

TOWN OF COTTESLOE



Works and Corporate Services  
Committee

**ATTACHMENT 10.2.4**

Meeting Date: 22 May 2012





Riders: Helen Sadler, Reilly Murray and Craig Mansfield head out.

## Funding boost for bike paths

■ Yolanda Zaw

Bicycle groups welcomed the State Government's announcement yesterday to spend \$20 million on cycling infrastructure in WA over the next two years but say more needs to be invested for a fully integrated bicycle network.

Transport Minister Troy Buswell said the funding would go towards improving Perth's principal shared path network within a 15km radius of the Perth CBD and increasing bicycle network grants across the State.

Mr Buswell said the priority paths to be built included along the Midland rail line from Bassendean station to Midland station, the Fremantle rail line from Shenton Park station to Loch Street station and from Grant Street station to Marine Parade, and sections of the Mitchell Freeway from Glendalough station to Reid Highway.

"This funding boost — almost a five-fold increase — will really help us make a dent in what has been a pretty sad state of affairs in terms of investment in cycling funding," Mr Buswell said.

Bicycling WA chief executive Jeremy Murray said although he was supportive of the investment in the PSP network this form of cycle infrastructure was very costly.

Mr Murray said the Government needed to give more consideration to other options, such as on-road bike lanes, which were quicker and cheaper to implement than the PSP network.

Clint Shaw, chief executive of Westcycle, the peak body for cycling in WA, said the Government's funding allocation still fell short of the annual investment identified in the draft WA Bicycle Network Plan.

Shadow transport minister Ken Travers said the funding was a "bandaid" measure and the Government did not understand the magnitude of the congestion problem facing Perth.



Ref No.	Location	Description
1	Kathleen Street/ North Street	Existing path connecting the two to be widened and re-designed to provide a smooth path and permit full cycle movements.
2	North Street/ West Coast H'way	Provide cycle crossing symbols to match existing pedestrian crossing symbols across North Street approach. Install shared path sign on northern corner of intersection. Consider providing a cut through at the south-western island.
3	Curtin Avenue/ Claremont Crescent	Relocate shared path sign closer to path. Provide cycle crossing symbols to match existing pedestrian crossing symbols across Curtin Avenue (south) approach.
4	Curtin Avenue/ Grant Street	Provide cycle crossing symbols to match existing pedestrian crossing symbols across Curtin Avenue at pelican crossing. Provide a northbound cycle lane in the verge on approach to pedestrian pelican crossing to allow cyclists to gain access to crossing point.
5	Forrest Street/ Marine Parade	Connect 'pram' crossing providing access to Marine Parade to Raia Roberts Dual Use Path across narrow verge area.
6	Eric Street – Blister island	Install shared path signs/pavement markings. Rectify ramps on eastern side of blister island to allow 1 in 15 slopes.
7	Eric Street – Blister island	Install shared path signs/pavement markings.
8	Eric Street – Blister island	Following a cycle audit, consider providing a cycle bypass around the blister island outside School.
9-11	Marine Parade – Blister island	Following a cycle audit, consider providing cycle bypass of blister island.
12	Broome Street	Assess on-street parking demand and consider installing pavement markings.
13	Eric Street	Assess on-street parking demand and consider installing pavement markings.
14	Grant Street	Assess on-street parking demand and consider installing pavement markings.
15	Jarrad Street/Stirling Highway	Provide pedestrian and cycle shared crossing facility on Stirling Highway (southern approach). Requires modification of existing traffic signal phasing. Convert eastern footpath of Stirling Highway between Jarrad Street and Irvine Street to a shared path and mark/sign as such.
16	Jarrad Street	Upgrade existing path to 2-3m wide shared facility between station parking access road and pedestrian crossing of railway. Convert to shared path and mark/sign as such along with southern footpath between Stirling Highway and Railway Street.
17	Cottesloe Station parking access road	Resurface access road to provide a smooth road surface from Forrest Street path to Jarrad Street.
18	Stirling Highway/ Irvine Street	Investigate potential to provide a central splitter island on Irvine Street approach to Stirling Highway at intersection.
19	Pearse Street footbridge	Install a 'wheeling ramp' on the steps of the footbridge. Requires agreement by owners/managers of the bridge.
20	Various	Undertake cycle audit of existing roundabout facilities from a cyclist perspective as well as a footpath/pram ramp audit given usage by children under 12 years of age.
21	Bryan Way	Widen to 2-3m and sign as a shared path.

Table 6.1 Recommended 'Spot' and Minor Route Improvements



Figure 6.4 Recommended 'Spot' and Minor Route Improvements

environment of less than 60km/h. The majority of roads within the residential area of Cottesloe are currently 7.2-7.3m wide, thereby limiting the installation of pavement markings without extensive road widening. In addition, many local roads within Cottesloe have relatively low traffic flows permitting many cyclists to mix with on-road traffic.

The draft Traffic Management Study for Cottesloe recommends providing a 3m wide path along the south side of Forrest Street between Marine Parade and Broome Street. It is noted that to be effective, the shared path would need to extend beyond Broome Street to Curtin Avenue and utilise the 2.5m wide pedestrian refuges on Curtin Avenue to connect to the path leading to Cottesloe Station.

Such a measure will require the existing 1.8m to 2m footpath on the south side of Forrest Street to be widened otherwise conflicts between pedestrians and cyclists will occur, particularly in the busier summer months. Austroads suggests that 3m is required where two-way cyclists and pedestrians are common and 2.5m with minimal pedestrians. Given the potential attraction of this route to novice and young cyclists as the only off-road facility linking the station and shopping centre with the beach, it is recommended that a 3m wide shared path be considered along the length of Forrest Avenue. It is noted that no driveways exist along the southern side of Forrest Street between Marine Parade and Broome Street, whilst between Broome Street and Curtin Avenue houses are well set back from the road with a wide verge area allowing good inter-visibility between driveways and the path.

### Summary

A summary of the proposed additional cycle routes for the local network are shown in Figure 6.5.

Location	Description
PSP along railway reserve	Extend PSP with grade separated intersections and connections at Eric Street, Jarrad Street, Salvado Street and MacArthur Street.
Eric Street Railway Bridge	New, wider bridge catering for cyclists
Raia Roberts Dual Use Path	Widen path to 3m along entire length and investigate conflict points with a view to additional localised widening. Provide additional signage as appropriate.
Marine Parade	Investigate potential to reallocate road space by removing a lane of parking and providing for pedestrians and cyclists.
Forrest Street	Widen existing footpath and provide a 3m wide shared path along southern side of road between Curtin Avenue and Marine Parade to provide an off-road east-west path.

Table 6.2 Proposed 'Major' Improvements/Studies

