AGENDA ATTACHMENTS

Active Transport Working Group Meeting

27 October 2020

7.1 Connectivity Map – Cottesloe Long Term Cycle Network

7.2 Eric Street and Broome Street Blackspot - Concept

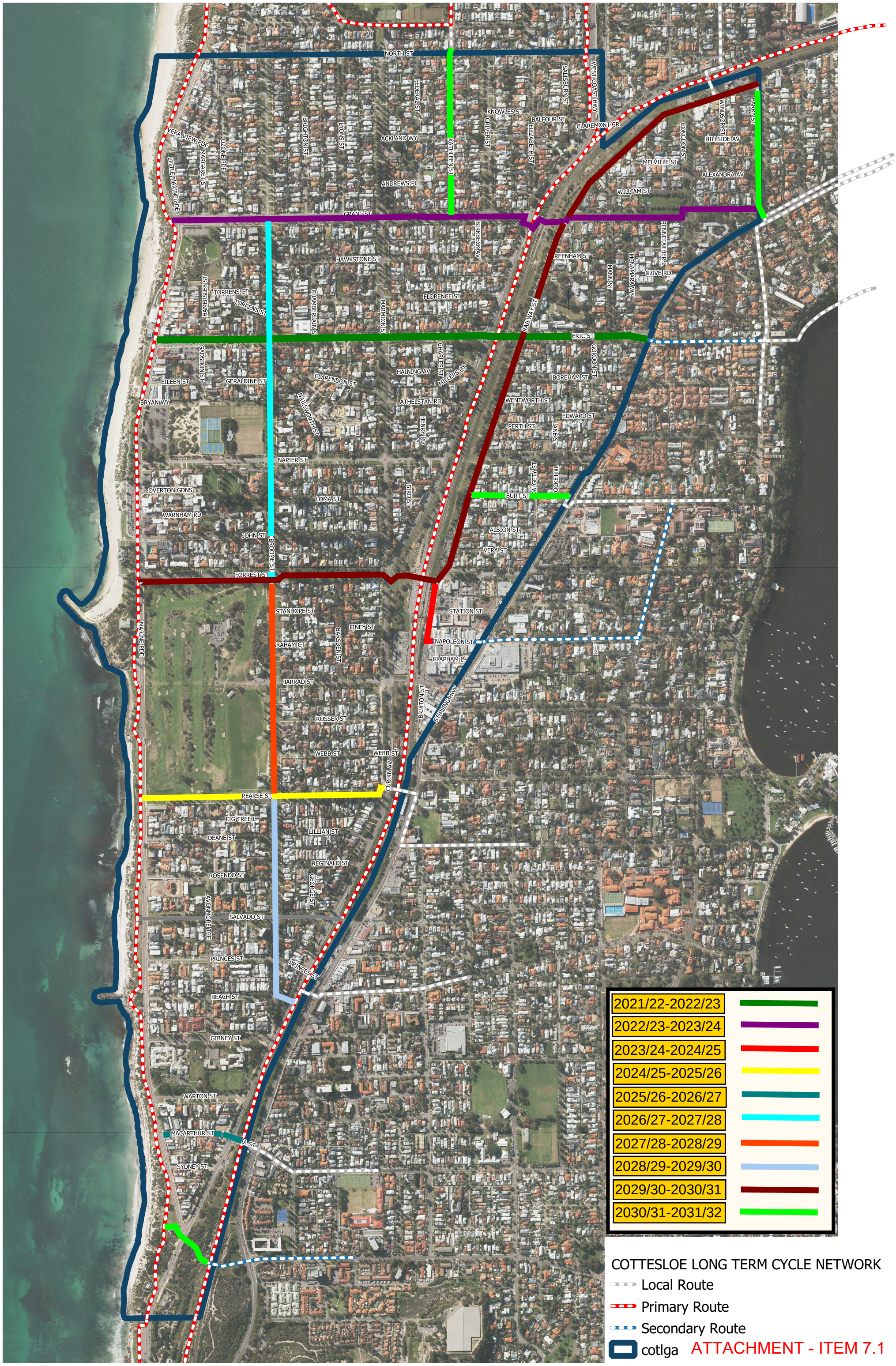
7.3 Active Transport Working Group – Field Trip Summary and Images

AGENDA ATTACHMENT

Active Transport Working Group Meeting

27 October 2020

7.1 Connectivity Map – Cottesloe Long Term Cycle Network

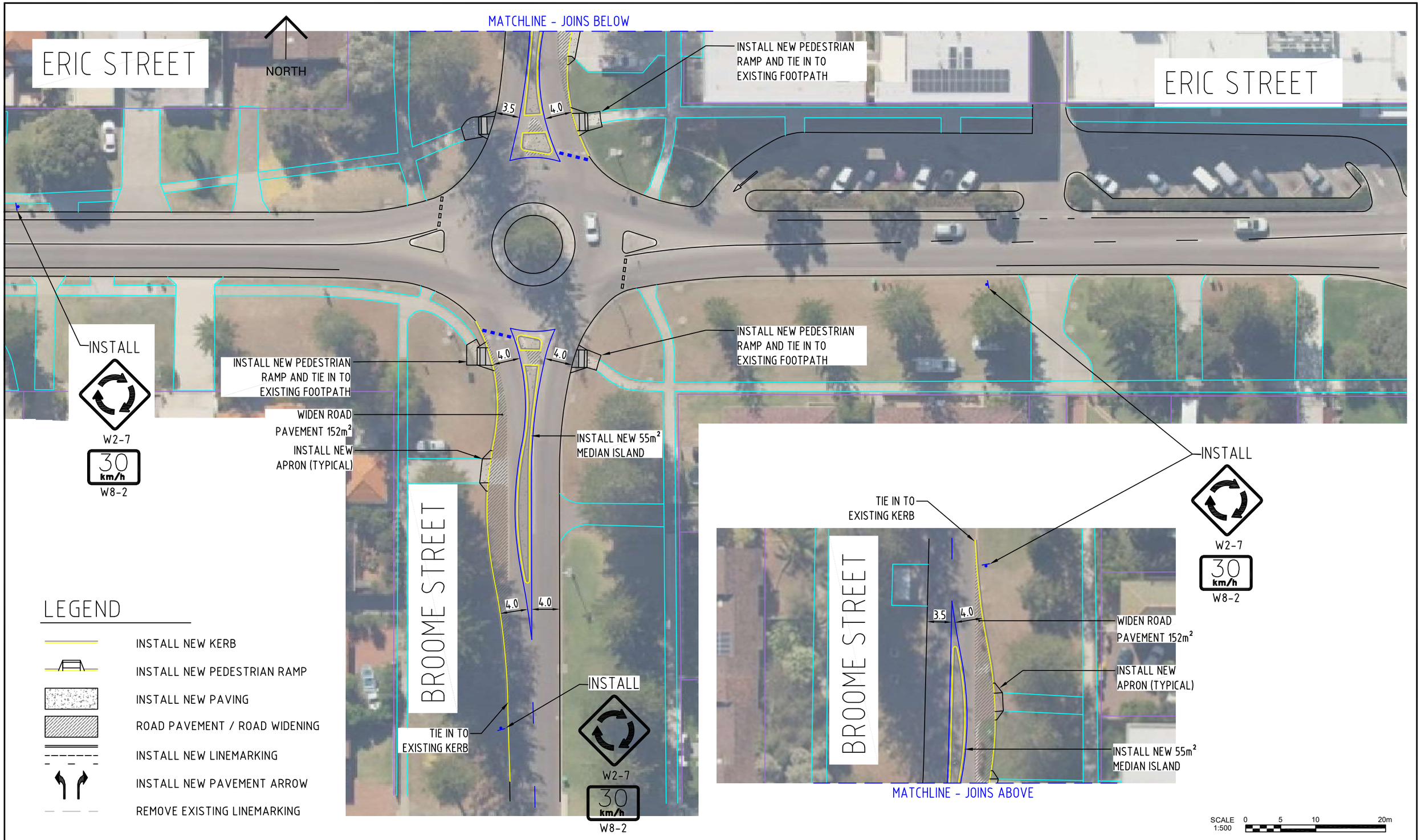

NORTH ST
WEST COAST HWY
SALISBURY ST
FEDERAL ST
KNOWLES ST
BALFOUR ST
CLAREMONT CR
WINDSOR ST
HARRY ST
CONGDON ST
HILLSIDE AV
ALEXANDRA AV
MELVILLE ST
WILLIAM ST
VERA VIEW PDE
OZONE PDE
MARGARET ST
LITTLE MARINE PDE
BRIGHTON ST
LYONS ST
ACKLAND WY
KATHLEEN ST
GRIVER ST
ELIZABETH ST
ANDREWS PL
GRANT ST
BIRKBECK AV
HAWKSTONE ST
TORRENS CT
TORRENS ST
HAMERSLEY ST
CHAMBERLAIN ST
MARMION ST
FLORENCE ST
RAILWAY ST
PENNEFATHER LA
MANN ST
MCNAMARA WY
CLIVE RD
ERIC ST
GADSDON ST
EILEEN ST
GERALDINE ST
BRYAN WY
CLARENDON ST
CHARLES ST
HAINING AV
MILLERS CT
ATHELSTAN RD
NAILSWORTH ST
HENRY RD
GORDON ST
BOREHAM ST
WENTWORTH ST
EDWARD ST
PERTH ST
LANE ST
NAPIER ST
OVERTON GDNS
WARNHAM RD
JOHN ST
LOMA ST
BROOME ST
BIRD ST
ALGEY ST
OCKELTY L
BURT ST
ALBION ST
VERA ST
FORREST ST
STANHOPE ST
FINEY ST
BARSDEN ST
RAHAM CT
MARINE PDE
JARRAD ST
ROSSER ST
WEBB ST
CURTIN AV
BRIXTON ST
STIRLING HWY
STATION ST
NAPOLEON ST
CLAPHAM L
PEARSE ST
FIG TREE L
DEANE ST
LILLIAN ST
REGINALD ST
ROSENDO ST
GEORGE ST
AVONMORE TCE
SALVADO ST
PRINCES ST
BEACH ST
GIBNEY ST
WARTON ST
MACARTHUR ST
SYDNEY ST
2021/22-2022/23
2022/23-2023/24
2023/24-2024/25
2024/25-2025/26
2025/26-2026/27
2026/27-2027/28
2027/28-2028/29
2028/29-2029/30
2029/30-2030/31
2030/31-2031/32
COTTESLOE LONG TERM CYCLE NETWORK
Local Route
Primary Route
Secondary Route
cotlga
ATTACHMENT - ITEM 7.1

AGENDA ATTACHMENT

Active Transport Working Group Meeting

27 October 2020

7.2 Eric Street and Broome Street Blackspot - Concept



LEGEND

- INSTALL NEW KERB
- INSTALL NEW PEDESTRIAN RAMP
- INSTALL NEW PAVING
- ROAD PAVEMENT / ROAD WIDENING
- INSTALL NEW LINEMARKING
- INSTALL NEW PAVEMENT ARROW
- REMOVE EXISTING LINEMARKING

SCALE 1:500 0 5 10 20m

ATTACHMENT 7.2

REV	DATE	REVISION DESCRIPTION	APP
01	08/07/19	ISSUED FOR INFORMATION	MG

Town of Cottesloe

EDGE TRANSPORT SOLUTIONS

ENGINEER: MG
DRAWN: MG
REVIEW: DF
DATE: 08/07/2019
PRINT AT A3 SIZE

DRAWING STATUS: FOR SUBMISSION

ERIC STREET & BROOME STREET INTERSECTION IMPROVEMENTS

BLACKSPOT 2020/21

YEAR 2019 - PROJECT No PR356 - DWG No 001 - REV 01

AGENDA ATTACHMENT

Active Transport Working Group Meeting

27 October 2020

7.3 Active Transport Working Group – Field Trip Summary and Images

Active Transport Working Group Field Trip 24 July 2020

Present Helen Sadler, Kirsty Barrett, Mark Powell, Michael Thomas

Apology Lorraine Young

Purpose – to increase knowledge of road, footpath and bike treatments in neighbouring local governments

Background – City of Nedlands has recently started installing a Safe Active Street. This is being funded 100% by the DoT. Future Safe Active Streets are likely to be only funded 50/50

City of Subiaco has a PSP running through it but little in the way of bike infrastructure. On-road treatments slow speeds for all road users.

Examples:

City of Nedlands

Raised plateau at entrance to roundabout seemed very effective at slowing traffic as it entered the roundabout. Large centrepiece to roundabout with narrow space for cars on roundabout also slowed cars. Bikes are being kept in the centre of the road and not forced off to the side by road markings or toward cars by pre-deflections

Other aspects of the Safe Active Street (not photographed) were felt to be very heavy-handed expensive and likely not translate well to Cottesloe

City of Subiaco Raised plateaus at intersections slowed traffic for all road users. Slow rise meant, quiet and comfortable to go over in a car or bike. Not noisy for residents. This treatment is present on Railway in Cottesloe.

Residential Street Entrance Treatment

Slowed traffic entering a residential environment. Visual signalling of a slower residential area rather than thoroughfare. Created improved walking environment.

Theshold treatment for street entrance. Footpath is continuous .

At-grade pedestrian crossing – pedestrians are prioritised with continuous grade to walk on and continuous surface, vehicles slowed by having to cross up into pedestrian space. This treatment is present at the intersection of Railway and Station Street in Cottesloe village

City of Fremantle Treatments discussed but not visited on the Field Trip. Of merit for consideration in Cottesloe (credit Michael Thomas)


P

From: Mark Powell
Sent: Friday, 14 August 2020 4:34 PM
To: #Active Transport Working Group; Matthew Scott
Subject: Re: Active Transport Working Group information gathering trip

Hi All,

The summary of out field trip is a good representation of what we discovered and discussed.

I would like to add a few extra comments and some extra visuals:

1) Below is a very good example of a modified street entrance/threshold in Shenton Park (Rosalie/Nicholson)

2) Raised Plateaus and Modified Street Entrances provide a great way to calm vehicle speeds.(low plateaus not high speed bumps)
These might best be implemented:
- At entrance Points Into Cottesloe, especially where there is a change from 60km/h to 50km/h e.g. North Street off West Coast
- Where People congregate such as Town Centres, Schools, Halls, Shops
- On Cottesloe Bike Network Routes where bikes will share the road
- For roads that have a 85th Percentile Greater than 50km/hr

3) Broome/Marmion Bike Advisory Lanes
- Cottesloe is blessed with a number of wide street layouts that coincide with the Bike Network (Broome & Marmion)
- It would seem that these street layouts and their vehicle volumes could well suit Bike Advisory Lanes.
- I have visualised these (see below) in a way that might be implemented over time to:
  - Immediately show Cottesloe's Bike Network with bike symbols (as previously discussed) and,
  - Provide a gradual change to the street scape so bike riders, drivers and residents have time to adjust to the changes

4) Systematic way of implementing changes
It would seem best for ToC to devise a blueprint for streets layouts so they can be implemented as opportunities arise, such as:
- Changes required due to events (Blackspot funding)
- Resurfacing roadworks
- Completing the Bike Network Routes over time

5) I believe it is imperative for the ToC to:
- Set a timeline for completing the full Cottesloe Bike Network Routes (2yrs, 5yrs, 10yrs),
- Include this into the Corporate Business Plan, and

- Budget for the completion of the Network by systematically allocating money to the Active Transport Fund

Thanks for your consideration on these matters.

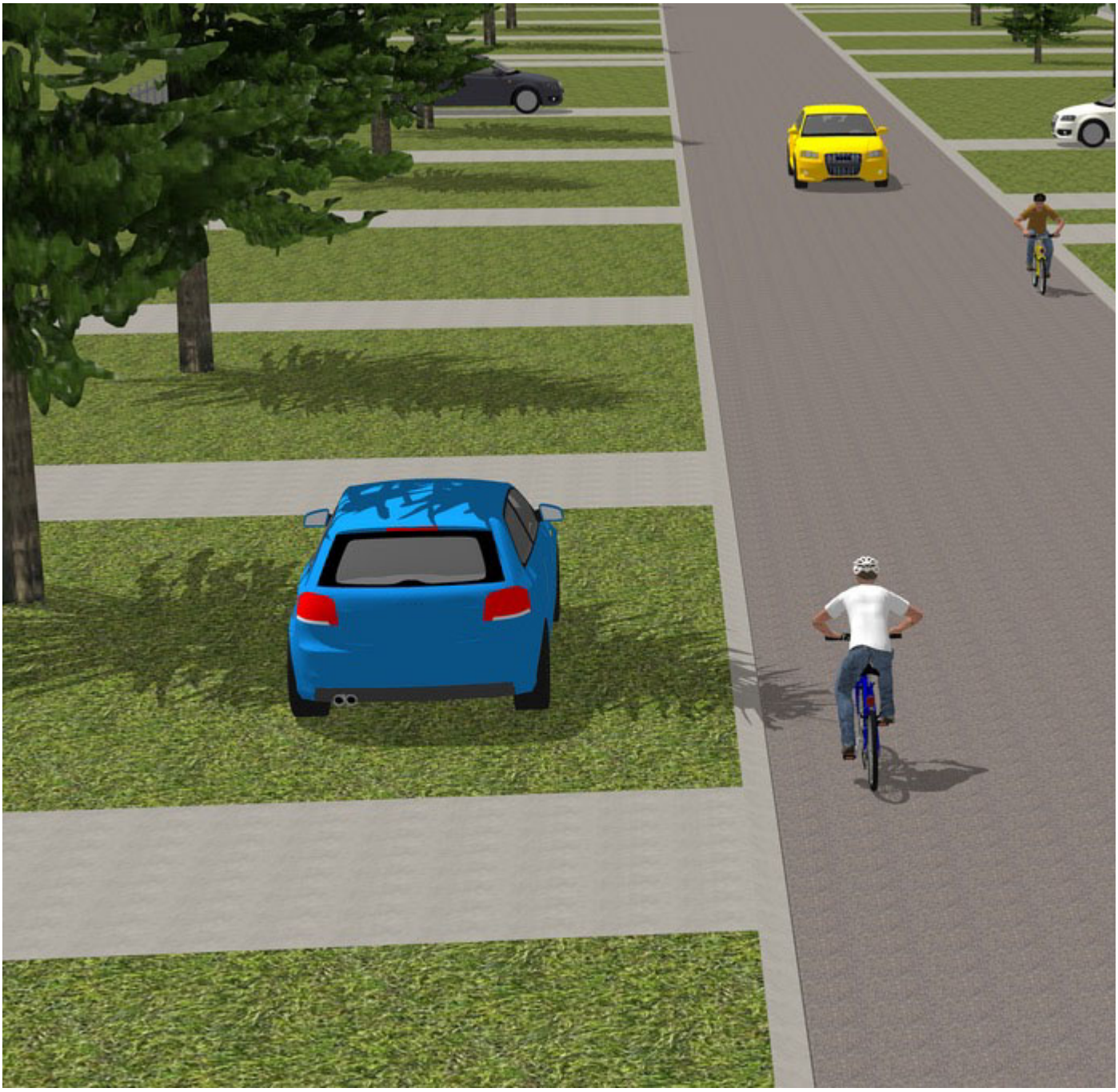
regards,

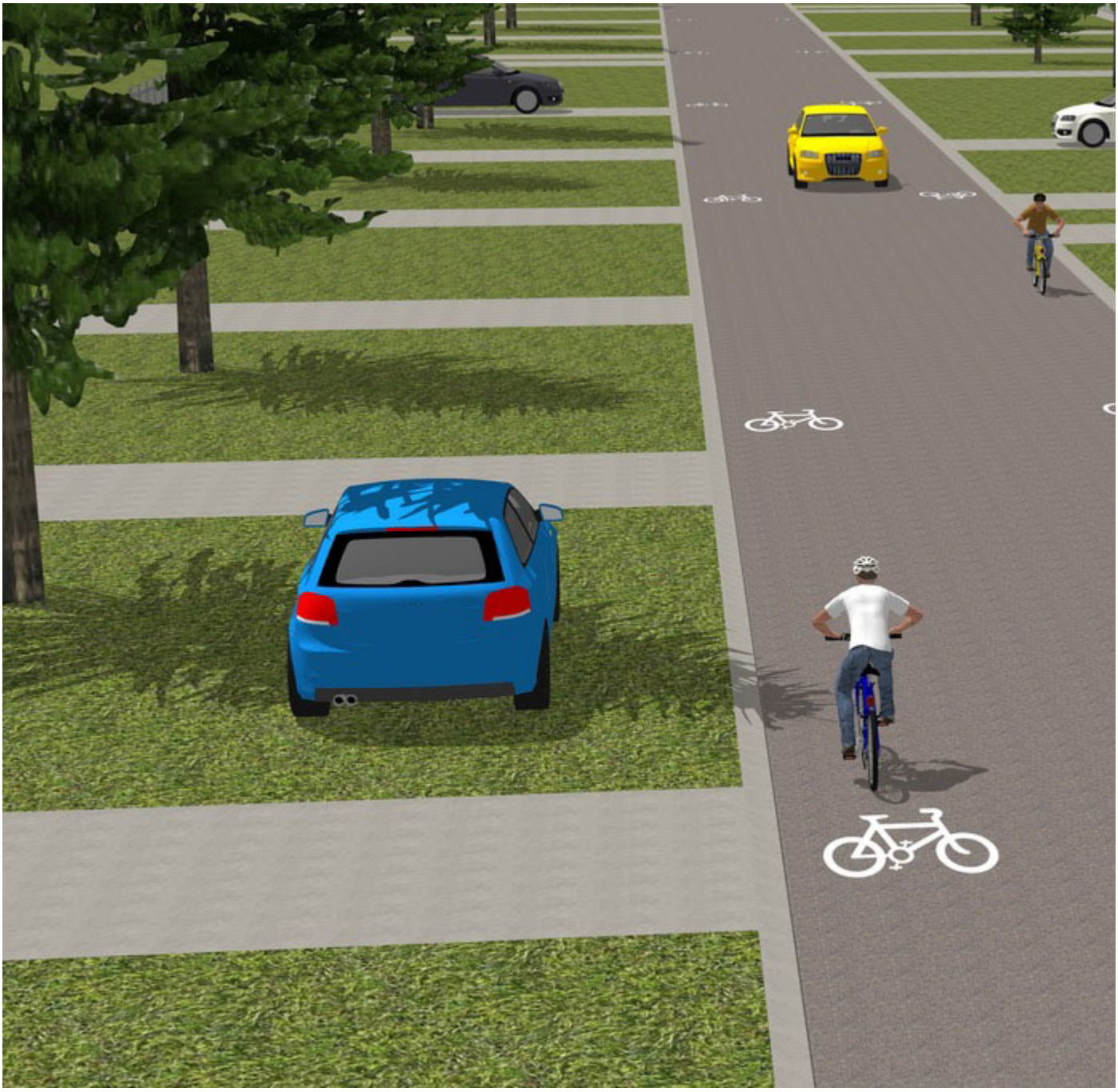
Mark Powell
ToC Active Transport Working Group Community Member

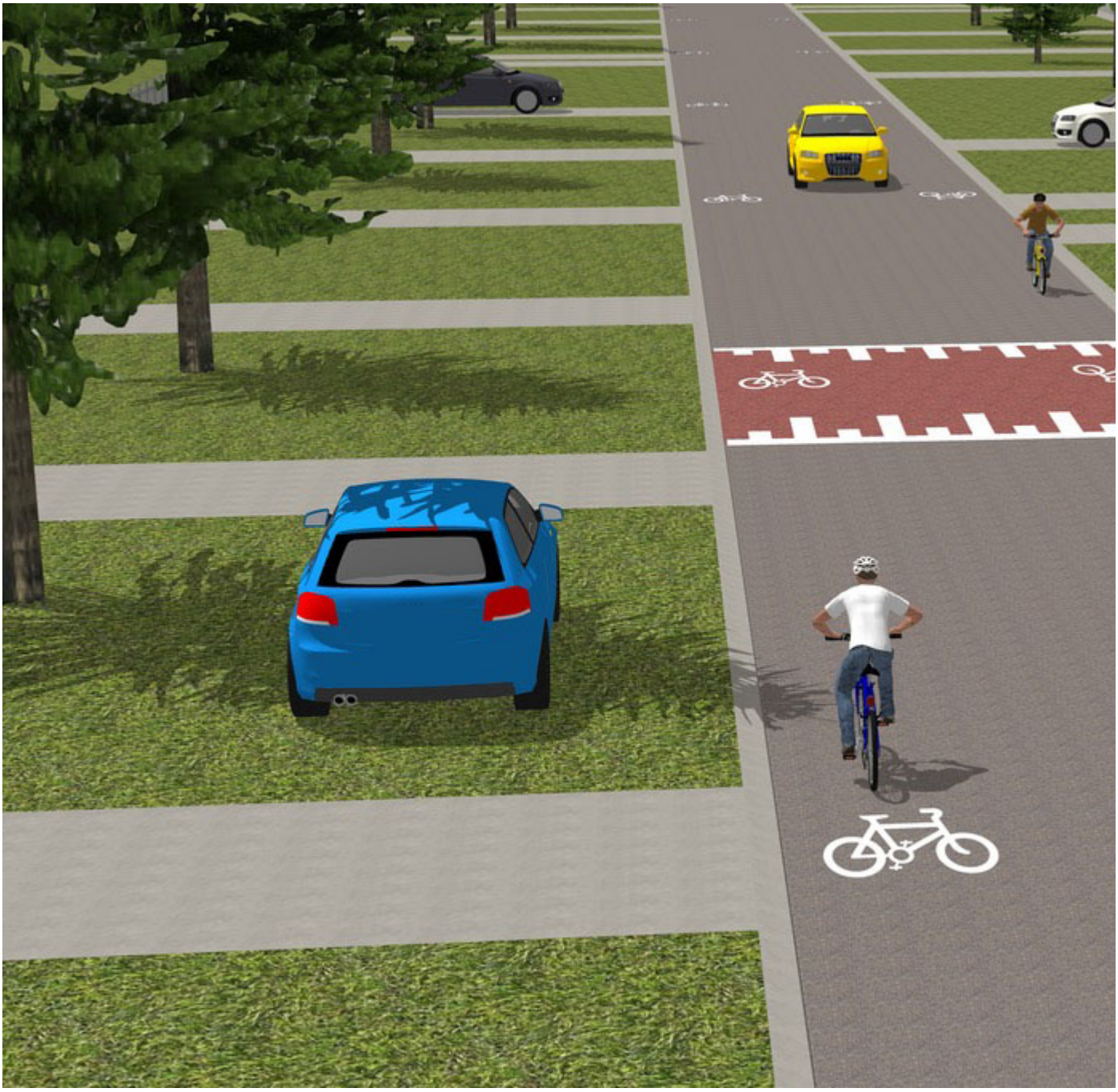
Modified Street Entrance - The multiple surface types on the plateau create a clear visual barrier - Also note the narrow point, 20km bump sign and second raised plateau beyond the parked cars on Rosalie Street.

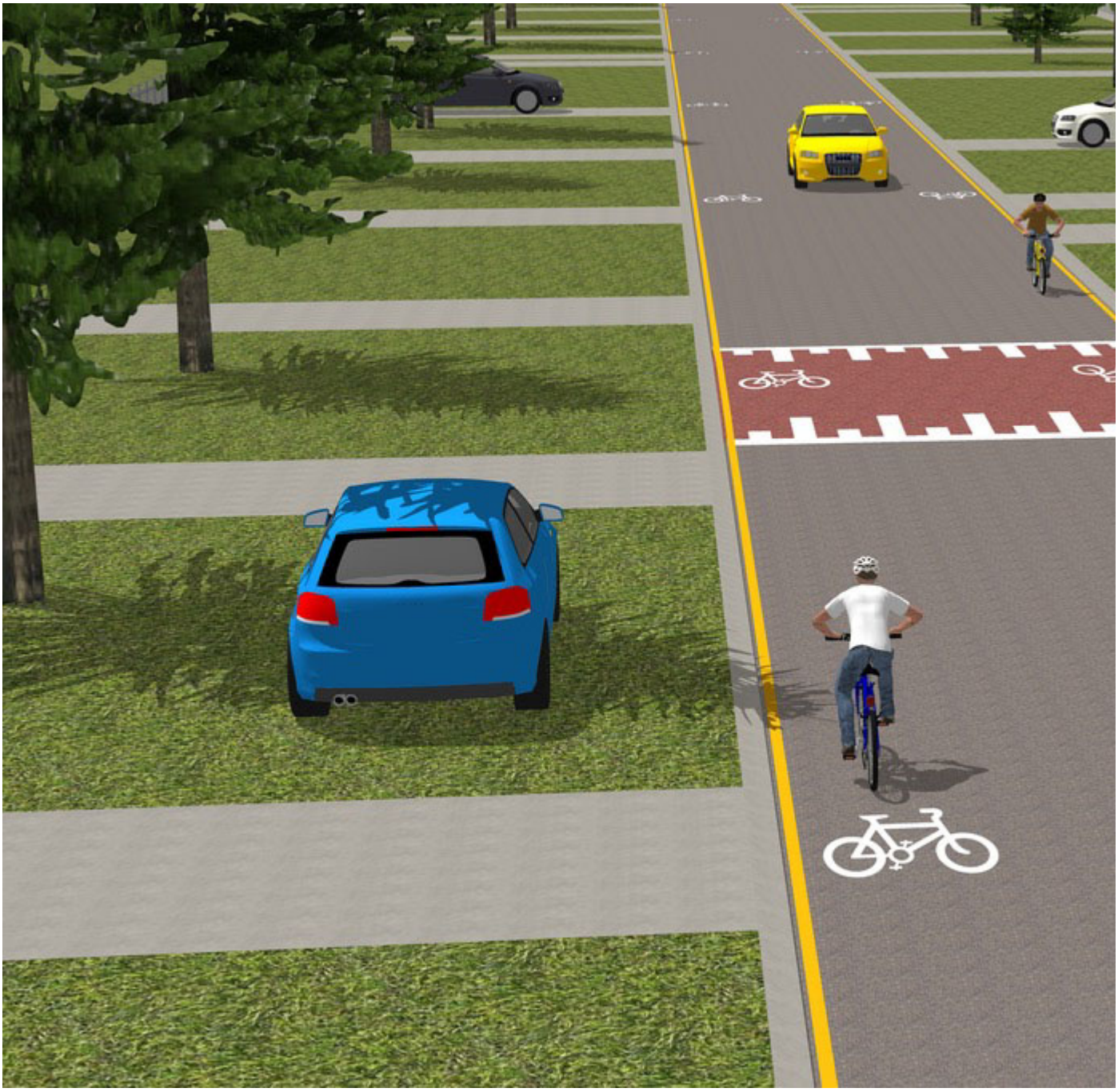

ROSALIE

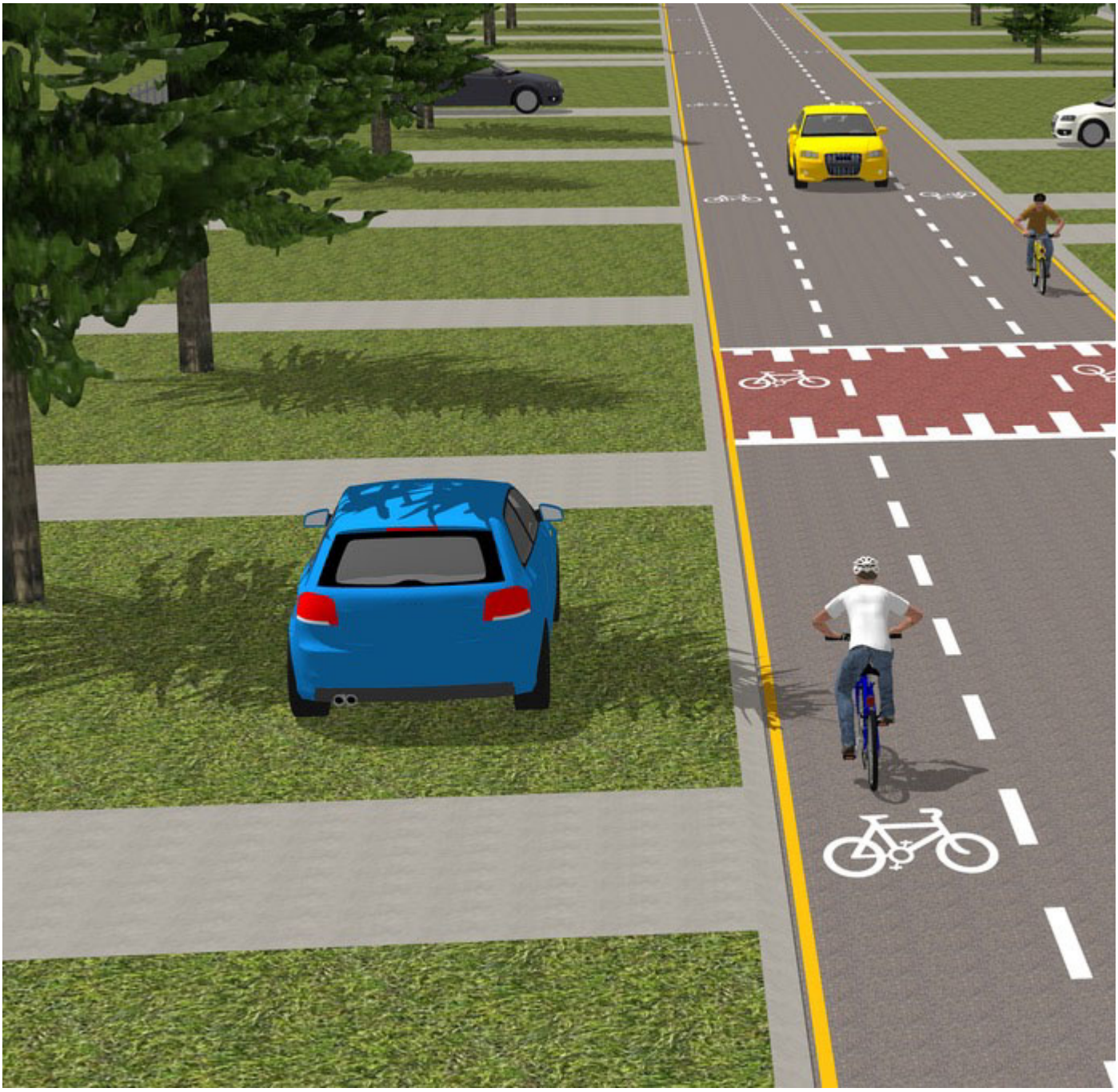
Broome/Marmion Bike Advisory Lane - Implementation over time

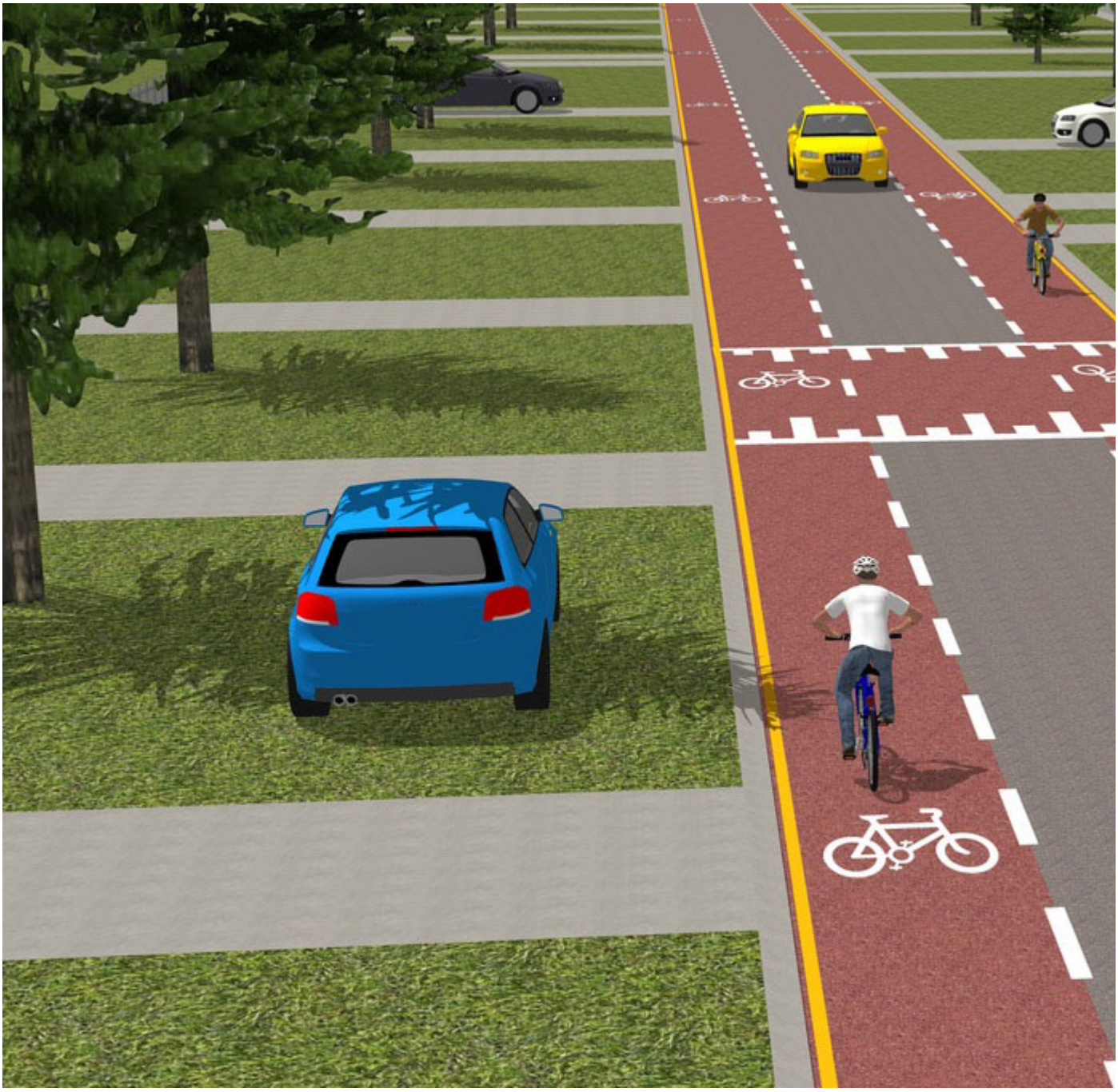












On 13 Aug 2020, at 9:01 pm, CR Helen Sadler <CR.Sadler@cottesloe.wa.gov.au> wrote:

Hi All

Please find attached the summary of the notes and picture made from the active transport field trip. I am hoping that we can report back to the next Active Transport Working Group meeting regarding this. Perhaps we can seek feedback from the administration about how they feel these treatments align with our current community strategic plan, budgets, existing grants and grant opportunities and our Long Term Cycle Network.

Kind regards