



Town of Cottesloe

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Our Ref: SUB/440
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OFFICE OF THE MAYOR

31 May 2016

The Honourable Dean Nalder MLA
Minister for Agriculture and Food; Transport
12th Floor, Dumas House
2 Havelock Street
WEST PERTH WA 6005

Dear Minister

REQUEST FOR PRINCIPAL SHARED PATH FUNDING TO BE BROUGHT FORWARD

The Council of the Town of Cottesloe acknowledges the commitment made by the State Government in funding priority links in the Principal Shared Path network. In particular, the Council acknowledges plans to fund the extension of the Principal Shared Path along Curtin Avenue, within the Town.

While the current priority of the funding for the Curtin Avenue sections of Principal Shared Path is appreciated, in view of a previous cyclist fatality along this section of Curtin Avenue, and the use of Curtin Avenue as a container freight route, the Council requests this project be brought forward in order to achieve completion of the next two stages of construction prior to October 2017.

For your reference, I have attached a copy of Council's resolution and rationale from the Council minutes.

Yours faithfully

Jo Dawkins
Mayor

Enc.

11 ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**11.1 COUNCILLOR MOTION - PRINCIPAL SHARED PATH GRANT STREET TO VICTORIA STATION**

The following motion has been proposed by Cr Boulter:

COUNCILLOR MOTION & COUNCIL RESOLUTION

Moved Cr Boulter, seconded Cr Thomas

1. That the Town of Cottesloe administration write to the WA State Minister for Transport and the WA Department of Transport and Main Roads WA requesting that the Grant Street to Victoria Station sections of the Principal Shared Path be completed as a matter of urgency but not later than by October 2017, including in that correspondence (but not necessarily limited to) the sentiments and reasons articulated in the Rationale below, and including a copy of the minutes of the motion resolved by Council and this Rationale.
2. The Town of Cottesloe administration write to Main Roads WA as a matter of urgency asking them:
 - a. To ensure that there is a Principal Shared Path separate from Curtin Avenue now and in any future designs for Curtin Avenue upgrade;
 - b. For clarification of Main Roads WA design plans and timeline for any Curtin Avenue upgrade;
 - c. That there will be a direct, safe and suitable access to the Principal Shared Path (once it is constructed) from any part of Curtin Avenue where there are significant sites, such as schools, railway stations and east west links through Town of Cottesloe;

As part of the next/any Main Roads WA Curtin Avenue works.
3. That a copy of the letters, which are sent, are copied to the Mayor and Elected Members, and a report is made to the next Council meeting about any outcomes from the correspondence arising from Resolutions One and Two.
4. That Town of Cottesloe administration develop and complete a Town of Cottesloe Bike Plan by August 2016 so as to obtain funding from the Department of Transport October 2016 round of funding to develop and start implementation of the Cottesloe Bike Plan, especially those routes that will deliver safe access to the Principal Shared Path.

Carried 7/0

COUNCILLOR RATIONALE

1. Principal Shared Paths will be constructed as part of large infrastructure projects such as Gateway WA.
2. The following map shows the proposed cycling and pedestrian paths to be constructed over the next four years:

http://www.transport.wa.gov.au/mediaFiles/active-transport/AT_P_PSPExpansionProgramMap.pdf

3. The priority Principal Shared Paths up until 2023 will be within a 15km radius of the Perth Central Business District with a particular emphasis along the freeway and railway corridors, due to high commuter demand.
4. Currently, a Principal Shared Path runs from Perth City and stops at Grant Street along the railway corridor.
5. The expansion of the Principal Shared Path network is a key recommendation of the Western Australian Bicycle Network Plan and I understand that the timetable for this is:
 - a. Grant St Station to Cottesloe Station by December 2018
 - b. Cottesloe Station to Victoria Station June 2019
 - c. Victoria Station to North Fremantle Station December 2020
6. There are more bicycles on the road in WA compared to the Australian average, and bicycle counters in Perth show steady growth in cycling numbers.
7. On Curtin Avenue we face heavy freight traffic and significant nearby pedestrian and bike usage.
8. Crash Statistics from Road Safety Council site.
<https://rsc.wa.gov.au/Documents/Cyclists/ors-cyclists-fact-sheet.aspx>
 - a. Lighting conditions - more than three quarters (76 per cent) of the serious bicycle crashes occurred during daylight. Approximately 19 per cent of serious crashes occurred at dawn or dusk, or in dark conditions with operating street lighting.
 - b. Most serious bicycle crashes occurred on Tuesdays and Wednesdays while Sundays recorded the least number of crashes. More than half of WA's serious cyclist crashes occurred during the "peak traveler times" of 6:00am to 9:00am, and 3:00pm to 6:00pm.
 - c. Location of the crashes - 86 percent of crashes in which cyclists were killed or seriously injured occurred within the Perth metropolitan area. Approximately 80 per cent of these crashes occurred on local roads and nearly 19 per cent on highways.
 - d. National comparison - WA's cyclist fatality rate per 100,000 population for 2005-2014 was 0.2, similar to NSW (0.2), Queensland (0.2) South Australia (0.2) and the ACT (0.2) but higher than Victoria (0.1) and lower

than Tasmania (0.4). The Australian fatality rate for 2005-2014 was 0.2 per 100,000 population.

- e. Crash type - serious bicycle crashes reported to Police were most often multiple vehicle crashes (92 per cent). The most common multiple vehicle crash type was right angle crashes (49 per cent), and most of the right-angled crashes involved vehicles approaching each other either from adjacent roads at an intersection (37 per cent), or at a driveway entry to a road (5 per cent).
- f. Speed - approximately two per cent of serious bicycle crashes recorded speed as a contributing factor.
- g. About one third (32 per cent) of serious bicycle crashes occurred on roads with a 50 km/h speed limit, followed by roads with a 60 km/h speed limit (19 per cent).

9. I understand that:

- a. The funding is set aside in the State budget and available for both the Cottesloe Principal Shared Path sections.
- b. The Department of Transport design work for these sections is nearly/if not complete.
- c. From issue of tender to completion of a section takes around 12 months.
- d. There are four primary schools and two Railway Stations in the Cottesloe area that could be serviced by the Principal Shared Path.
- e. Cycling Count Data show an increase in 3% pa up to 2014 in Thomas Street near the Subiaco Station, with the likelihood to continue (new updated data should be uploaded in next month or so). This data shows for example 75,061 trips in the January to March quarter of 2014: see attachment.
- f. There has been at least one cycling fatality on Curtin Avenue in recent times.
- g. Accidents have the potential to be very serious, especially because of the high volume of and freight traffic to and from the Port.
- h. Connecting railways stations and schools with the Principal Shared Path is a high priority for the State government.
- i. Traffic and parking pressures are increasing exponentially in Cottesloe.
- j. Strava Heat Maps to be found on line reveal the high demand in this area relative to other areas.
- k. The upgrade of Curtin Avenue is not imminent and it is feasible that only a realignment may take place.
- l. Main Roads may be considering making a bike route on the upgraded Curtin Avenue that is on the road and separated from the freight trucks only by a white line painted on the road, which could substitute for the Principal Shared Path in this section.

- m. A request from the Town of Cottesloe to Department of Transport could have the effect of advancing the Principal Shared Path time table a little if requested as a matter of priority.

CONCLUSION

1. The direct and flow on health and community wellbeing benefits of sporting, commuting and recreational cycling are widely known.
2. There is a significant and increasing risks to people riding bikes in Cottesloe especially along or across Curtin Avenue, especially from the high volume of and heavy freight traffic.
3. Currently, a Principal Shared Path runs from the city and stops at Grant Street along the railway corridor. The Principal Shared Path money is available and the design is (just about) ready, and so a request from the Town of Cottesloe Council to the Department of Transport to advance the timelines on both projects and have them done together by October 2017 may serve the purpose of advancing the completion date of these Principal Shared Path projects.
4. Currently, a Principal Shared Path runs from the city and stops at Grant Street along the railway corridor.
5. The Principal Shared Path funding is available.
6. The Principal Shared Path design for these sections is complete or nearly complete.
7. I understand that a letter from the Town of Cottesloe administration may help in moving ahead the completion dates for the Principal Shared Path from Grant Street to Victoria Station.

STAFF COMMENT

Staff are currently working with the Department of Transport, Main Roads and the Public Transport Authority on the design of the Principal Shared Path. Advice from the Department of Transport is that this section of the Principal Shared Path is considered high priority and is already listed for funding in accordance with its relative priority. Staff, based on advice from the Department of Transport, anticipate that this project will commence around the 2017/18 financial year.

During meetings between the Town and the Department of Transport, the importance of this path has been communicated and the Department of Transport has confirmed their agreement with the need to 'get on with the job'.



Your ref: -

Our ref: -

Enquiries: Craig Wooldridge

Doug Elkins
Manager Engineering Services
Town of Cottesloe
PO Box 606
COTTESLOE WA 6911



Dear Doug

REQUEST FOR PRINCIPAL SHARED PATH FUNDING TO BE BROUGHT FORWARD

Thank you for your letter dated 26 May 2016 regarding the request to bring forward funding for the Principal Shared Path (PSP) from Grant Street to Victoria Street in Cottesloe.

The Western Australian Bicycle Network (WABN) Plan 2014-2031 outlines a key initiative to expand the PSP network within a 15 kilometre radius of the Perth central business district. The Western Australian Government has invested in this initiative and has identified a number of missing links along the PSP route from Perth to Fremantle as part of the Plan.

In 2012 an extensive, independent analysis was undertaken to prioritise the key PSP projects identified in the WABN Plan. The analysis looked at seven main projects, including the section from Grant Street to Marine Parade. The analysis took into account factors such as safety, potential increase in demand, constructability, severance as well as numerous others. Out of the seven main projects analysed, the link from Grant Street was identified as fourth in priority. This information was used to develop the PSP program according to the priorities in consultation with Transport Portfolio agencies and the WABN Implementation Reference Group. The program was agreed upon and has been signed off by Government.

The Transport Portfolio has been working closely with the Town of Cottesloe and the WABN Implementation Reference Group to develop concept designs for the section of PSP between Grant Street and Victoria Street. A number of constraints have been identified throughout this process and are currently being investigated as to the most appropriate options to achieve successful outcomes for the link. Following this the detailed design for this link will be undertaken.

Construction of the Grant Street to Victoria Street PSP link is scheduled in the program to commence in the 2017/18 financial year. Due to competing priorities within the

program and budget constraints it is not feasible to bring this project forward in the program at this time.

Thank you for raising this matter.

Yours sincerely

Craig Wooldridge
Director Network Planning Moving People

31/05/2016