

Shared path

Quick Reference Guide

Shared path

A **shared path** can be used by both people walking and people riding. Separated facilities are generally preferred, however, if well designed and in an appropriate setting, shared paths can support increased community participation in walking and riding.



The Get NSW Active program receives a high number of shared path applications each year. To score well in assessment, your shared path

application needs to offer high-quality facilities that go beyond minimum provision and make walking and riding an attractive, everyday travel option for a wide range of people.

What to avoid in your shared path design:

- paths next to, or close to, moving motor vehicles
- unshaded areas
- excessive hard surfacing and potential for heat island effect
- noisy, unpleasant settings
- repeated interruptions by driveways, road crossings, etc.
- poorly located poles and street furniture that obstruct people's movement.



Shared path widths

Shared paths submitted for Get NSW Active funding should be at least 3.0m wide. Wider paths allow room for people to move around each other, leading to a more comfortable and enjoyable experience that encourages participation in walking and riding. Paths wider than 3.0m should be used in busier areas such as in front of schools or retail areas.

You can apply for a path narrower than 3.0m, however you will need to complete additional application questions. Applications citing low expected use, widths of nearby facilities, community preference for narrow paths, or concern over maintenance costs as a rationale for narrower paths can only score a maximum of five (5) out of ten (10) for the 'Design Quality' criteria.

CASE STUDY

Creating an inviting shared path

Camden Council implemented a range of thoughtful design solutions to make the 3.0 metre shared path at Waterworth Drive, Mount Annan more welcoming for walkers and riders. The path was set back from the road, enhanced with new trees and landscaping, and placed away from fences and potential hazards.



These features ensure the path is accessible and comfortable for many types of users by keeping it as smooth, level, and uninterrupted as possible. Council also used short sections of fibre reinforced plastic (FRP) on the path to maintain smooth surface and helping to prevent water ponding.



Shared path

How to improve your assessment score for a shared path project

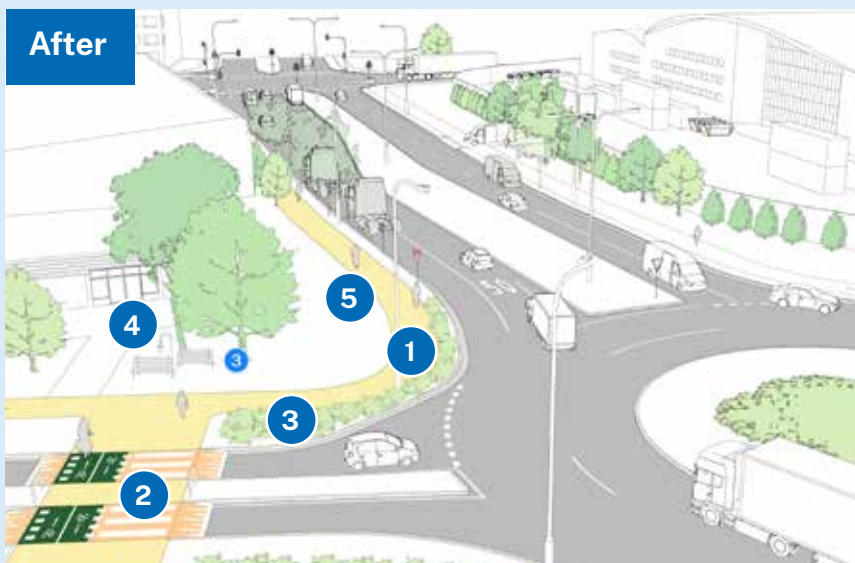
- ✓ Provide wider paths so people can move around each other easily and comfortably and consider making it even wider near busy areas like schools or shops where extra space is needed.
- ✓ Design projects that prioritise people walking or riding over motor vehicles at side street and road crossings.
- ✓ Provide continuous path levels with minimal up/down, start/stop movements.
- ✓ Include landscaping to buffer people from roads, provide shade and shelter, and create spaces where people enjoy walking and riding.
- ✓ Reduce signage clutter and carefully locate bus stops so that people don't have to swerve and weave.
- ✓ Offset the path from walls, fences, and other hazards, so that people are safer, and feel less constrained.
- ✓ Use positive urban design measures to encourage slow and considerate riding in busy areas. Fences, barriers or dismount requirements, can send the message that people riding are unwelcome or uncared for.

Before



Section of network with missing walking/riding paths, no crossing facilities, and no shading

After



Design solution with separated shared path, shared crossing and place improvements

KEY

- | | |
|---|---|
| 1 <u>Shared path</u> | 4 <u>Places to stop and rest</u> |
| 2 <u>Mid block crossings</u> | 5 <u>New street trees</u> |
| 3 <u>Low verge buffer planting</u> | |