in significant benefits across safety, health, environment, economy, and social cohesion, creating a more vibrant and thriving community.

#### 1. Enhanced Safety

- a) Well-maintained footpaths reduce the risk of trips, slips, and falls, ensuring a safer walking environment for all age groups, including children and the elderly.
- b) Reduces accidents and injuries, potentially lowering healthcare costs and improving overall community health.

#### 2. Improved Accessibility

- a) Better footpaths, with features like ramps and tactile paving, make public spaces more accessible to people with disabilities, parents with strollers, and the elderly.
- b) Enhances inclusivity, ensuring that everyone can navigate the community easily and independently.

#### 3. Increased Physical Activity

- a) Improved footpaths encourage more walking and jogging, promoting regular physical activity among residents.
- b) Helps combat obesity, reduces the risk of chronic diseases such as heart disease and diabetes, and improves overall physical fitness.

#### 4. Environmental Benefits

- a) Encouraging walking over driving reduces vehicular emissions, contributing to improved air quality and a reduction in the community's carbon footprint.
- b) Promotes a healthier environment, benefiting both residents and local wildlife.

#### 5. Aesthetic Improvements

- a) Upgraded footpaths with landscaping, benches, and public art enhance the visual appeal of the area.
- b) Creates a more pleasant and attractive environment, which can increase property values and community pride.

#### 6. Economic Boost

- a) Improved footpaths can attract more foot traffic to local businesses and markets, boosting the local economy.
- b) Supports small businesses, increases local spending, and can lead to job creation.

## 7. Better Mental Health

- a) Walking in well-maintained, pleasant environments has been shown to reduce stress and anxiety, and improve mood.
- b) Contributes to better mental health and overall well-being for residents.

## 8. Enhanced Child Development

- a) Safe and accessible footpaths allow children to walk or bike to school, promoting independence and physical activity.
- b) Encourages healthy habits from a young age, improves concentration and performance in school, and fosters independence.

## Section 2 - Proposed Footpath Hierarchy

A footpath hierarchy categorises footpaths based on their use, location, and importance within the transportation network. This system helps in planning, designing, and maintaining footpaths to ensure they meet the needs of different users and purposes.

In the Shire of Cunderdin, the footpath hierarchy is as follows:

1. Primary Footpaths:
2. Secondary Footpaths:
3. Recreational Footpaths/Trails
4. Local Footpaths

Implementing a footpath hierarchy in Cunderdin will ensure that the design and maintenance of pathways meet the diverse needs of the community, promoting safety, accessibility, and enjoyment for all users.

### **2.1 Primary Footpaths**

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#### Description:

- Footpaths along main streets in the town centre.
- Paths connecting major public transport stations to key destinations.
- Paths leading to local schools, medical centres, community centres, parks and sporting precincts.

#### Characteristics:

- Wide and well-lit paths.
- High-quality surfacing (e.g., concrete or asphalt).
- Frequent maintenance.
- Features such as benches, signage, and pedestrian crossings.

### **2.2 Secondary Footpaths**

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#### Description:

- Paths connecting residential neighbourhoods to local shops and schools.
- Footpaths leading to community centres and parks.
- Connections between neighbourhoods and the town centre.

#### Characteristics:

- Moderate width.
- Good-quality surfacing, though not as robust as primary footpaths.
- Regular maintenance, though less frequent than primary paths.
- Basic amenities like occasional benches and lighting.

### **2.3 Recreational Footpaths**

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#### Description:

- Designed for leisure and exercise, often located in parks, natural reserves, and along waterfronts.
- Scenic routes along local natural features

Characteristics:

- Varied surfacing (e.g., gravel, mulch, asphalt).
- Scenic routes with natural surroundings.
- Amenities like benches and informational signs.
- Maintenance focused on preserving natural aesthetics.

## 2.4 Local Footpaths

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Description:

- Local paths serving residential areas, providing access within neighbourhoods and to secondary footpaths.
- Walkways in small community parks or green spaces.

Characteristics:

- Narrower paths.
- Simple surfacing
- Basic or minimal lighting.
- Maintenance as needed.

## 2.5 Shared Use Paths

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Description:

Designed to accommodate both pedestrians and cyclists, often located in areas with higher traffic.

Characteristics:

- Wider paths to accommodate multiple users.
- Surfacing suitable for both walking and cycling (e.g., asphalt, concrete).
- Clear signage and markings to indicate shared use.
- Regular maintenance to ensure safety for all users.

## Section 3 - Proposed Pathway Design

By combining these different types of footpaths, Cunderdin can create a versatile and functional network that meets the needs of its residents while enhancing the town's overall aesthetics and usability.

### 3.1 Concrete Footpaths

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Advantages:

**Durability:** Concrete is long-lasting and can withstand heavy foot traffic.

**Low Maintenance:** Requires minimal upkeep compared to other materials.

**Smooth Surface:** Ideal for all users, including those with mobility aids, strollers, and bicycles.

Disadvantages:

**Initial Cost:** Higher initial installation cost compared to some other materials.

**Heat Retention:** Can become very hot in sunny weather, making it uncomfortable to walk on.

Best For:

Urban areas

High-traffic zones

Commercial districts

### 3.2 Asphalt Footpaths

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#### Advantages:

Cost-Effective: Generally cheaper to install than concrete.

Smooth and Safe: Provides a smooth walking surface.

Flexibility: Can accommodate slight ground movements, reducing cracking.

#### Disadvantages:

Maintenance: Requires more maintenance over time, including sealing and resurfacing.

Heat Absorption: Can become very hot in direct sunlight.

#### Best For:

Residential areas

Recreational paths

Connecting paths between different parts of town

### 3.3 Brick or Paver Footpaths

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#### Advantages:

Aesthetic Appeal: Offers a visually pleasing look, enhancing the town's charm.

Customizable: Available in various colors and patterns.

Repairable: Individual bricks or pavers can be replaced if damaged.

#### Disadvantages:

Cost: Higher installation cost due to the materials and labor involved.

Uneven Surface: Can become uneven over time, posing a tripping hazard.

#### Best For:

Historical areas

Parks and gardens

Community gathering spaces

### 3.4 Gravel Footpaths

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#### Advantages:

Natural Look: Blends well with the natural environment.

Permeable: Allows water to drain through, reducing runoff and erosion.

Cost-Effective: Cheaper initial installation cost.

#### Disadvantages:

Maintenance: Requires regular maintenance to keep the surface level and free of weeds.

Accessibility: Not suitable for all users, particularly those with mobility aids or strollers.

#### Best For:

Rural areas

Nature trails

Low-traffic areas

## Section 4 - Considerations for Cunderdin

### 4.1 Climate

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Cunderdin's hot and dry climate means that footpaths should be made from materials that can withstand high temperatures and minimal rainfall. Concrete and asphalt are suitable for these conditions due to their durability.

### 4.2 Usage

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Determine the primary use of the footpaths. High-traffic areas might benefit from concrete or asphalt for their durability, while parks and recreational areas could use gravel for a more natural feel.

### 4.3 Community Preferences

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Engage the community to understand their preferences and needs. Some may prefer the aesthetic appeal of brick pavers in certain areas, while others might prioritize the low maintenance of concrete.

## Section 5 - Recommended Footpath Plan for Cunderdin

Combinations of different types of footpaths creates a versatile and functional network meeting the needs of residents while enhancing the town's overall aesthetics and usability.

### 5.1 Urban and High-Traffic Areas:

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Concrete Footpaths for durability and low maintenance.

### 5.2 Residential Areas:

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Asphalt Footpaths for a cost-effective, smooth walking surface.

### 5.3 Parks and Recreational Areas:

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Gravel Footpaths for a natural look and eco-friendliness.

### 5.4 Historical and Aesthetic Areas:

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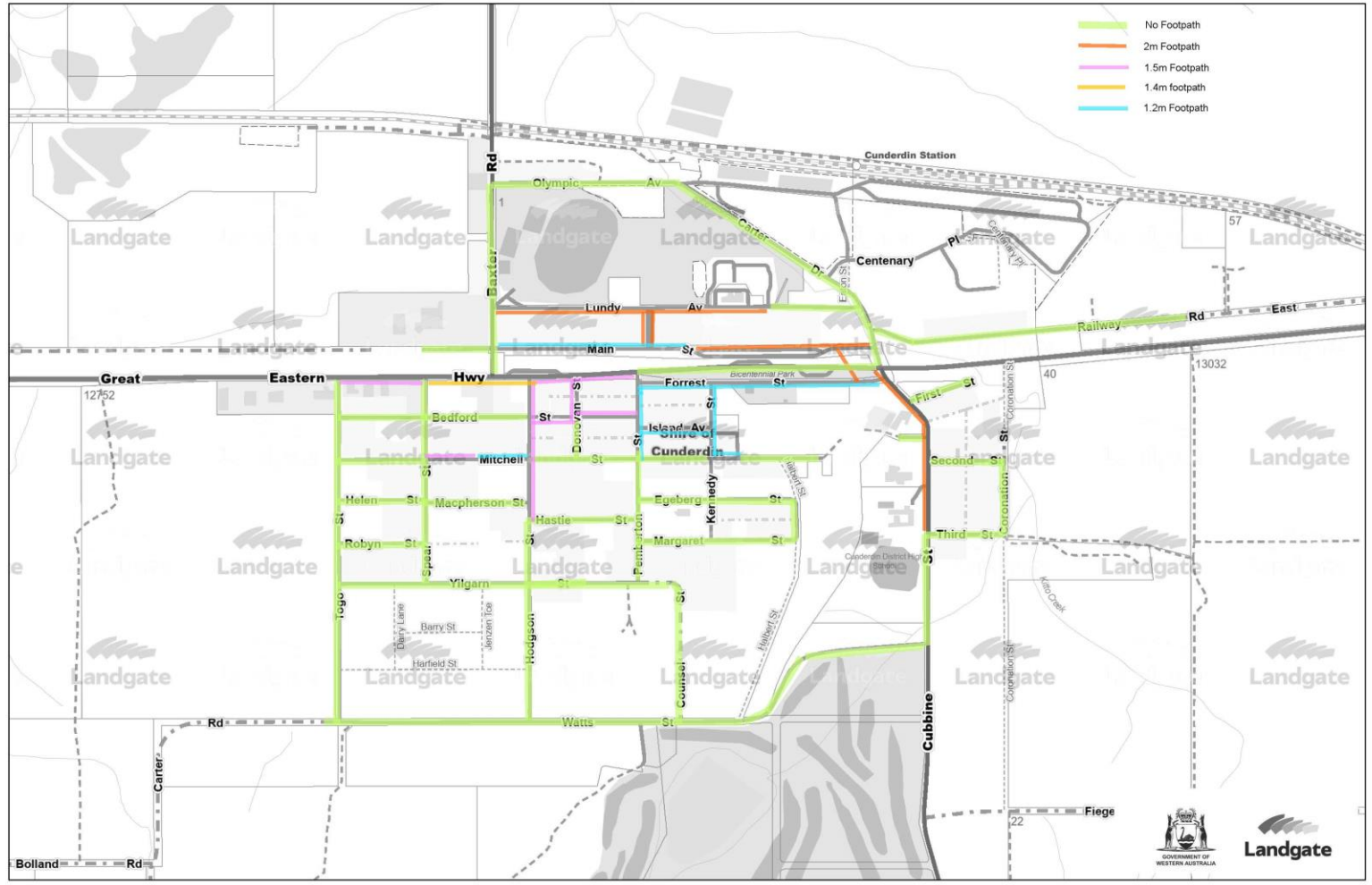
Brick or Paver Footpaths to enhance visual appeal and maintain the historical charm.

## Section 6 - Conclusion

This footpath plan aims to create a safe, accessible, and enjoyable walking environment in the Shire of Cunderdin. By engaging the community, prioritizing key areas, and ensuring high design and maintenance standards, the Shire can enhance the quality of life for its residents and visitors.

Section 7 - Maps

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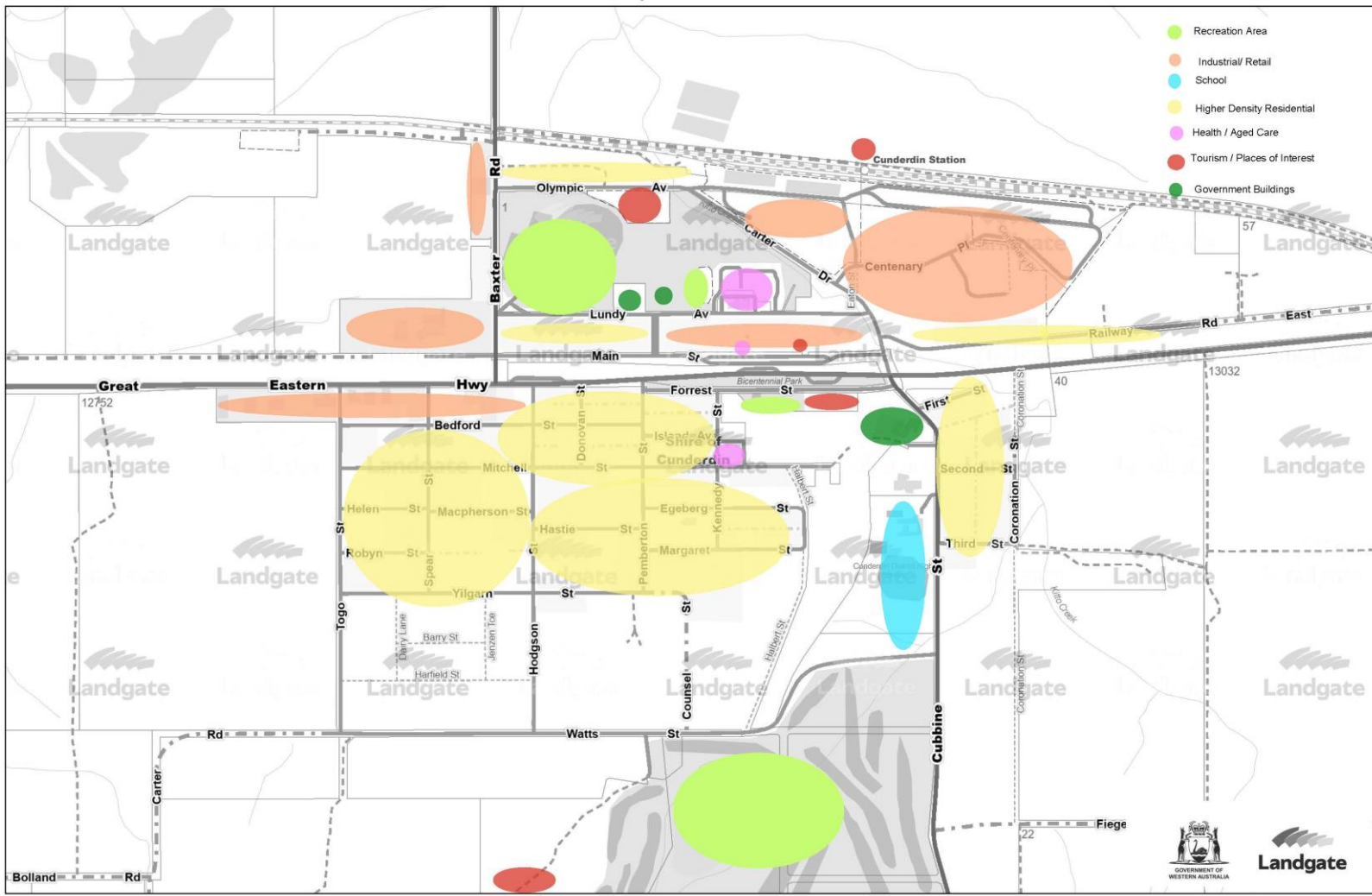
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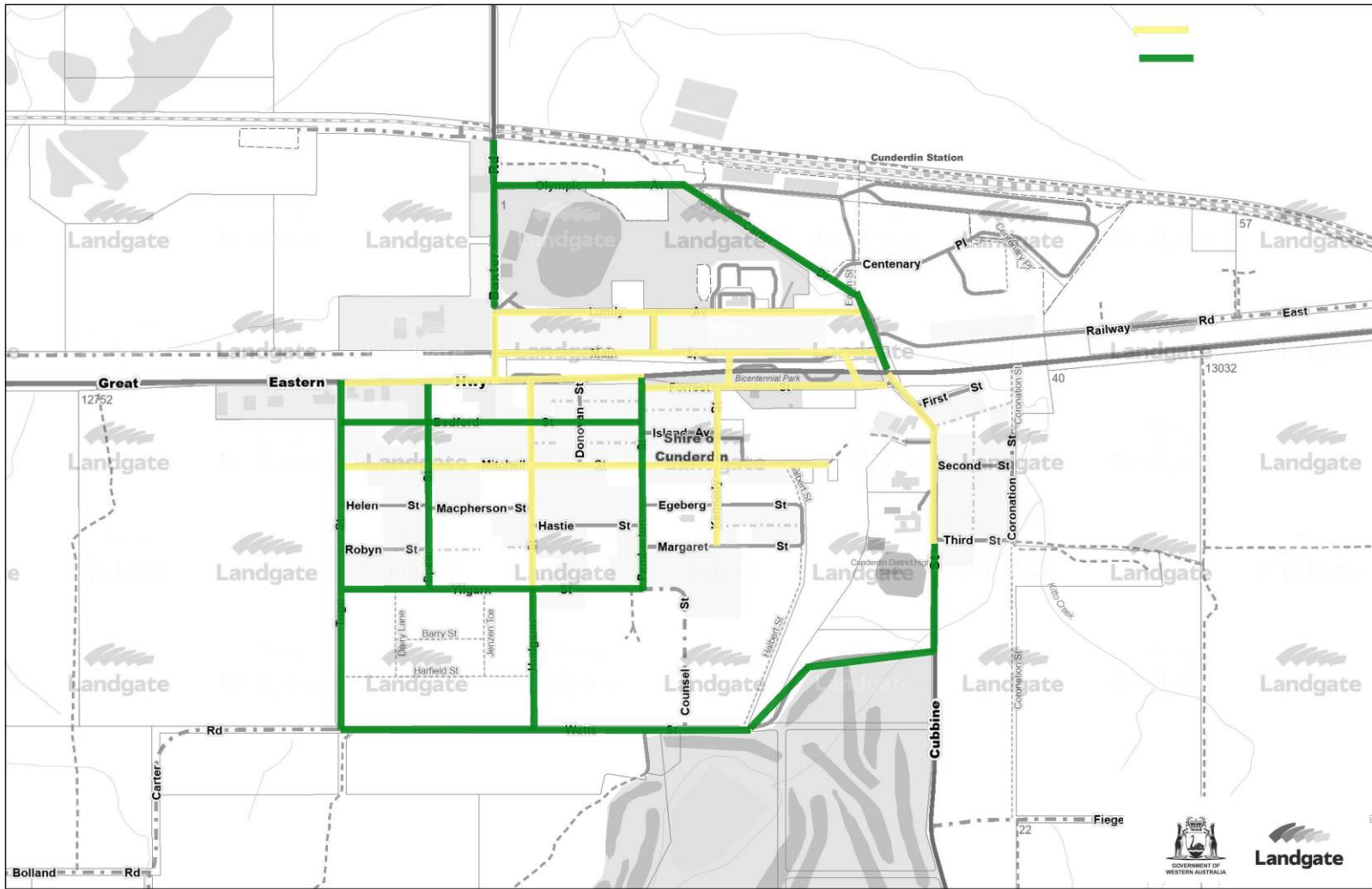


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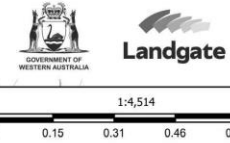
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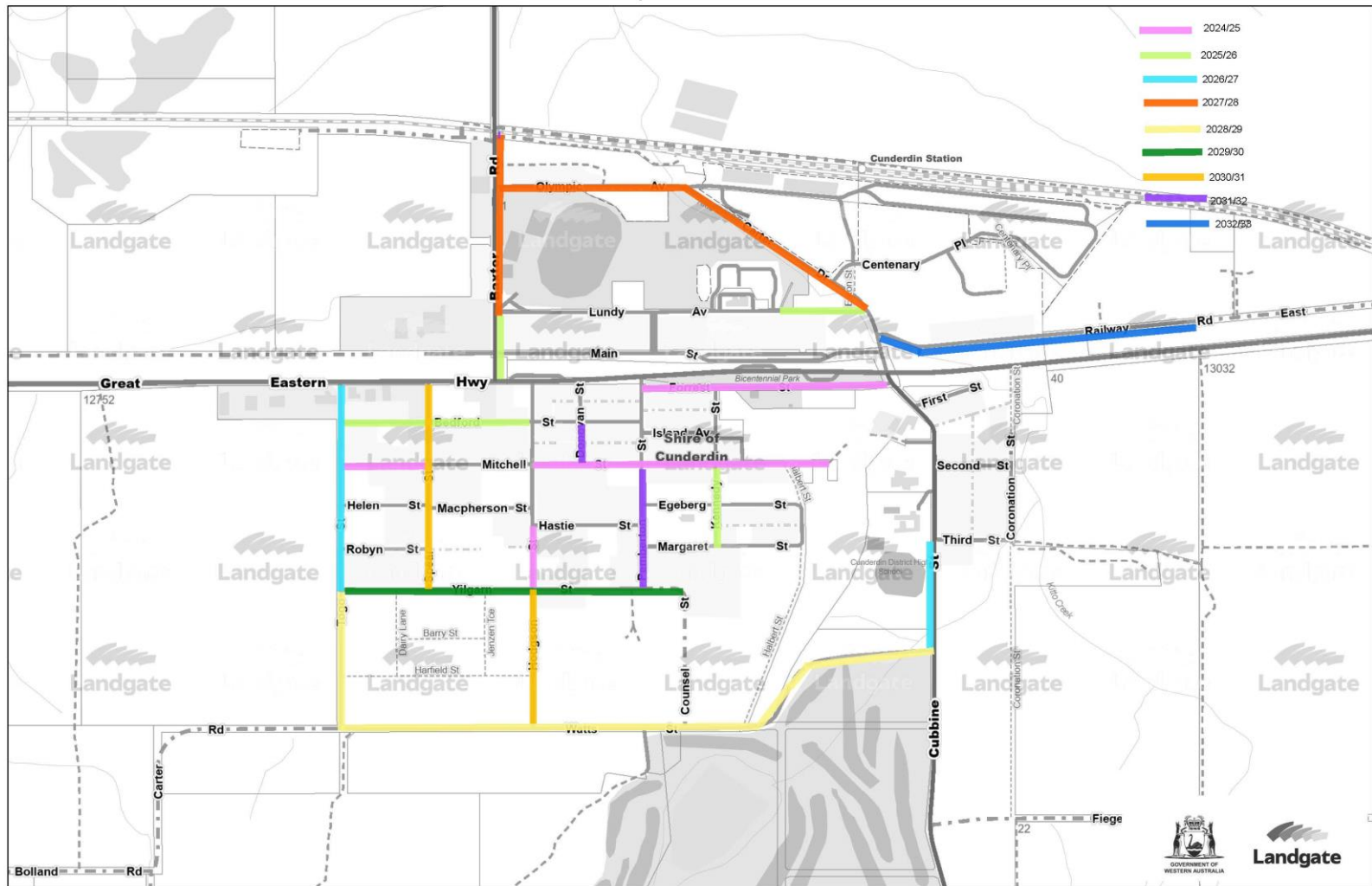
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### Section 8 - 10 Year Pathway Upgrade Program

|                       | Description                     | Length<br>(Metres) | Width<br>(Metres) | Area<br>m <sup>2</sup> | Cubic<br>m <sup>3</sup> | Formed &<br>Layered Cost | Total               | Type     | Works<br>Required | Side of<br>Road | Power<br>Lines | Tree<br>Removal | Comments  |              |
|-----------------------|---------------------------------|--------------------|-------------------|------------------------|-------------------------|--------------------------|---------------------|----------|-------------------|-----------------|----------------|-----------------|---|--------------|
| <b><u>2024/25</u></b> |                                 |                    |                   |                        |                         |                          |                     |          |                   |                 |                |                 |   |              |
| Forrest Street        | Pemberton to Cubbine St         | 620                | 2.0               | 1240                   | 124                     | 650                      | \$80,600.00         | Concrete | Replace Existing  | South           | South          | Yes             | Existing footpath is only 1.2m wide and is in poor condition                        |              |
| Mitchell Street       | Togo to Spear & Hodgson to end  | 950                | 1.8               | 1710                   | 171                     | 650                      | \$111,150.00        | Concrete | New               | North           | North & South  | Yes             | Existing 1.2m & 1.5m footpath between Hodgson St and Spear St on north side of road |              |
| Hodgson Street        | Hastie to Yilgarn               | 180                | 1.8               | 324                    | 32.4                    | 650                      | \$21,060.00         | Concrete | New               | East            | West           | Yes             | Continuation of existing footpath   |              |
|                       |                                 |                    |                   |                        |                         |                          | <u>\$212,810.00</u> |          |                   |                 |                |                 |   |              |
| <b><u>2025/26</u></b> |                                 |                    |                   |                        |                         |                          |                     |          |                   |                 |                |                 |   |              |
| Bedford Street        | Togo to Hodgson                 | 475                | 1.8               | 855                    | 85.5                    | 650                      | \$55,575.00         | Concrete | New               | North           | North          | Yes             | Continuation of Existing footpath   |              |
| Baxter Road           | Great Eastern Hwy to Lunday Ave | 200                | 1.8               | 360                    | 36                      | 650                      | \$23,400.00         | Concrete | New               | Unknown         |                | Possible        | Possible issues on cnr of GEH with culvert & and with interactions at McIntosh      |              |
| Lundy Street          | Hospital to Carter Drive        | 250                | 1.8               | 450                    | 45                      | 650                      | \$29,250.00         | Concrete | New               | South           | North          | Yes             | Continuation of existing footpath   |              |
| Kennedy Street        | Mitchell to Margret             | 210                | 1.8               | 378                    | 37.8                    | 650                      | \$24,570.00         | Concrete | New               | East            | West           | Yes             | Continuation of existing footpath   |              |
|                       |                                 |                    |                   |                        |                         |                          | <u>\$132,795.00</u> |          |                   |                 |                |                 |   |              |
| <b><u>2026/27</u></b> |                                 |                    |                   |                        |                         |                          |                     |          |                   |                 |                |                 |   |              |
| Togo Street           | Great Eastern Hwy to Yilgarn    | 600                | 1.8               | 1080                   | 108                     | 650                      | \$70,200.00         | Concrete | New               | East            | East           | Yes             | New footpath  |              |
| Cubbine Street        | Third to Watts                  | 320                | 1.8               | 576                    | 57.6                    | 650                      | \$37,440.00         | Concrete | New               | West            | East           | Yes             | Continuation of existing footpath   |              |
|                       |                                 |                    |                   |                        |                         |                          | <u>\$107,640.00</u> |          |                   |                 |                |                 |   |              |
| <b><u>2027/28</u></b> |                                 |                    |                   |                        |                         |                          |                     |          |                   |                 |                |                 |   |              |
| Baxter Road           | Lundy to railway line           | 360                | 1.8               | 648                    | 64.8                    | 650                      | \$42,120.00         | Concrete | New               | Either          |                | Possible        | This project is to be completed at same time as WSFN upgrade of these roads         |              |
| Olympic Avenue        | Baxter to Cater Drive           | 470                | 1.8               | 846                    | 84.6                    | 650                      | \$54,990.00         | Concrete | New               | Either          |                | Yes             |   | New footpath |
| Carter Drive          | Olympic to Lundy                | 570                | 1.8               | 1026                   | 102.6                   | 650                      | \$66,690.00         | Concrete | New               | Either          |                | Yes             |   | New footpath |
|                       |                                 |                    |                   |                        |                         |                          | <u>\$163,800.00</u> |          |                   |                 |                |                 |   |              |

# Shire of Cunderdin

## Shire of Cunderdin Pathways Plan

| <u>2028/29</u>   |                              |      |     |      |       |     |                       |          |     |       |       |     | This project may be moved to coincide with Watts St sub division |  |
|------------------|------------------------------|------|-----|------|-------|-----|-----------------------|----------|-----|-------|-------|-----|--|--|
| Togo Street      | Yilgarn to Watts             | 400  | 1.8 | 720  | 72    | 650 | \$46,800.00           | Concrete | New | East  | East  | Yes | New footpath   |  |
| Watts Street     | Togo to Cubbine St           | 1120 | 1.8 | 2016 | 201.6 | 650 | \$131,040.00          | Concrete | New |       |       | Yes | New footpath. Some of this footpath may be gravel.               |  |
|                  |                              |      |     |      |       |     | <u>\$177,840.00</u>   |          |     |       |       |     |  |  |
| <u>2029/30</u>   |                              |      |     |      |       |     |                       |          |     |       |       |     |  |  |
| Yilgarn Street   | Togo to Pemberton            | 850  | 1.8 | 1530 | 153   | 650 | \$99,450.00           | Concrete | New | South | South | Yes | New footpath   |  |
|                  |                              |      |     |      |       |     | <u>\$99,450.00</u>    |          |     |       |       |     |  |  |
| <u>2030/31</u>   |                              |      |     |      |       |     |                       |          |     |       |       |     |  |  |
| Spear Street     | Great Eastern Hwy to Yilgarn | 600  | 1.8 | 1080 | 108   | 650 | \$70,200.00           | Concrete | New | East  | East  | Yes | New footpath   |  |
| Hodgson Street   | Yilgarn to Watts             | 400  | 1.8 | 720  | 72    | 650 | \$46,800.00           | Concrete | New | East  | West  | Yes | Continuation of existing footpath                                |  |
|                  |                              |      |     |      |       |     | <u>\$117,000.00</u>   |          |     |       |       |     |  |  |
| <u>2031/32</u>   |                              |      |     |      |       |     |                       |          |     |       |       |     |  |  |
| Donovan Street   | Bedford to Mitchell          | 115  | 1.8 | 207  | 20.7  | 650 | \$13,455.00           | Concrete | New | West  |       | Yes | Continuation of existing footpath                                |  |
| Pemberton Street | Mitchell to Yilgarn          | 360  | 1.8 | 648  | 64.8  | 650 | \$42,120.00           | Concrete | New | East  | East  | Yes | Continuation of existing footpath                                |  |
|                  |                              |      |     |      |       |     | <u>\$55,575.00</u>    |          |     |       |       |     |  |  |
| <u>2032/33</u>   |                              |      |     |      |       |     |                       |          |     |       |       |     |  |  |
| Main St East     | Carter Drive to last house   | 400  | 1.8 | 720  | 72    | 650 | \$46,800.00           | Concrete | New | North | North | Yes | New footpath   |  |
|                  |                              |      |     |      |       |     | <u>\$46,800.00</u>    |          |     |       |       |     |  |  |
|                  |                              |      |     |      |       |     | <u>\$1,113,710.00</u> |          |     |       |       |     |  |  |

