



2014-2019 Strategy

CYCLE CITY ALBANY

APPENDICES A-G



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City of Albany Bike Plan Report

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Cardno was commissioned by the City of Albany to prepare a Bike Planning Report for the Albany urban area and the immediate surroundings. The Cardno Report formed the basis for the Cycle City Albany Strategy.

Supporting Businesses and Individuals

Oranje Tractor Winery and Cafe: Murray Gomm

Bay Merchants Cafe: Ralph and Trish Flowers

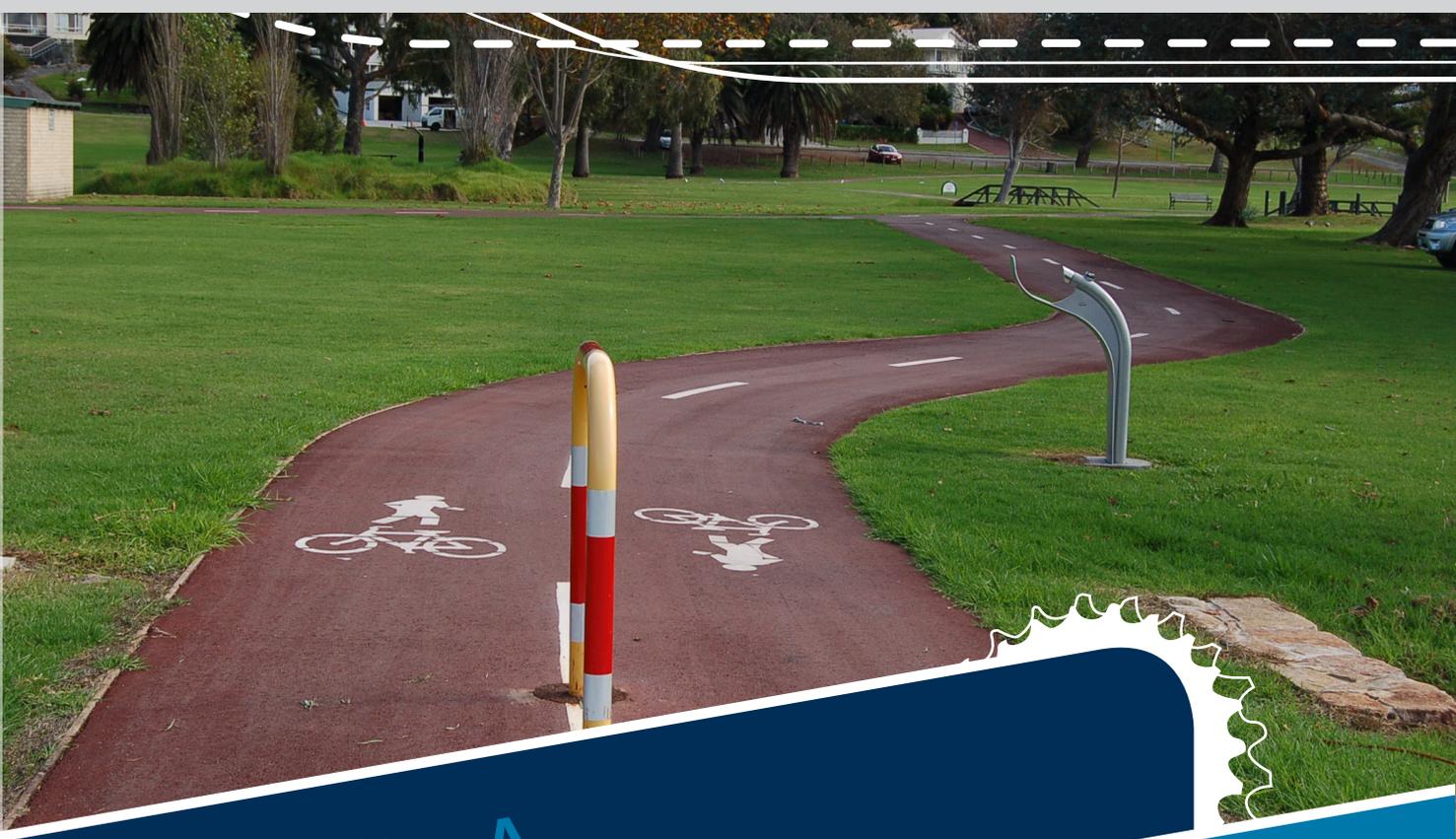
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WALK



Appendix A

"Blank Slate" Community and Stakeholder Consultation Results



SWEDEN

Appendix A - "Blank Slate" Community and Stakeholder Consultation Results

Methodology

The philosophy of the initial community consultation phase was to present a 'blank slate' to the community; that is to seek feedback on the issues and gaps in the existing network. A survey questionnaire was developed in conjunction with the City and placed on the City's website. The survey included a map to allow respondents to highlight their favourite cycling routes and/or specific issues.

A hard copy version of the survey was also developed and distributed throughout the City, with excellent assistance from the PCG, to maximise the level of participation and range of community views collected. Survey distribution sites included:

- Council offices
- Albany Leisure and Aquatic Centre (ALAC)
- Albany Library
- Great Southern TAFE (Albany)
- UWA- University of WA Albany Campus
- All three local bicycle shops
- School newsletters
- Various local shops and cafes
- Various cycling groups
- Staffed stalls at the Saturday and Sunday markets

To complement the survey, a community workshop was held at the Albany Civic Centre on Monday, 21st of October 2013. The workshop was run by Cardno and the City, with assistance from PCG members, and allowed interested members of the community to provide feedback on the vision and objectives, and identify possible actions to help achieve them. In addition to this, a Question and Answer session was held at the end of the workshop, allowing attendees to talk directly to the project team about the preliminary network plans and discuss key issues of concern.

Key themes raised in the Question and Answer session included:

- Roundabouts – safety issues and design
- Shared zones – consider a trial on cycle routes
- Different coloured surfaces to improve wayfinding and safety
- Road user behaviour is a concern for riders and needs changing
- Squeeze points – safety concerns
- Short and long terms plans for City Centre roads and paths
- Footpaths – should be shared paths except where significant safety issues exist; cyclists generally ride on them anyway

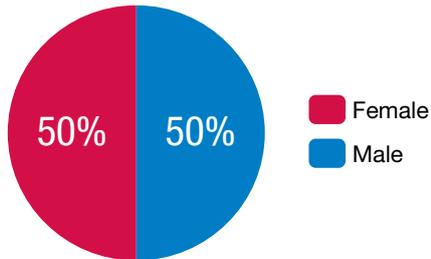
Survey Results

A total of 460 completed surveys were received by the City, either online or in hard copy form, showing the significant interest in cycling within the community. In Cardno's experience, this level of response is consistent with other large regional centres such as Bunbury, but greatly in excess of the typical level of interest observed in Metropolitan Local Government Areas.

The following presents an outline of the responses received to each question.

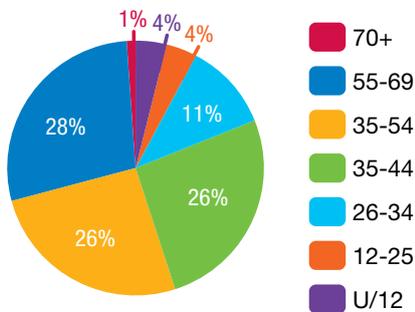
Demographics

Demographics of the survey respondents are presented below. It is interesting to note that the survey had a very even balance between genders and that 80% of respondents were aged from 35-69. The vast majority of the respondents live in Albany, which indicates that the opinions represented in the survey are mainly from the perspective of local residents.

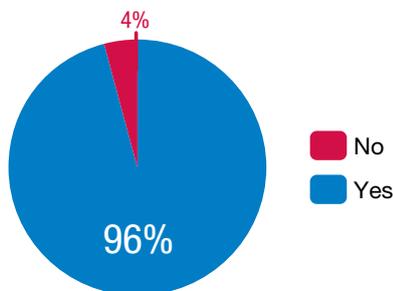


This response rate is generally consistent with previous survey results. However, it is understood through research that commuting cyclists are predominantly male. There are a few potential explanations for the above results: Albany has a more even mix of male and female cyclists across the board; recreational/casual riders in Albany are more likely to be female; or (as is our experience) women are more likely to complete a survey questionnaire.

Age



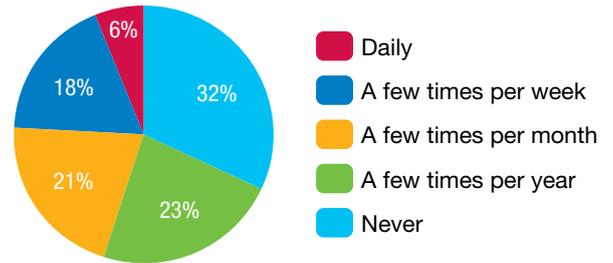
Do you live in Albany?



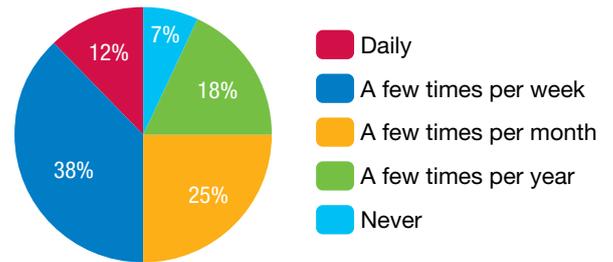
Travel Patterns

Respondents were asked to provide feedback on their travel patterns from the perspective of frequency, trip purpose, cycling ability and preferred routes. The following outlines the responses to each of these questions.

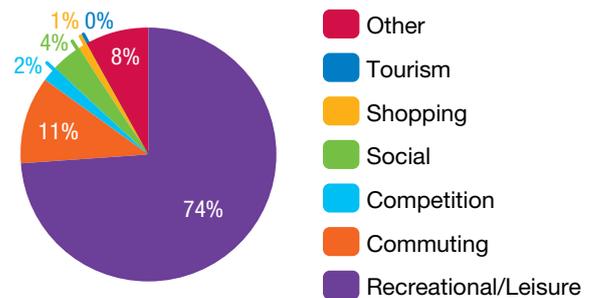
How often do you ride a bicycle for the purpose of commuting? (Note that responses will probably include school or shopping trips, not just journey to work trips)



How often do you ride a bicycle for recreational purposes?



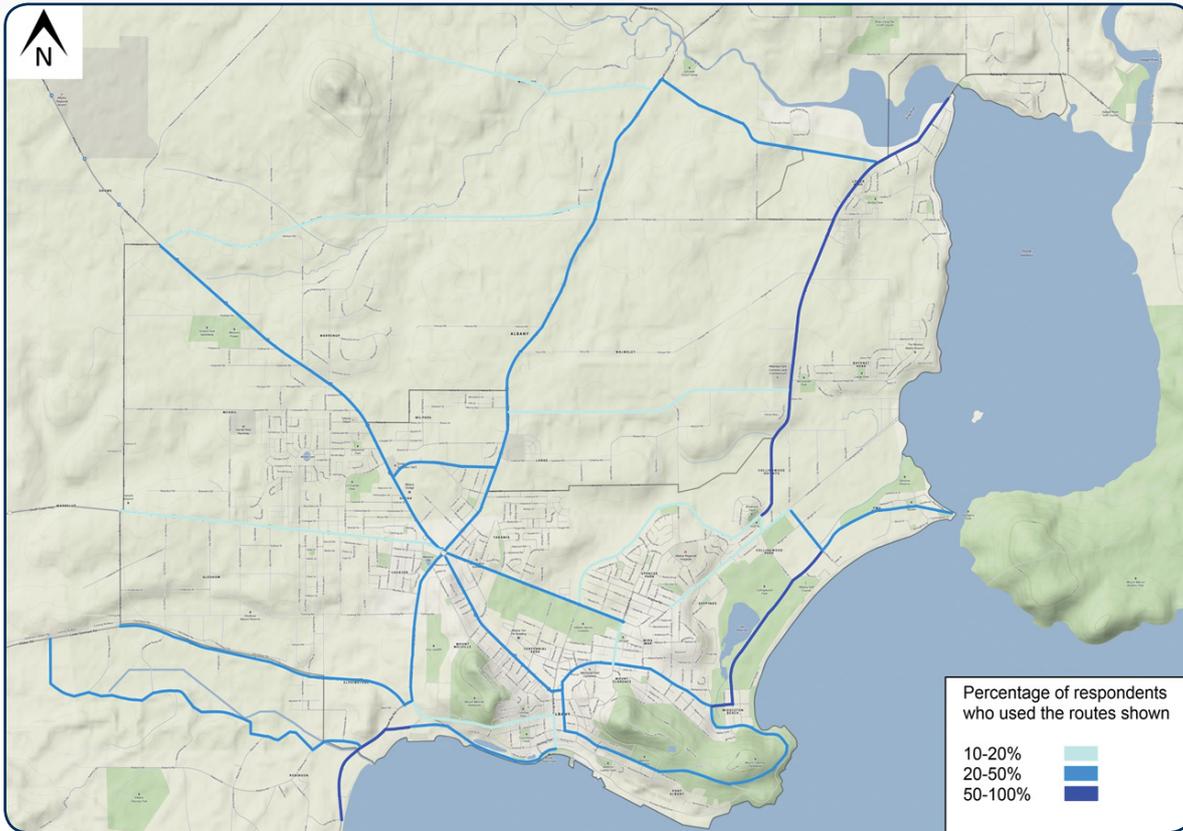
What is the principle purpose of your bicycle trips?



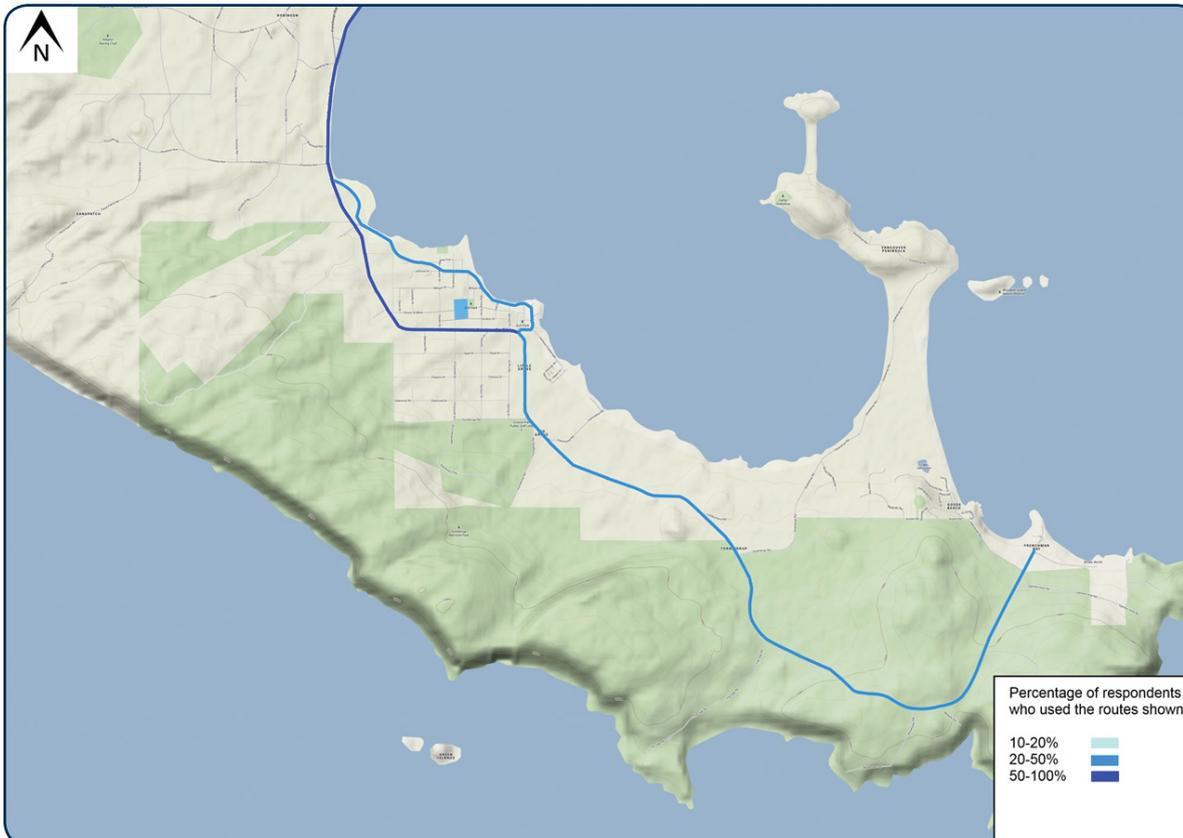
Respondents were also asked to nominate their preferred riding routes, using the maps attached to the survey. The most popular nominated routes are shown in 0 and 0.

These maps should be used as a general guide only as it was noted that only approximately 20% of respondents nominated a designated route. Many had difficulties in marking up the map accurately on the hard copy, and the map was not available online.

Most Popular Cycling Routes – Albany Central

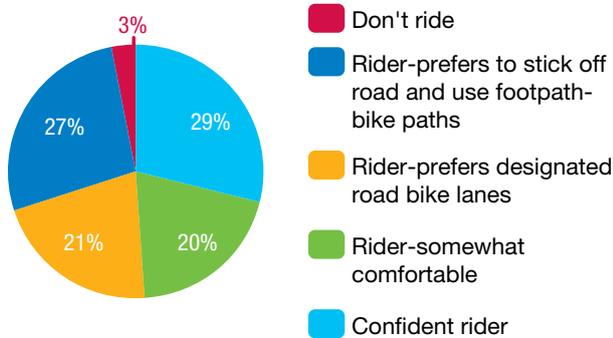


Most Popular Cycling Routes – Frenchman Bay



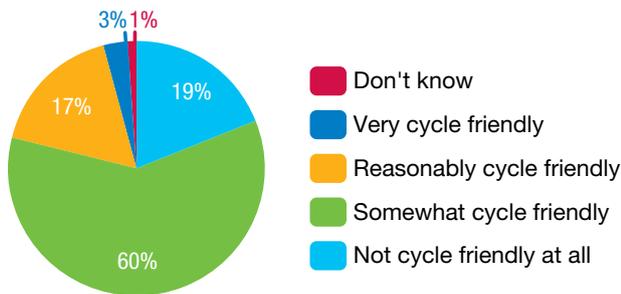
Cycling Ability and Attitudes

Which phrase most accurately describes your riding ability?



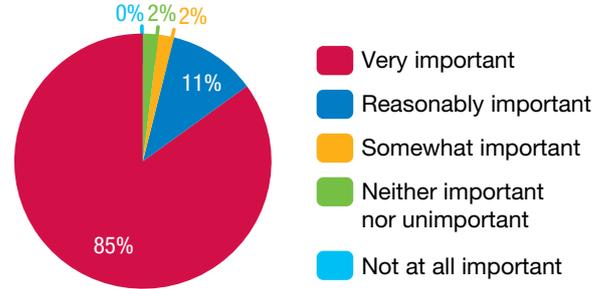
The above graph demonstrates that survey respondents included a wide range of cyclist types and confidence levels.

How cycle friendly is Albany?



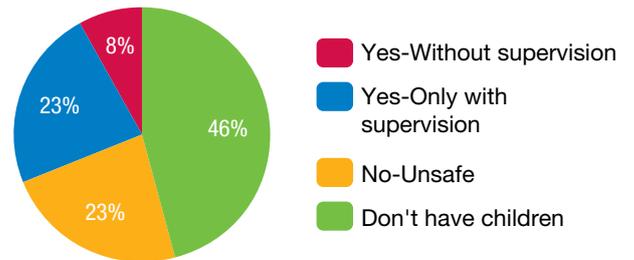
The above graph demonstrates that while there is still significant work to do, as the majority (60%) of respondents feel that Albany is a somewhat cycle friendly city.

What level of importance do you place on safety and convenience when cycling?



The above graph illustrates the high importance cyclists place on both safety and convenience in the route selections.

Do you feel comfortable allowing your children to ride in Albany?



Of those respondents who had children, 43% did not feel comfortable allowing their children to ride in Albany, whilst only 15% felt comfortable allowing their children to ride without supervision. It should be noted that parents' attitudes towards children cycling will vary greatly depending on a number of factors such as the age of the children, so this should be kept in mind when considering these results.

Qualitative Network Feedback

At the end of the survey, respondents were asked a series of open answer questions in order to garner qualitative feedback on the network.

- ➔ What do you like about your chosen route(s)?
- ➔ What do you like dislike about your chosen route(s)?
- ➔ How do you plan your bike route?
- ➔ Why do you prefer this route over other alternatives?
- ➔ What improvements could make your cycling trip better?
- ➔ Do you have any other comments of suggestions concerning bicycle infrastructure in Albany?

Not all respondents answered all these questions. Those that did respond provide a wide range of answers, illustrating the different needs that different types of cyclists have.

An analysis of the responses enabled responses to be separated into either the "cycling environment" theme or specific location issues.

Approximately 20% of respondents cited a preference for bicycle paths, and stated that they would like to see more, to avoid cycling with traffic. A desire to avoid heavy traffic was also a significant theme, mentioned by over 10% of respondents, with many noting that they altered their preferred route to avoid this. Shared path maintenance was also cited as a significant issue, with many respondents stating that poorly maintained pathways deterred them from reusing the route.

A wide range of location-specific issues were raised in survey responses. The missing section of the Albany Harbours Path from Woolstores to York Street was by far the most cited location, representing over 45% of total location-specific responses. The other most frequently cited locations included Lower King to Lower Kalgan, and Little Grove to Goode Beach.





Appendix B

Existing Policies, Plans and Data



Appendix B - Existing Policies, Plans and Data

National Policies

National Urban Policy: Our Cities, Our Future (2011)

Our Cities, Our Future is the guiding national framework for shaping the future of our cities, focusing on improving their productivity, sustainability and liveability. The report identifies that although nearly 40% of Australians commute less than 10km to work or study, less than 1.6% cycle (p. 55). The absence of safe and convenient cycling routes is a major contributor to this low mode share. The report also notes that the infrastructure must meet the needs of its target users (p. 63), a key component of the network design philosophy for this Bike Plan.

Moving Australia 2030 (2013)

Moving Australia 2030 – A Transport Plan for a Productive and Active Australia was produced in 2013 by the Moving People 2030 Taskforce. The report outlines a whole-of-system approach to how we fund transport infrastructure, how we move people, how we move goods, and how we better integrate our spatial planning systems with effective transport networks.

Cycling is addressed within the report mainly in the context of a healthy and active Australia. The key relevant recommendation for this Bike Plan is to “Provide sustainable infrastructure funding that supports active travel”. This Bike Plan supports this recommendation by identifying the highest priorities for allocating funding to cycling and a clear message that funding needs to be provided in all future years.

National Cycling Strategy (2010)

The Australian National Cycling Strategy 2011-2016 (NCS) was prepared by Austroads and the Australian Bicycle Council in September 2010. The purpose of this strategy is to double the existing rates of cycling in a holistic manner by supporting its myriad of benefits through promotion, infrastructure provision, integrated planning and safety improvements.

Benefits identified in the NCS (pp. 8-11) include:

- Societal Benefits - reduced traffic congestion as a result of commuters shifting to cycling modes, as well as increasing the land area available for urban activity.
- Environmental Benefits - reduced carbon footprint as a result of a transition to active, zero-carbon transport.
- Health Benefits - increased fitness has both a social and economic benefit to the community by encouraging interaction, improving quality of life and reducing health care costs arising from a sedentary lifestyle.
- Equity Benefits - a comprehensive cycling network reduces the proportion of household income necessary to provide mobility. This is particularly beneficial for low income families and households located near the urban fringe, where public transport may be lacking.
- Convenience - where cycling infrastructure provides a safe, comprehensive network for access to education, employment and entertainment precincts, cycling presents an efficient travel mode. Short trips are most affected by good cycling facilities.

A series of actions have been identified (pp. 27-29) to achieve the goal of doubling cycling mode share. This implementation framework focuses on the following priorities and objectives:

- Cycling Promotion - Promote cycling as both a viable and safe mode of transport and an enjoyable recreational activity.
- Infrastructure and Facilities - Create a comprehensive network of safe and attractive routes to cycle and end-of-trip facilities.
- Integrated Planning - Consider and address cycling needs in all relevant transport and land use planning activities.
- Safety - Enable people to cycle safely.
- Monitoring and Evaluation - Improve monitoring and evaluation of cycling programs and develop a national decision-making process for investment in cycling.
- Guidance and Best Practice - Develop nationally consistent technical guidance for stakeholders to use and share best practice across jurisdictions.

This Bike Plan incorporates all the key actions listed above. In addition, the Bike Plan aligns with the NCS objective of “creat[ing] a comprehensive network of safe and attractive routes to cycle and end of trip facilities” (p. 22).

Walking, Riding and Access to Public Transport (2013)

This document is a Ministerial Statement from the Australian Government, setting out how the Government will increase the proportion of people walking and riding for short trips, and accessing public transport, in our communities. The document provides a summary of the benefits of greater use of active transport and guidelines for the coordination of land use and transport planning and development to achieve high quality outcomes.

There are no direct actions involving Local Government, however this Bike Plan is generally consistent with the aims and objectives of the document.

State Policies

Western Australian Bicycle Network Plan 2014 – 2031

The Western Australian Bicycle Network Plan 2014 – 2031 was released by the Department of Transport during the development of the City of Albany Bike Plan. The WABN plan replaces the Perth Bicycle Network (PBN) and provides a guide for the expansion of metropolitan and regional cycling facilities in this State.

This is the first time the WA Bicycle Plan has been State wide rather than Perth metro (the 1985 and 1996 plans were Perth metro area) indicating the increased prominence of cycling planning and implementation in the regions.

For regional cities there will be a focus on medium-to-long term planning for cycling facilities, though a review of cycling facilities in the larger regional cities, identifying any gaps in existing networks and planning for future growth corridors. Existing bike plans will become the starting point for identifying a strategic network.

There will be an increase in funding made available through the Regional Bicycle Network (RBN) Grants program. The RBN will have a greater emphasis on larger projects of strategic importance, subregional connectivity and connections to schools, activity centres and cycle tourism.

End of Trip facility guidelines for activity centres will be formed to establish recommended standards in line with current trends and best practice. Solutions will be investigated to incorporate these end of trip facility guidelines into State and local planning requirements.

Many of the projects recommended as part of this Bike Plan are within the focus areas for the Department of Transport and will be eligible for grant funding.

Western Australia Planning Commission Development Control Policy 1.5 – Bicycle Planning (1998)

This policy describes the planning considerations which should be taken into account in order to improve the safety and convenience of cycling. Both State and Local Government agencies have been encouraged to promote cycling as a mode of transport because of:

- recognition of the adverse environmental effects of motor vehicles, particularly the private car
- moves towards the development of low-energy lifestyles, initially as a response to the “energy crisis” of the mid-1970s
- the need to make more efficient use of transport infrastructure
- increasing awareness that cycling reduces congestion and the need for car parks.

The policy sets out a requirement to ensure cycling is considered in all aspects of land use and transport planning. In particular, the policy recommends (pp. 5-6) that a cycling network should be developed for urban areas by:

- improving the existing road network and new subdivisional roads to meet the needs of cyclists more effectively
- providing off-road facilities of adequate standard where there is a strong demand (such as near schools) and where the opportunity exists
- providing information to enable cyclists to make the most effective use of the network
- ensuring that the needs of cyclists are adequately catered for in the planning, design and construction of extensions to the existing road network.

This Bike Plan has been prepared in accordance with these principles. The Bike Plan contains proposals to improve the existing road network, provide off-road facilities, provide information (by way of pavement markings and signs) to enable cyclists to use the network and ensure that cyclists are adequately catered for in future infrastructure projects.

The policy also supports the provision of appropriate end of trip facilities through the imposition of development conditions dealing with such matters as the type, number and location of bicycle parking facilities, and the installation of showers and change rooms with an emphasis on locations including:

- shopping centres
- factories
- offices
- educational establishments
- sport, leisure and entertainment centres
- health centres and hospitals
- libraries and other public
- buildings
- rail and bus stations
- major places of employment
- parks
- beaches and recreation venues
- tourist attractions.

Liveable Neighbourhoods (2009)

Liveable Neighbourhoods was produced to implement the objectives of the previous State Planning Strategy which guides the sustainable development of Western Australia to 2029. Its primary function is as a guide to more sustainable structure planning and subdivision, applicable to new urban areas and large urban infill sites.

The key element of Liveable Neighbourhoods relevant to, and consistent with, this Bike Plan is Element 2, Objective 9:

- To provide a safe, convenient and legible bicycle movement network to meet the needs of both experience and less experienced cyclists, including on-street and off-street routes.

Main Roads WA (MRWA) Policy for Cycling Infrastructure (2000)

This document sets out MRWA's policies for the provision of cycling infrastructure on its network. All new roadworks and upgrades involving road widening will meet the requirements of these guidelines. Existing roads and cycling facilities that do not meet the above requirements will be progressively upgraded. The timing of retrofit work will be determined by the availability of funds and priorities.

Key elements of this policy relevant to the City of Albany include:

On-Street Facilities

- New urban roads will be constructed with an edge line separated sealed shoulder in accordance with the desirable standards within Austroads' Guide to Traffic Engineering Practice "Bicycles" Part 14 (1999). Where this cannot be achieved, a shared path will be constructed adjacent to the road.
- On existing highways and main roads, the facility described above for new roads, will only be provided in conjunction with any upgrades involving widening the road where land is available within the existing road reserve or, if land is being resumed for other purposes, the cost of acquiring the additional land is not proportionately higher than that for the other purpose.
- Sections of rural main roads that are regularly used by more than 25 cyclists per day will comply with urban area guidelines indicated above. Roads not used regularly by cyclists will comply with MRWA Technical Standards for the provision of shoulders.

Off-Street Facilities

- Main Roads will provide shared paths adjacent to highways and main roads which are not considered appropriate for cyclists or where the lane widths required by these guidelines cannot be achieved.
- Path widths and layouts will generally be in accordance with Austroads Part 14 (1999), with the use of red oxide coloured asphalt for the path surface.

Local Policies

Town of Albany Town Planning Scheme No. 1A (TPS No. 1A) - District Scheme (Updated to 2013)

The purpose of TPS No. 1A is to control, regulate and co-ordinate public and private development, the use of land and buildings and other activities to improve the amenity, convenience, economy and attractiveness of the environment. In order to obtain development approval, development proposals must comply with the requirements of TPS No. 1A.

Town Planning Schemes generally provide guidelines and/or requirements for the provision of bicycle parking and end of trip facilities, including the quantum, location, type and quality. This enables the gradual improvement of bicycle facilities within private land as development occurs; which is essentially the only effective way of developing adequate end of trip facilities in private development destinations. TPS No. 1A, however, does not make any reference to bicycle parking or end of trip facilities, which is a key gap identified in this policy.

It is understood that TPS No. 1 will be replaced by LPS No. 1 in the near future, as outlined below.

City of Albany Local Planning Scheme No. 1 (LPS No. 1)

LPS No. 1 is a comprehensive review and conation of the existing planning schemes, drawing together all of the strategies prepared in the past and providing a blueprint for the City's growth over the next two decades.

LPS No. 1 is a substantial improvement over TPS No. 1A for cycling. Key features include:

- Bicycle parking requirements by land use (Table 5)
- A discount on car parking requirements if bicycle parking is provided (Clause 5.8.5.4)
- Design requirements for bicycle parking (Clause 5.8.5.18)

However, LPS No. 1 does not include any requirements for end of trip facilities other than bicycle parking, such as:

- Showers
- Lockers
- Secure and/or undercover bicycle parking
- Washing/drying/ironing facilities

Whilst simple bicycle parking may be sufficient for short-stay cycling trips, these facilities are critical to encouraging long-stay (i.e. commuter) cycling trips to private developments.

In many cases workplaces, particularly in the hospitality industry, will already provide showers and lockers for staff so meeting these requirements for many developments is not considered to be particularly onerous.

These requirements must necessarily be scaled depending on the type and scale of the development to ensure that provision is commensurate with the likely patronage and usage profile of such developments.

Community Strategic Plan – Albany 2023 (2013)

The City of Albany Community Strategic Plan (Albany 2023) provides an overarching direction and framework to inform the Corporate Business Plan which details what will be delivered by the City in the next 4 years. The Vision of Albany 2023 is "to be Western Australia's most sought after and unique city to live work, and visit." The Bike Plan ties in strongly to the objectives of Albany 2023. Key objectives within Albany 2023 and how they relate to the Bike Plan are outlined in Table X

Albany 2023 – Relevant Objectives

Objective	Relevance to the Bike Plan
1.3 To develop and promote Albany as a unique and sought-after visitor destination.	The Bike Plan will contribute to the development of cycling-based tourism within the City, positioning Albany as a unique destination within WA.
2.2 To maintain and renew city assets in a sustainable manner.	Providing and maintaining infrastructure to encourage the use of cycling as a regular transport mode reduces the demand for further road and car parking space, reducing the environmental impact of the city's transport assets.
2.3 To advocate for and support "green initiatives" within our region.	The Bike Plan supports the case for investment in cycling infrastructure and encouraging a greater uptake of cycling for commuter and recreational purposes.
3.1 To advocate, plan and build friendly and connected communities.	<p>The Bike Plan will support the development of new communities in a friendly and connected manner through the provision of cycling infrastructure that provides alternatives to car use and promotes social interaction.</p> <p>Further, the Bike Plan will contribute to improving the connectivity of existing communities within Albany and assisting the transformation of Albany CBD into a family friendly area that provides a unique visitor experience.</p>
3.2 To develop and implement planning strategies that support people of all ages and backgrounds.	The Bike Plan will promote active, healthy lifestyles within our community. The infrastructure and programs proposed will cater for all ages and backgrounds. Providing the facilities for greater uptake of cycling will assist in ensuring equitable economic participation for those who are unable to drive.
3.3 To develop vibrant neighbourhoods which retain our local character and heritage.	The Bike Plan will assist in improving access to locally-based sporting, recreational, cultural and entertainment facilities and opportunities. Greater uptake of cycling also contributes significantly to vibrancy and safety of public spaces and streets.
4.3 To develop and support a healthy, inclusive and accessible community.	The Bike Plan will promote active, healthy lifestyles within our community. The infrastructure and programs proposed will cater for all ages and backgrounds. Providing the facilities for greater uptake of cycling will assist in ensuring equitable economic participation for those who are unable to drive. Increasing the uptake of cycling will contribute to promoting community safety, through greater passive and active surveillance of public places.
5.3 To engage effectively with our community.	The Bike Plan includes wide ranging consultation with stakeholders and the general community whose input will be incorporated into the proposed projects and programs, and their priority.

Access and Inclusion Plan 2012-2017 (2012)

The City of Albany is committed to ensuring that all public services, facilities and information are available to all community members, including those who have a disability, thereby enabling all community members to participate in all aspects of community life.

In recent years the City of Albany has made a number of improvements to City infrastructure to improve accessibility and safety for members of the community living with a disability, their families and carers. These improvements include the introduction of tactile paving, hand rails and non-slip materials to improve the safety of steps and paved areas and many others.

Key strategies within the Access and Inclusion Plan which are relevant to the Bike Plan include:

- Facilitate the improvement of pedestrian road crossings to meet the requirements of people with disabilities in terms of location
- Continue to review and improve access to public open spaces and public areas including:
 - Parks and reserves
 - Beaches
 - Facilities (including footpaths)
- Where appropriate, ensure that City publications promote inclusion and participation for people with a disability
- Develop links between the Access and Inclusion Plan and other City strategies and all relevant legislative requirements.

Projects and programs recommended as part of the Bike Plan will deliver benefits to people with disabilities, such as through the provision of new and improved shared paths and crossing facilities. In addition, Bike Plan projects will need to be designed to ensure that any impacts on people with disabilities are mitigated or eliminated, and ensuring that people with disabilities are adequately catered for, e.g. through the provision of tactile pavement markings.

City of Albany Policy - Public Open Space (2013)

The City's Public Open Space (POS) Policy has been developed to ensure that a suitable amount of recreation and sporting space is provided within existing and future residential areas and that it is accessible to the community.

A key component of the POS Policy is the improvement of access (paths) to and within recreation and sporting spaces. The POS Policy includes an analysis of public open space within 11 different precincts. The outcomes of this analysis will be used to inform the selection of routes within the Bike Plan.

Asset Management Plan – Pathways (2013)

The Asset Management Plan – Pathways (AMPP) has been compiled to ensure the maintenance, renewal and creation of new pathway activities are undertaken in a systematic way that reflects community needs.

The AMPP divides the path network into a hierarchy of:

The AMPP provides key management principles, design assumptions and new path criteria to guide the way that renewals and new infrastructure are designed.

The AMPP includes a 10-Year Financial Plan for the expansion, upgrade and renewal of the path network, a copy of which is included in Error! Reference source not found.. The projects prioritised within the plan formed a starting point for the network analysis undertaken as part of the Bike Plan.

The primary focus of the AMPP is, however, to set out the likely financial maintenance and renewal commitment required to keep the existing network in a suitable condition into the future. The Plan is therefore inherently limited in its scope and is not an adequate substitute for a full Bike Plan.

City of Albany Policy Gap Analysis

General Policy Overview

Based on the City of Albany policies reviewed, the following deficiencies have been identified:

Preliminary Policy Gap Analysis

Gap		Recommendation
TPS No. 1A does not include any mention of bicycle parking or end of trip facilities.	1	Prepare and gazette amendment to TPS No. 1A specifying the location, quantum, type and quality of bicycle parking and end of trip facilities to be provided for each type of development. It is noted that this is in process via LPS No. 1.
LPS No. 1 does not include any requirements for end of trip facilities other than bicycle parking	2	Amend LPS No. 1 to include requirements for private developments to provide end of trip facilities, including: Showers Lockers Secure and/or undercover bicycle parking Washing/drying/ironing facilities These requirements must necessarily be scaled depending on the type and scale of the development to ensure that provision is commensurate with the likely patronage and usage profile of such developments.
Changes to the road network are made without adequately considering the impacts on pedestrians and cyclists	3	Ensure that all changes to the road network adequately provide for pedestrians and cyclists. Include this requirement as part of the relevant policies.
The Asset Management Plan contains good principles for managing the path network and assessing new proposals but does not contain a network analysis.	4	Undertake Bike Plan with full network analysis and resulting priorities (i.e. this project)
Asset Management Plan – Pathways does not adequately cater for on-street facilities which are a critical component of the cycling network.	5	Ensure Bike Plan adequately includes on-street components.

Previous Cycling-Related Feedback

Albany Bicycle User Group (ABUG) undertook consultation exercises within the Albany cycling community in 2006 and 2009. The purpose of these exercises was to gather:

- ➔ data about the cycling participation in Albany
- ➔ the views of existing cyclists on the state of the network
- ➔ suggestions for improving the cycling network

Whilst the sample sizes were small, the information collected as part of these consultation exercises will be invaluable as a comparison to the consultation exercises to be carried out as part of the Bike Plan.

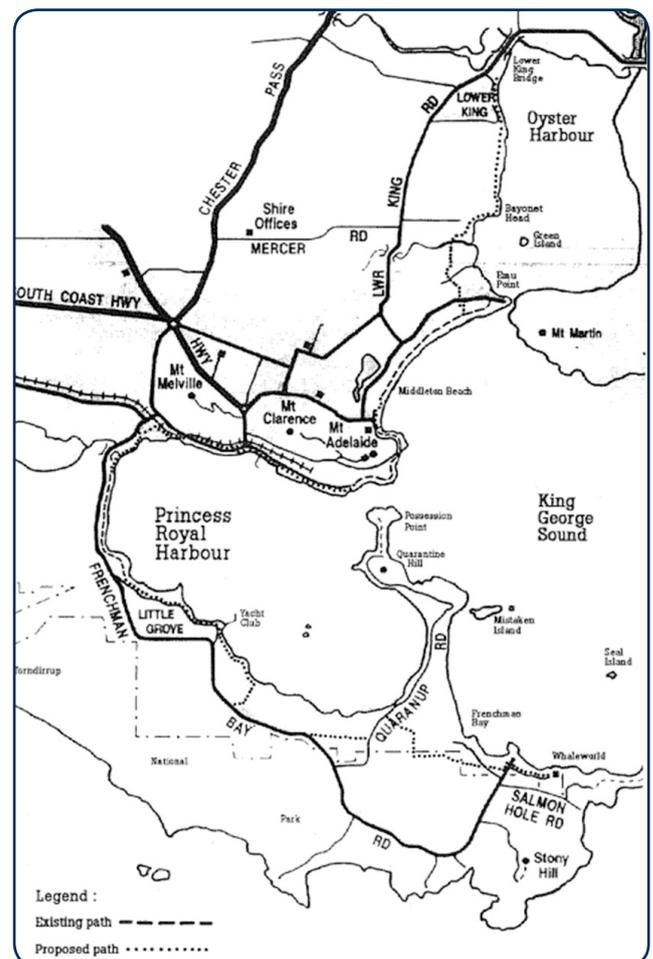
The feedback collected by ABUG identified Princess Royal Drive/Hanrahan Road as the highest priority problem spot in Albany.

Previous Cycling Plans

The closest document to a Bike Plan is the Albany Harbours Dual Use Path Planning Strategy (DUPPS) which was prepared in 1996 for the former Town of Albany and Shire of Albany. The DUPPS provides some excellent information to enable the selection of route and priorities for future sections of the harbour path link. The conclusions reached in the DUPPS have been revisited as part of this strategy.

The DUPPS considers in detail the preferred alignment and form of a continuous link of shared paths between the Lower King Bridge and Whaleworld, skirting the harbour, as shown in Figure 1.2. At present, the path link has been completed between Lower King, Emu Point and Albany CBD, and from Woolstores Place to Little Grove. The key missing section is that between Brunswick Street, Albany, Woolstores, and particularly the Frenchman Bay Road railway level crossing and approach. The path finishes at Little Grove and has not been completed to Whaleworld.

Albany Harbours Dual Use Path Planning Strategy (1996)



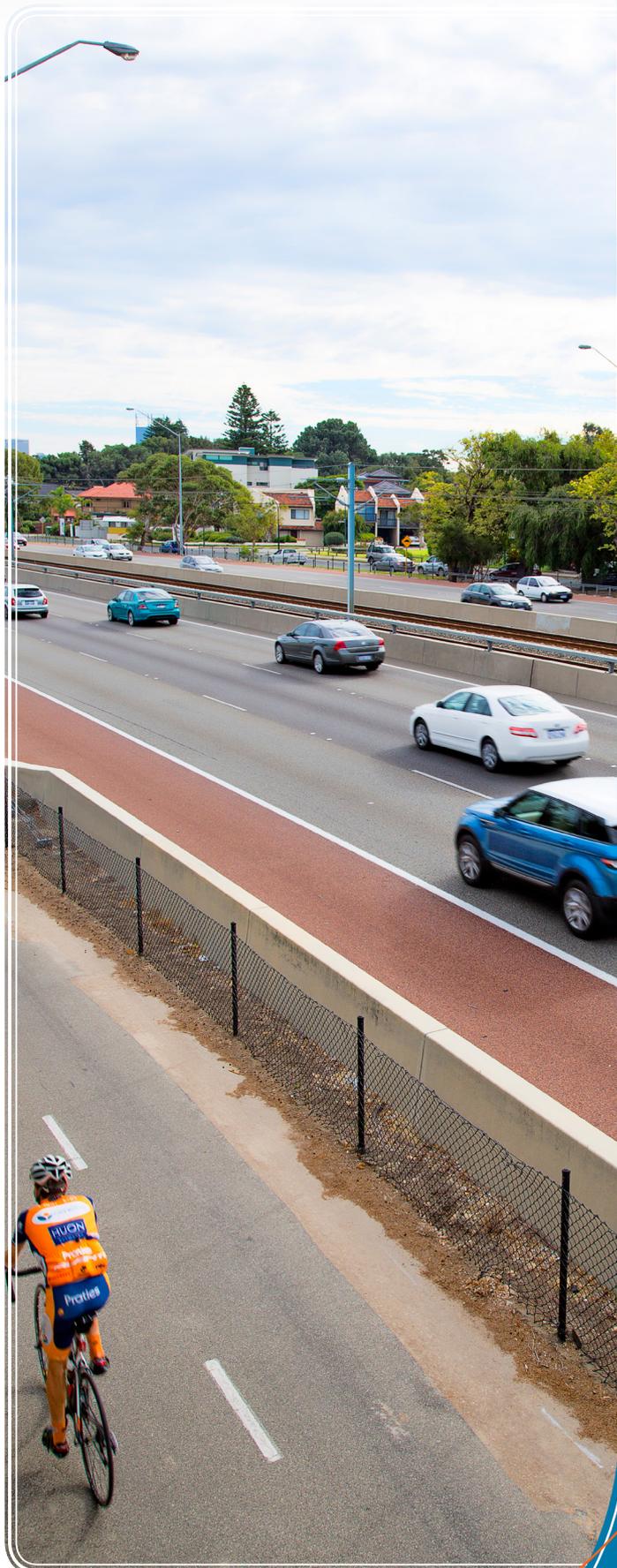
Bicycle Crash Data

Crash data involving bicycles was obtained from MRWA for the most recent five year period and is summarised below.

A total of 27 cycling accidents were recorded for the 5 year period 1 Jan 2008 to 31 December 2012 with:

- ➔ 77% of crashes occurred on the road and 23% occurred on the footpath or shared path.
- ➔ 66% of crashes occurred during daylight hours, 26% occurred early morning and 8% occurred on dusk or during evening.
- ➔ 30% of crashes occurring on Tuesdays, 18% occurred on the weekends and the remaining were spread throughout the week.
- ➔ 45% of crashes occurring at driveways, 19% at T junctions, 15% at roundabouts and 21% were unknown.
- ➔ 56% of reported cycle crashes had minor property damage, 7% had major property damage, 7% required medical treatment, 26% required hospitalisation and there was one fatality
- ➔ 74% of accidents occurred in dry weather, 14% of accidents occurred in wet condition, and conditions were unknown in 12%.

The number of crashes which occurred during this period was insufficient to identify any particular locations of concern. However, the associated rate of crashes provides a benchmark for identifying the effects of future infrastructure improvements on cycling safety.





Appendix C

Bike Plan Community Engagement Report



Appendix C - Bike Plan Community Engagement Report

Community Engagement Summary

A comprehensive Community Engagement Plan was undertaken in the development of the City of Albany Bike Plan. The City has undertaken a thorough network analysis and a range of consultation and community engagement activities to ensure the draft plan meets both the strategic direction for the elected members, council officers and the community. The level of engagement varied according to the identification of stakeholders and within the constraints of the project.

Background

With a commitment from the State Government for funding over a three year period, the City of Albany has contracted transport planning consultants Cardno to assist with the development of a five year Bike Plan. The development of the Draft Bike Plan has involved extensive community consultation including:

- Establishment of Project Control Group (PCG) in July 2013, which included key agencies, organisations and interested community groups with a passion for cycling
- Regular Community Updates and Media
- Open Slate Survey from 30 September to 22 October, 2013. 460 surveys completed.
- Open Slate Workshop held on Monday 21 October 2013. The workshop was attended by over 60 community members and business representatives
- The results from the survey and workshop were included in the draft report (Section 3, page's 24-30).

Public Submission Period

Following the adoption of the Draft Bike Plan at the February 2014 Council meeting, the draft report was available to the public for a 29 day public comment period from 26 Feb to 28 March 2014.

In collaboration with the Stakeholder Engagement Manager, the City undertook a comprehensive community feedback process using a range of techniques

(to ensure the community had significant opportunities to be INFORMED, INVOLVED and CONSULTED).

This included:

1. Public notice advertising in Weekender, Albany Advertiser and website – 11-13 March 2014
2. Media Release Re: City of Albany Bike Plan pedals ahead – 26 February 2014
3. Media Release: City Endorses Bike Plan: Advertiser February 27 2014
4. Media Release: Weekender March 13 2014
5. Media Release: The Extra March 7 2014
6. Media Release: Bike Week Event: Weekender March 27
7. GWN report Bike Plan launch - <http://au.gwn7.yahoo.com/w1/video/-/watch/21909410/cycle-city-plans/>
8. ABC Radio – Interview Friday 21 March 10.30 am
9. ABC Radio – Interviews from Pop Up Gallery, Saturday 22 March
10. Static Display at Library from 6 March – Wed 19 March 2014
11. 'Pop Up Cycle Gallery' at Bay Merchants Middleton Beach - Thursday – 20 – 22 March. The Gallery including the draft report, an executive summary, large laminated maps with the transport routes and submission forms. Approximately 120 people visited the Pop Up Cycle Galleries, including tourists, casual cyclists, recreational cyclists and the Albany Cycle Club members.
12. Pop Up Cycle Gallery at Velo Vineyard on 23 March as part of Bike Week and held at Oranje Tractor Vineyard, a Cycle Friendly Business. Approximately 150 people attended the event and there was considerable interest in the static displays and maps during the morning.

Public Submission Summary

The public submission period closed on Friday 28 March, 2014.

Approximately 130 public submissions were received,

including:

- 106 submission forms
- 18 additional written/email submissions
- 2 other submissions

Summary of Submissions

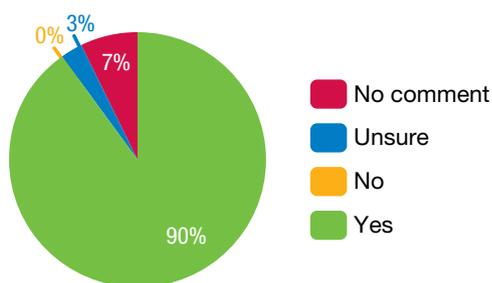
- Over 60% of respondents classified themselves as recreational cyclists, 35% were sport cyclists, 28% were commuter cyclists and 23% were casual cyclists. (NB: the total equals more than 100% as many identified themselves as more than one type of cyclists).
- An overwhelming 97% of respondents agreed in principle with the City of Albany Bike Plan.
- 95% of respondents strongly agreed in the vision for Albany to become Australia's primary cycling destination.
- All five objectives received strong support.

Of the two key areas identified in the Draft Bike Report:

1. Nearly 90% of respondents believed Princess Royal Drive is one of the most significant areas for improvement. (See Figure 1.1)

Figure 1.1

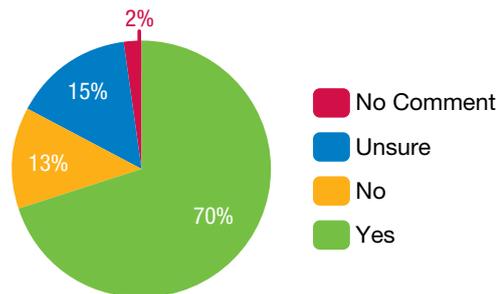
In principle do you agree that Princess Royal Drive/ Woolstores Missing Link is one of the most significant areas for improvement



2. Of the respondents, 70% agreed that the Albany Central Area is one of the most significant areas for improvement, 15% were unsure and 13% did not agree. (See Figure 1.2)

3. Figure 1.2

In principle do you agree that Albany Central Area is one of the most significant areas for improvement



4. Of the other seven longer term recommendations the strongest support was for:

- Shoulder provision and widening along popular road cycling routes (98% agree or strongly agree).
- Minor improvements at pinch points and danger spots, particularly around schools and community hubs (95% agree or strongly agree).
- Comprehensive education and promotional campaign to encourage safety, sharing and cooperation between all users (93% agree or strongly agree)
- Completion of Albany Harbours Plan to Lower Kalgan in the north and Whaleworld in the south (91% agree or strongly agree)

An additional 88 written submissions from individuals and key stakeholder groups (Albany Cycle Club, Albany Bicycle Users Group) were received with the key themes being:

- Specific comments on the Cycle network (improvements, hot-spots) including a significant number of responses on safety issues on Princess Royal Drive/Woolstores/Frenchman Bay Road (66 responses).
- Specific comments on Safety and Respect (eg Safety behaviour messages/programs such as 'Share the Road', 1m matters) (29 responses).
- Specific comments on Cycle Tourism (13 responses).
- Specific comments on Report Layout Improvements (6 responses)

City of Albany staff has reviewed the submissions and additional written and email responses and summarised the feedback and suggested improvements to the Draft Report, under the headings of:

1. Improvements to Report Layout
2. Vision and Objectives – Governance and Sustainability
3. Bike Plan Cycle Network and Design
4. Bike Plan Other Content

Suggested Recommended Improvements to the Draft Bike Plan:

1. Improvements to Report Layout

- Expand the Draft Bike Plan into a 'Cycle City Albany Strategy', acknowledging the considerable work undertaken by Cardno through the Draft Bike Plan, extensive community feedback and staff comments on needing to make the document 'a workable tool'.
- Include additional Section – Summary of Key Recommendations (summarised from sections 6-9) and summary of priority projects into Indicative Works and Funding Schedule
- Executive Summary to include the Vision, Objectives, Strategies and Key Recommendations
- Define time period for Five Year Plan (2014 – 2019)
- Priorities using short term, medium term, long term recommendations
- Re-align content under Chapter heading aligned to Objectives

2. Vision, Objectives – Governance and Sustainability

- Amend the Vision to – The City of Albany to become one of Australia's primary cycling destinations - a Cycling City where the community appreciates the social, health, economic and environmental benefits provided by cycling. This is seen as realistic and achievable for the five year strategic plan.
- Include information on the primary drivers for cycling within Section 1
- Combine some objectives and expand on some of the strategies
- Include a section on Governance to help develop management mechanisms to support and guide the ongoing implementation of the Bike Plan.
- Develop a checklist for COA staff to ensure cycling design and implementation plans are considered early in the project planning process

3. Bike Plan Cycle Network and Design

Community feedback with suggestions and actions have been reviewed and where supported, have been included in Plan including:

- Albany Highway (look at alternative concepts)
- Middleton Beach Tourism precinct including investigate incorporating on-road cycle lane on Adelaide Crescent, as part of the Middleton Beach Foreshore Plan
- Albany Highway/Anson Rd intersection – cycling to school. Review safety and crossing points for cyclists
- Re-route the Little Grove to Whaleworld section alignment (6.2.11, 6.3.1.10)
- Review existing road reserves which may be utilised for the cycleway network. The narrowing of the roads also reduces traffic speed.
- Encourage creative ideas and design for end-of-trip facilities
- Design new concrete paths using new technology in joint connections, which reduces the impact and improves comfort for riders.



4. Other Bike Plan Contents

- Cycle Tourism (Section 8) needs expanding. Review the Munda Biddi Albany Cycle Tourism Strategy and identify key initiatives to be included, which align with the Bike Plan objectives and COA Tourism Strategic direction. Incorporate Cycling Marketing and Promotion Plan.
- Review the Western Australian Bicycle Network Plan (2014-2031) and include supporting evidence in Policy Section
- Include brief description of Decision Making Matrix, used to identify projects and priorities.
- Cycling Culture – need to add education of cyclists and City of Albany staff who are involved with the building of the cycling network.
- Review and reprint of existing cycle map – include different types of cycle routes (eg Cycle paths, Shared paths, Quiet streets, on road cycle lanes)
- Investigate the OpenCycle map platform for mapping on portable devices, in addition to the updating of the hard copy Albany Cycle Map. This system can also be exchanged with and used with other professional mapping platforms.

Summary

The development of the first City of Albany Draft Bike Plan has involved an extensive network analysis and a comprehensive range of consultation and community engagement activities. The recommended improvements will greatly add to the five year plan and provide clear strategic direction and operational guidelines for the elected members, council officers and the community.





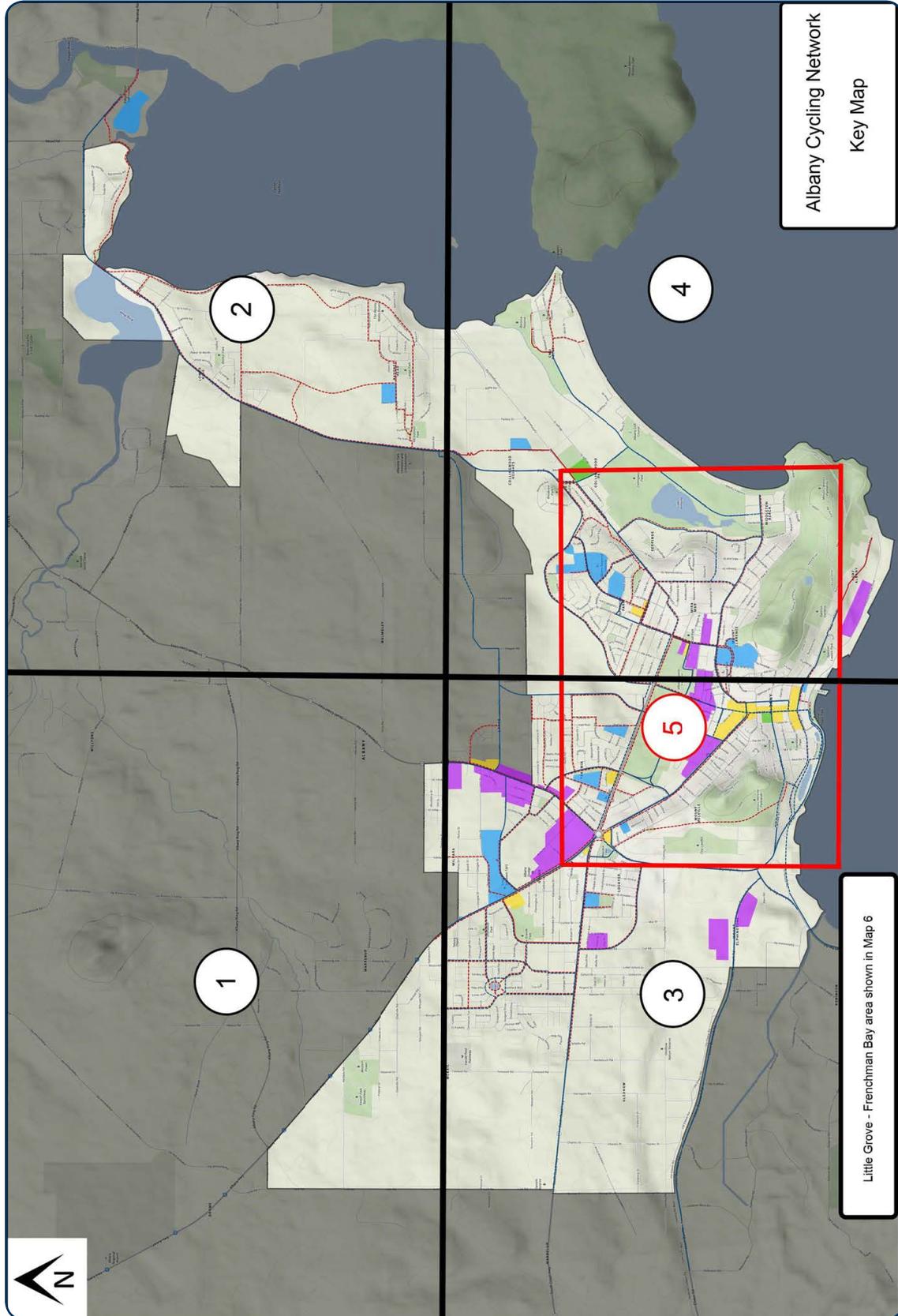
Appendix D

Cycle Network Plan

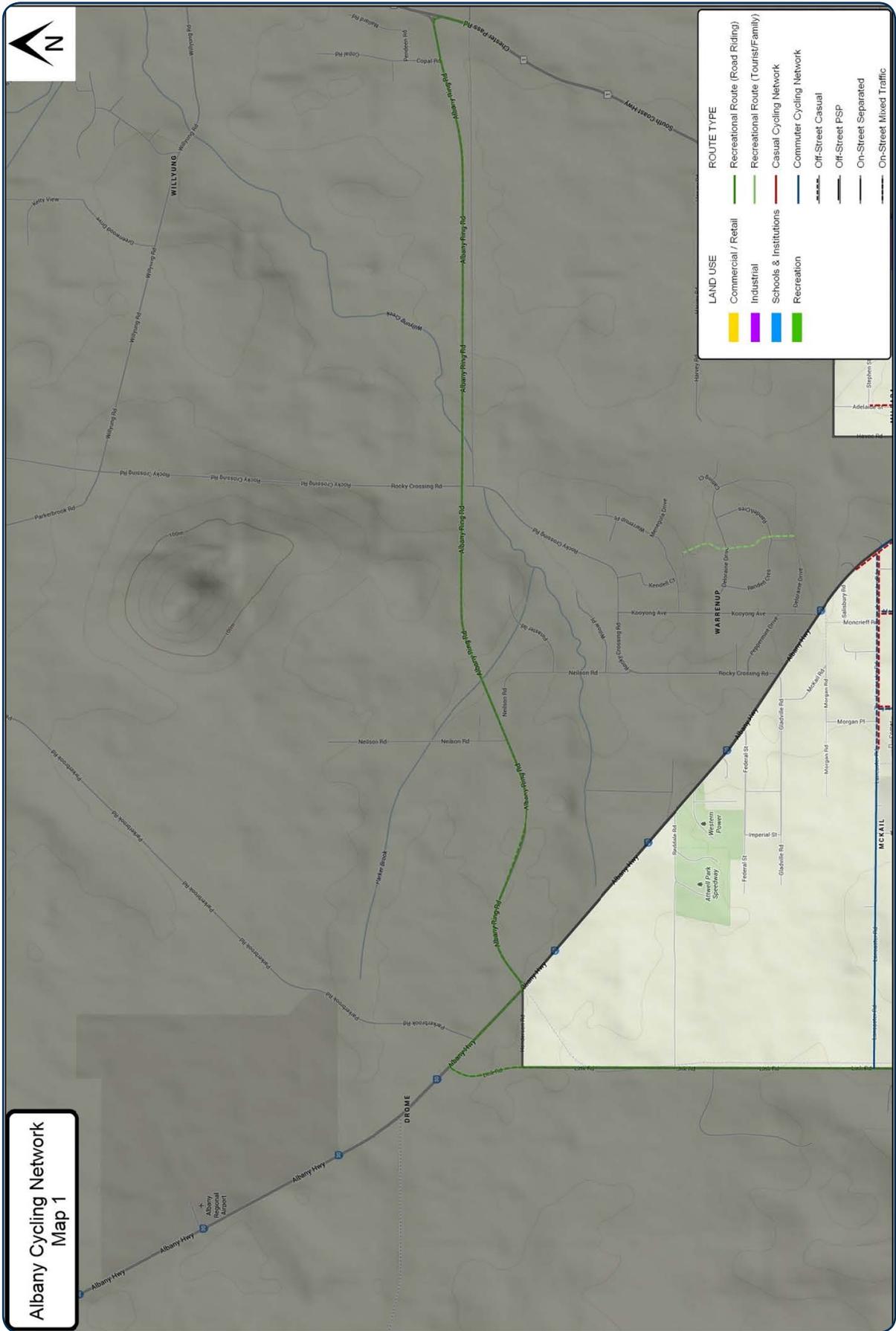


Appendix D - Cycle Network Plan

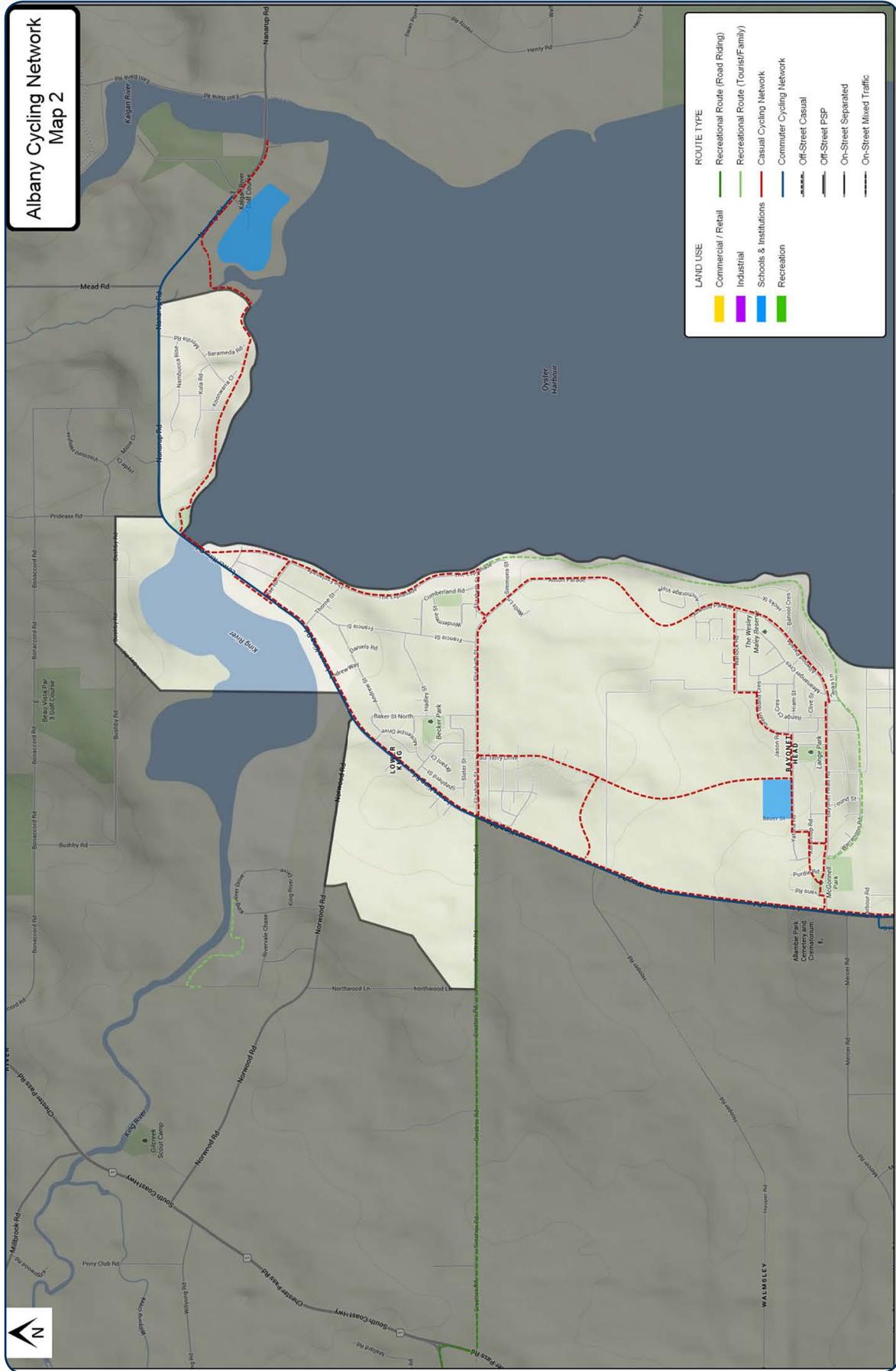
Key Map



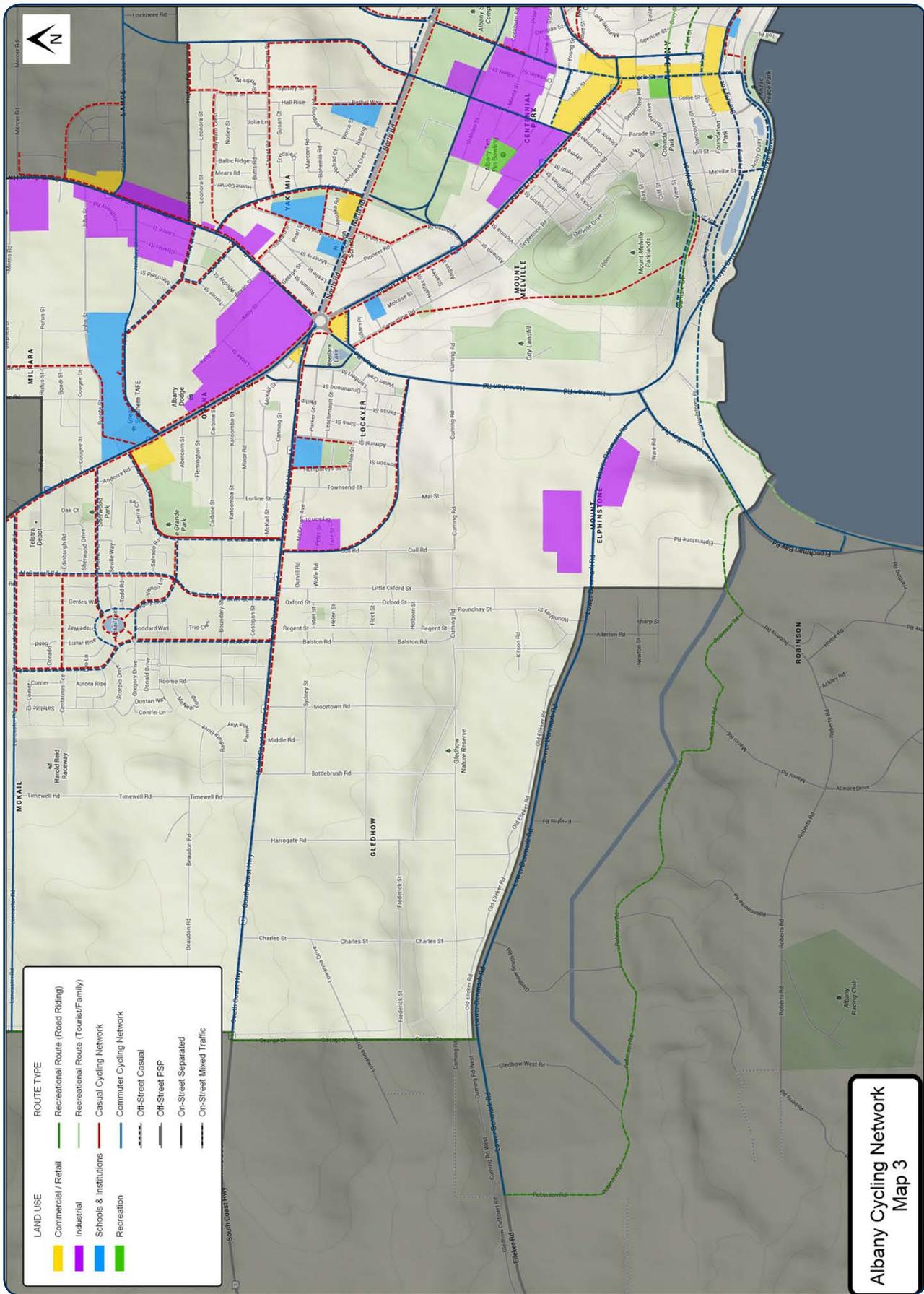
Albany Central North-West Quadrant - Map 1



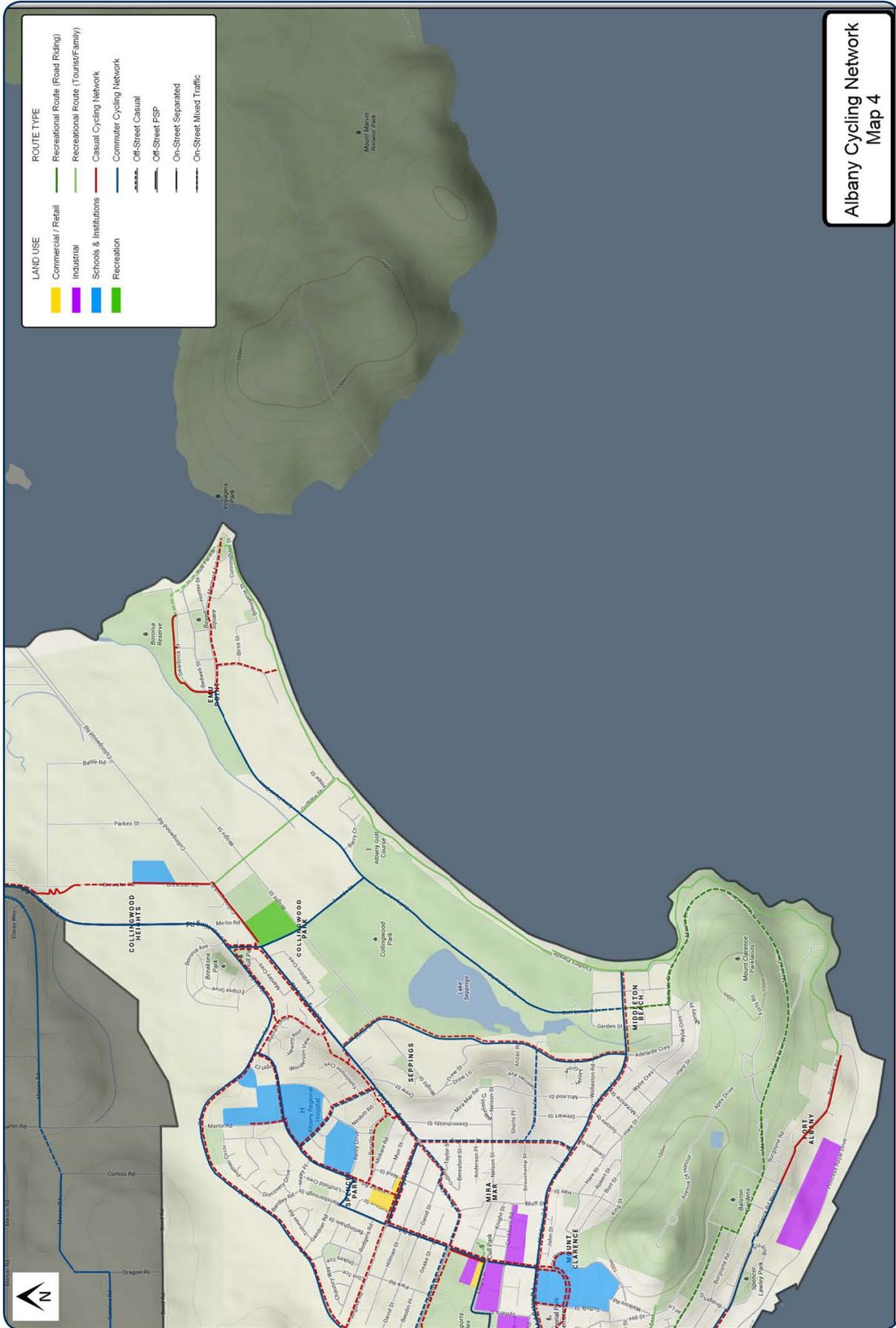
Albany Central North-East Quadrant - Map 2



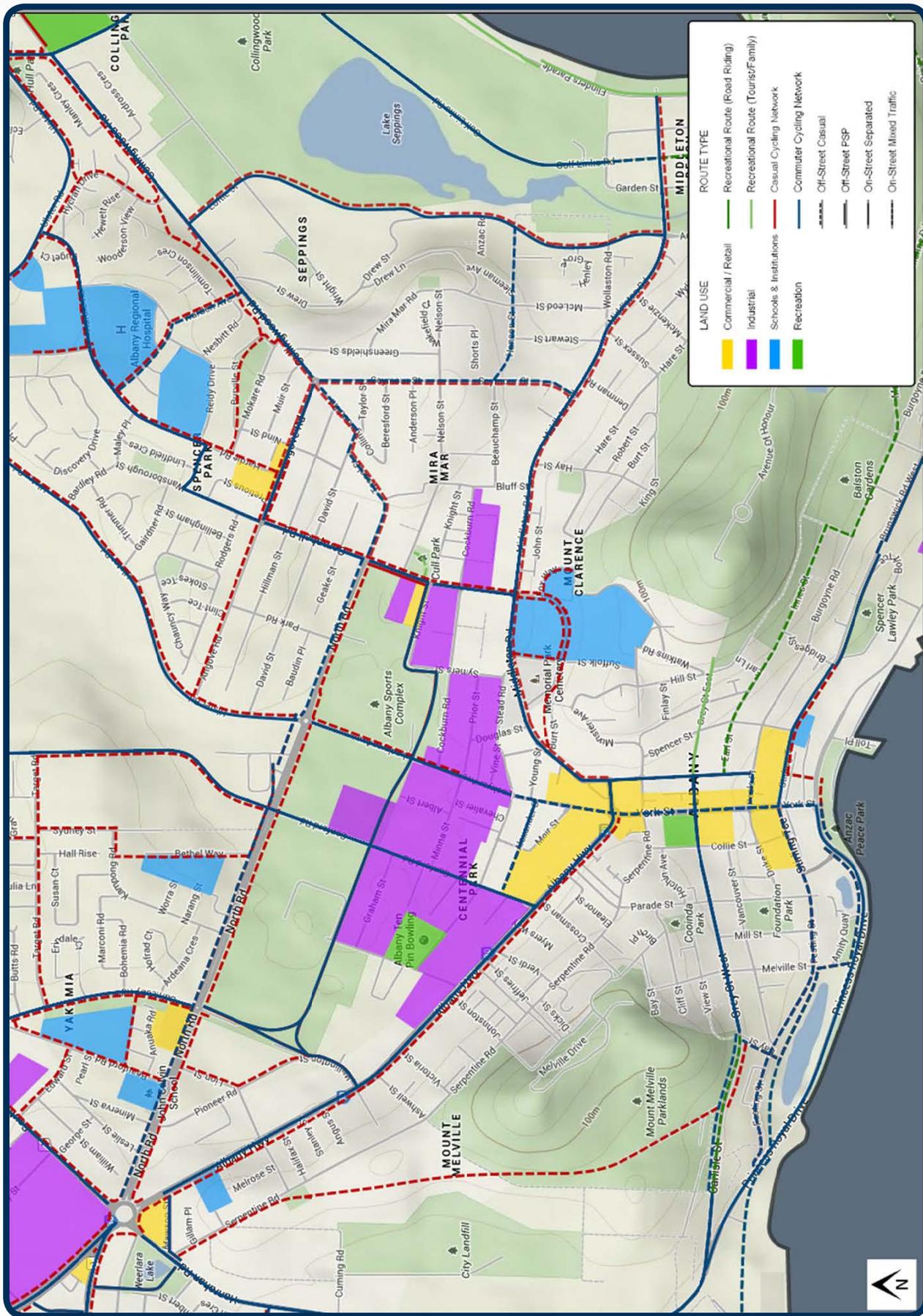
South-West Quadrant - Map 3



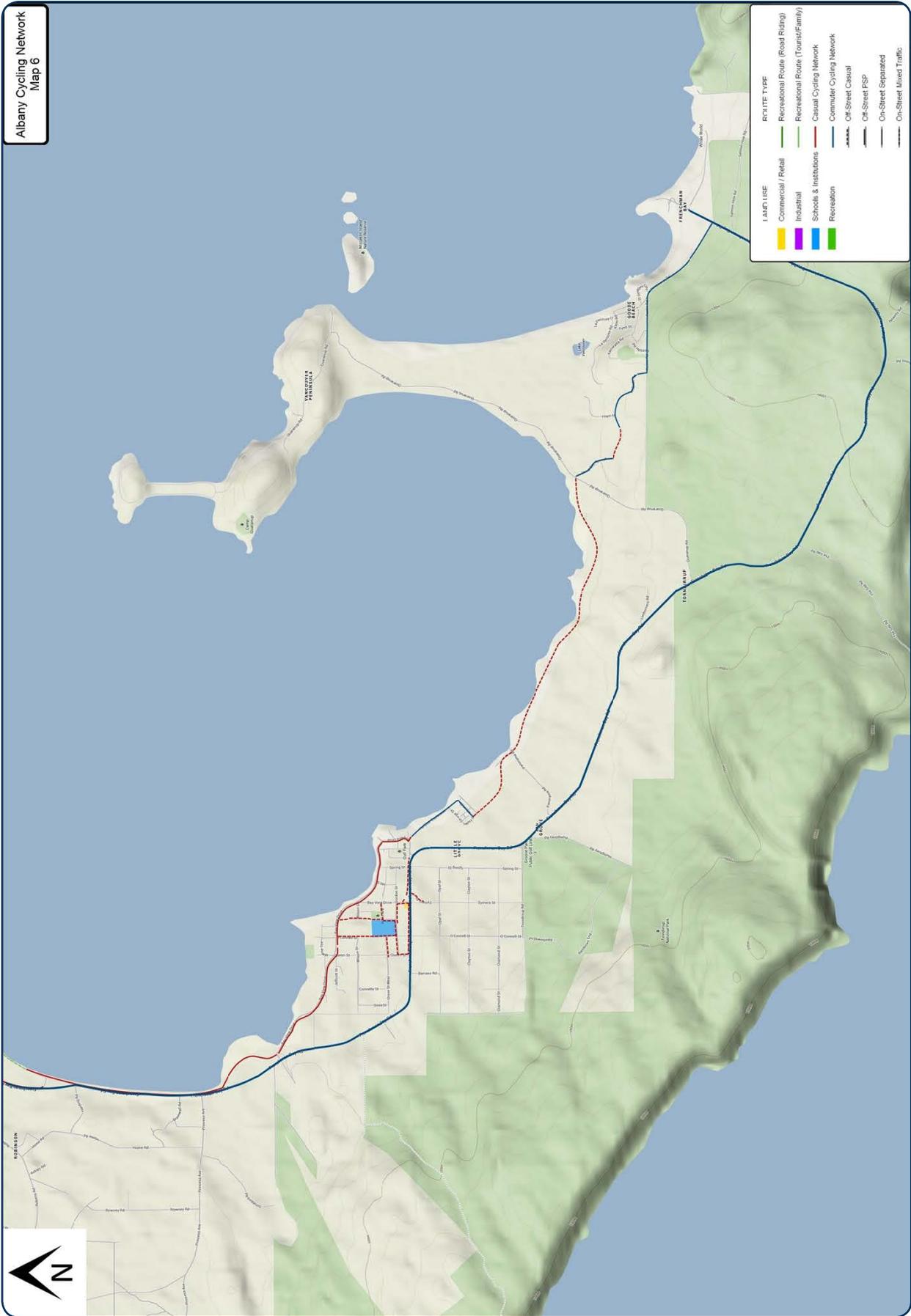
South-East Quadrant - Map 4



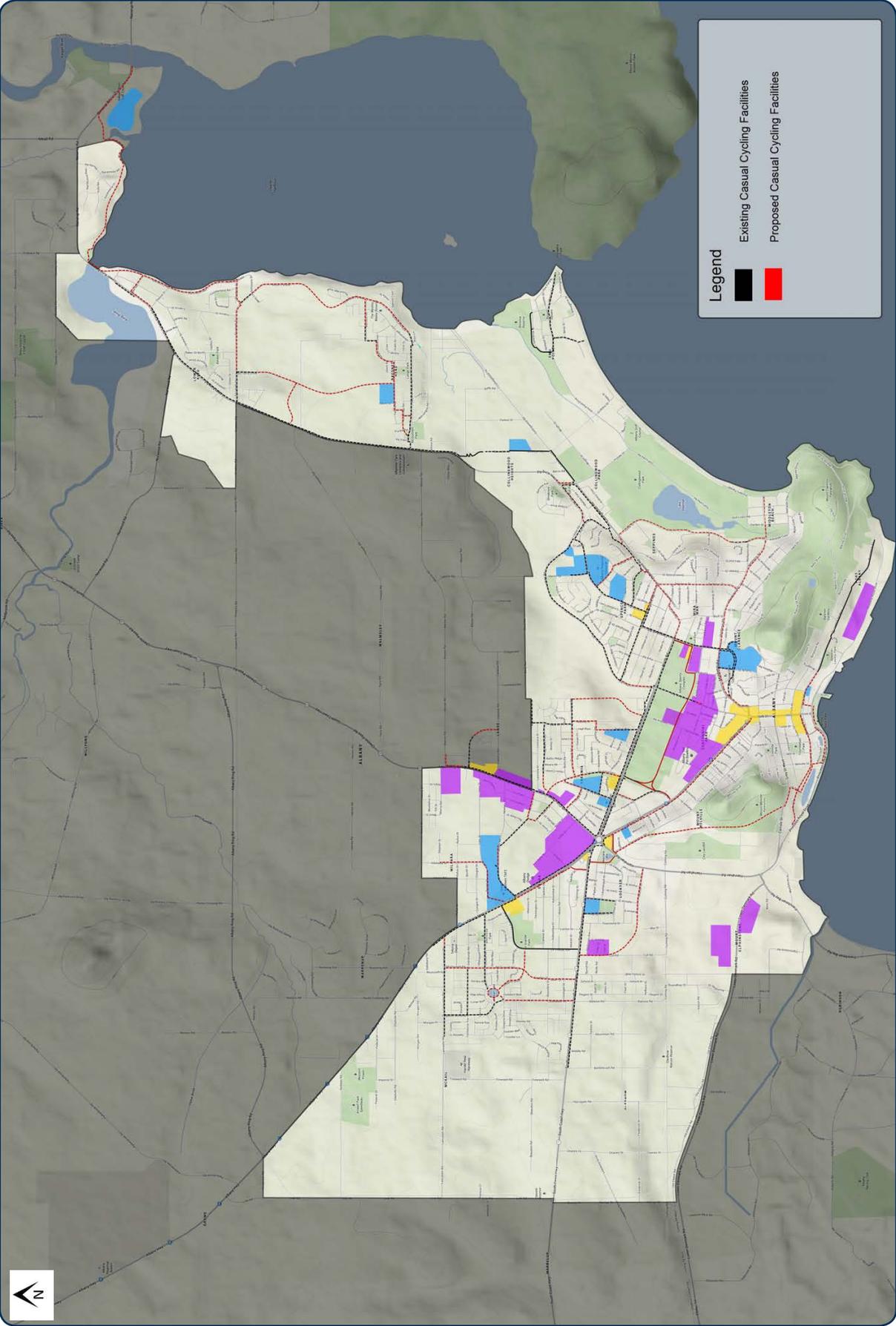
City Centre - Map 5



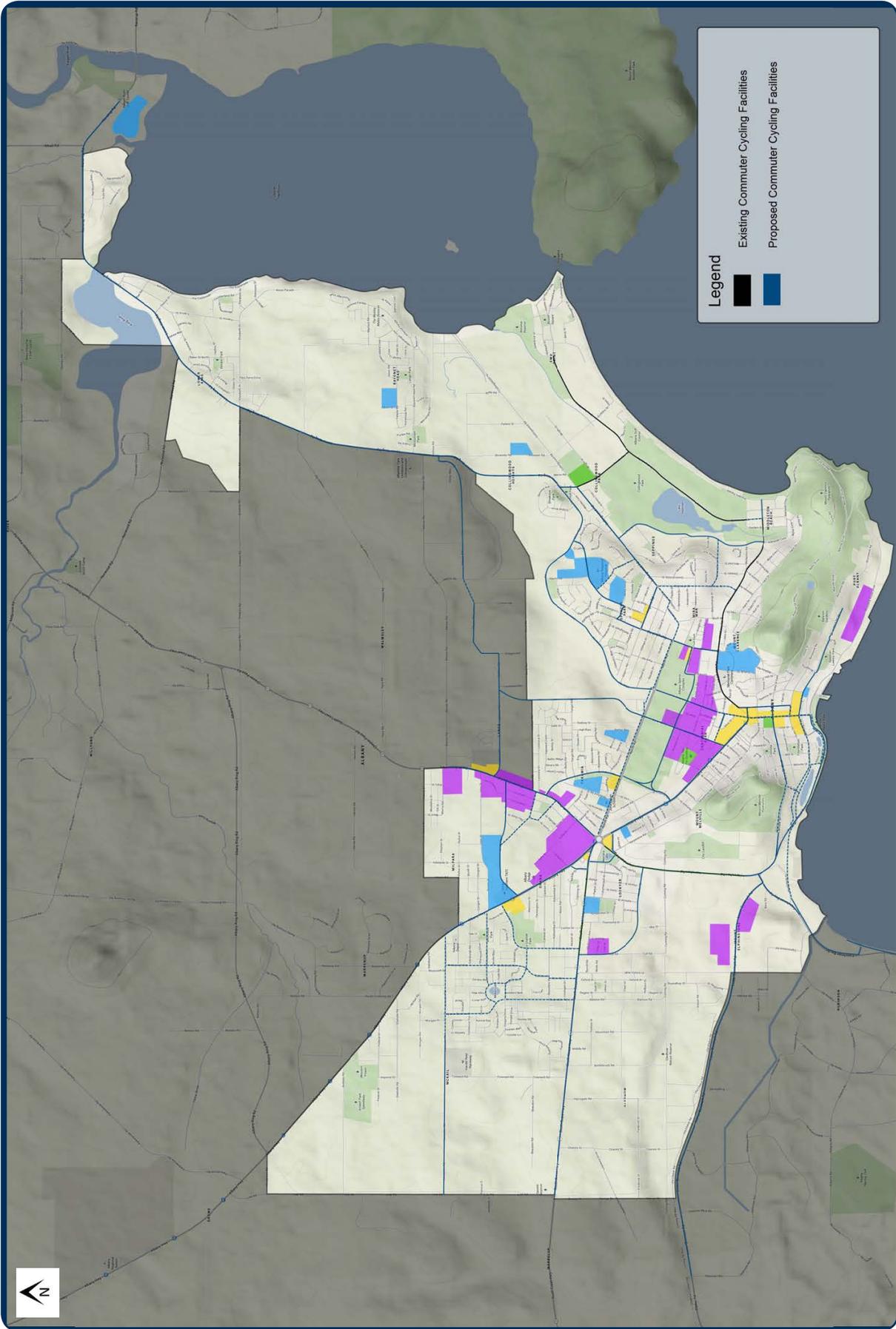
Frenchman Bay- Map 6



Proposed Casual Cycling Infrastructure Changes – Albany Central



Proposed Commuter Cycling Infrastructure Changes – Albany Central





Appendix E

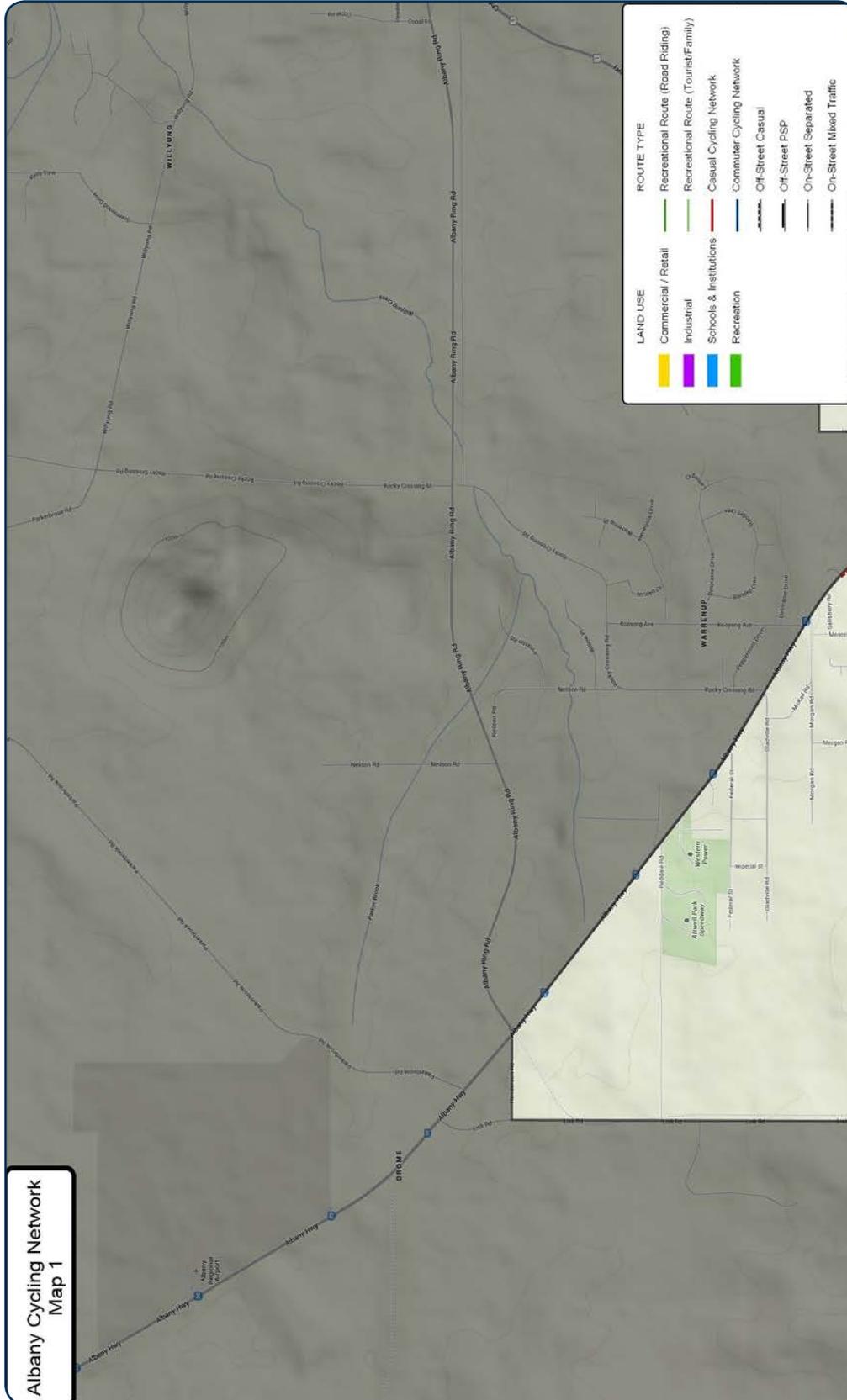
Network Mapping



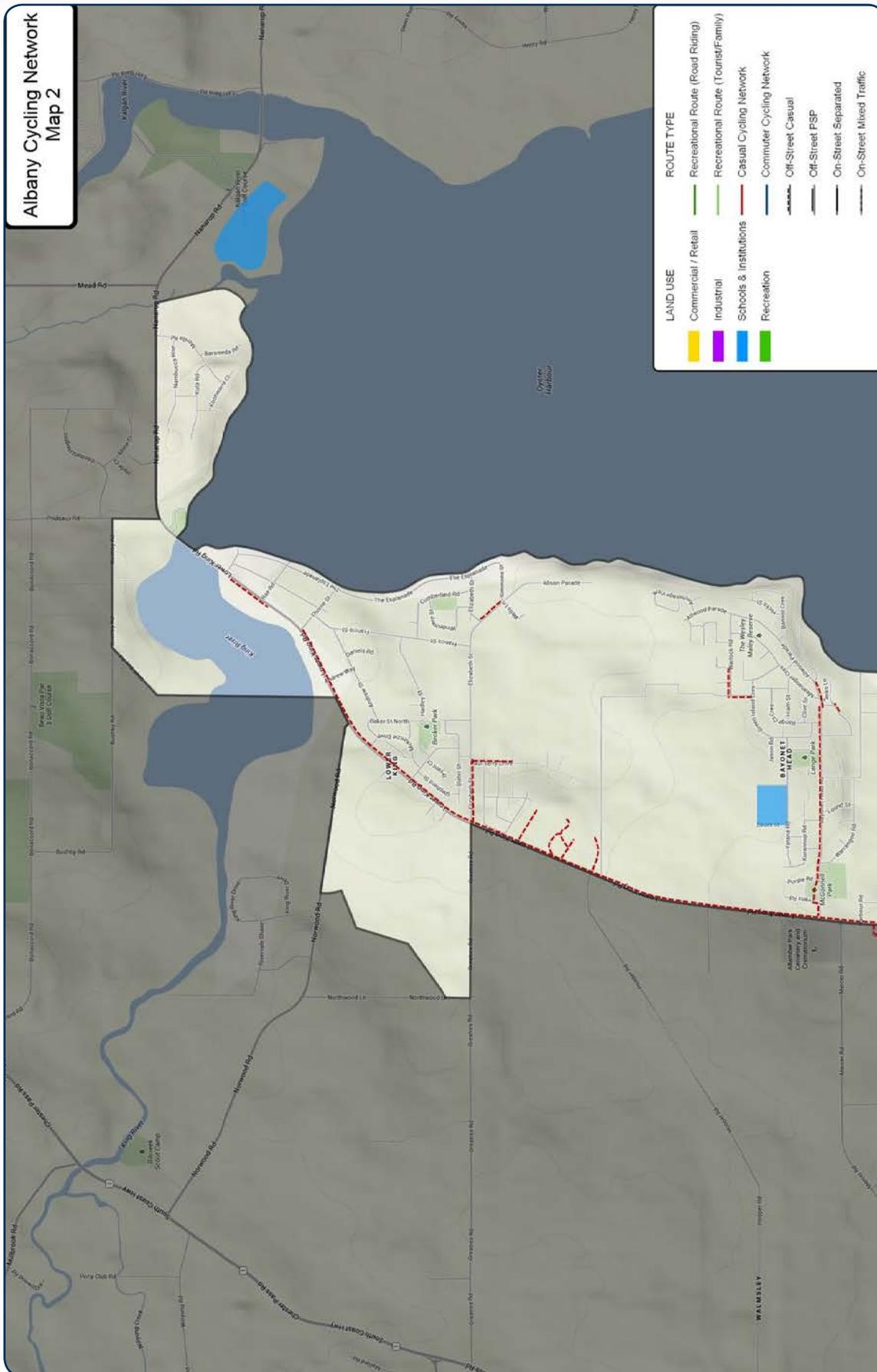


Appendix E - Network Mapping

Existing Facilities Casual Cycling Map - E1

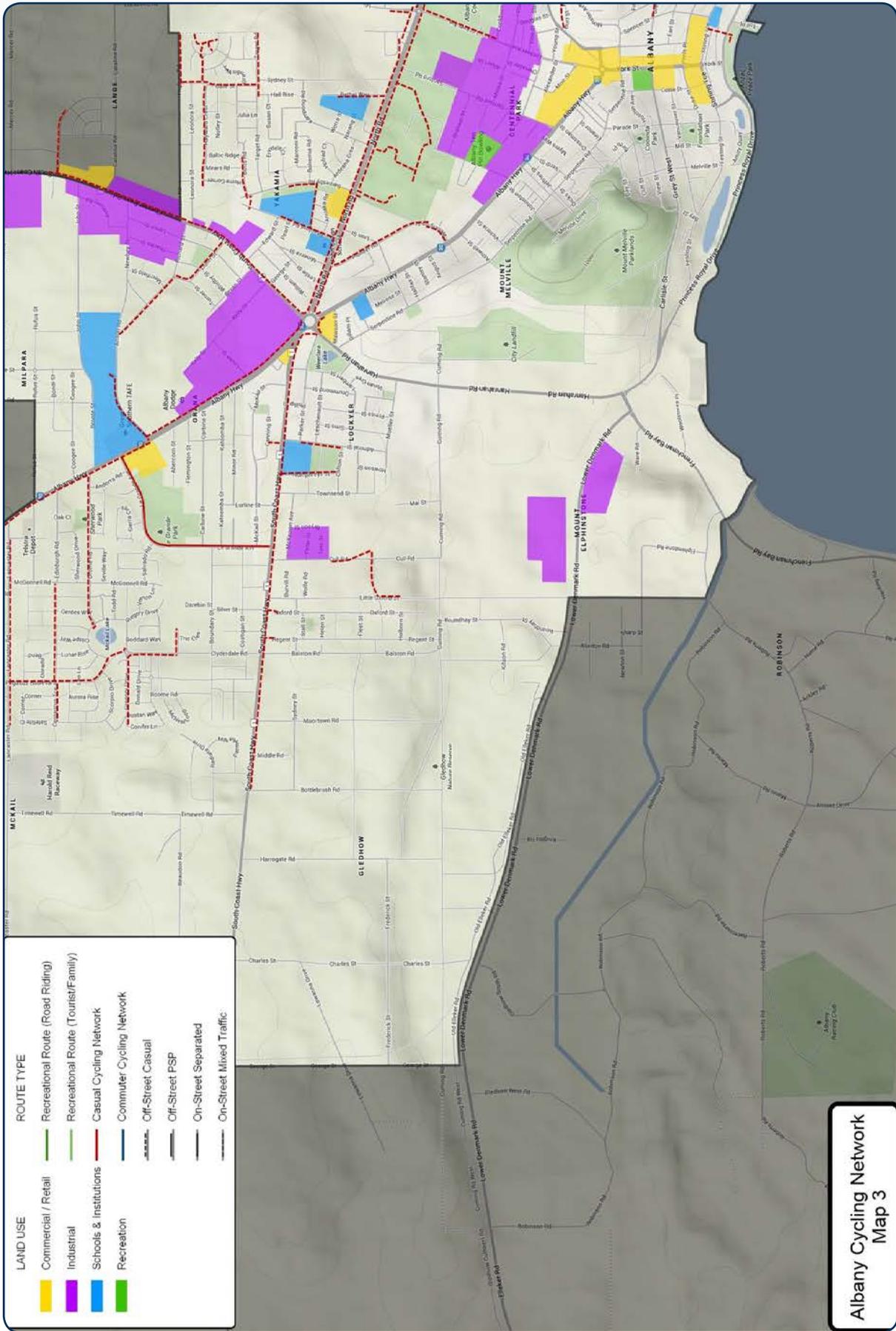


Existing Facilities Casual Cycling Map - E2



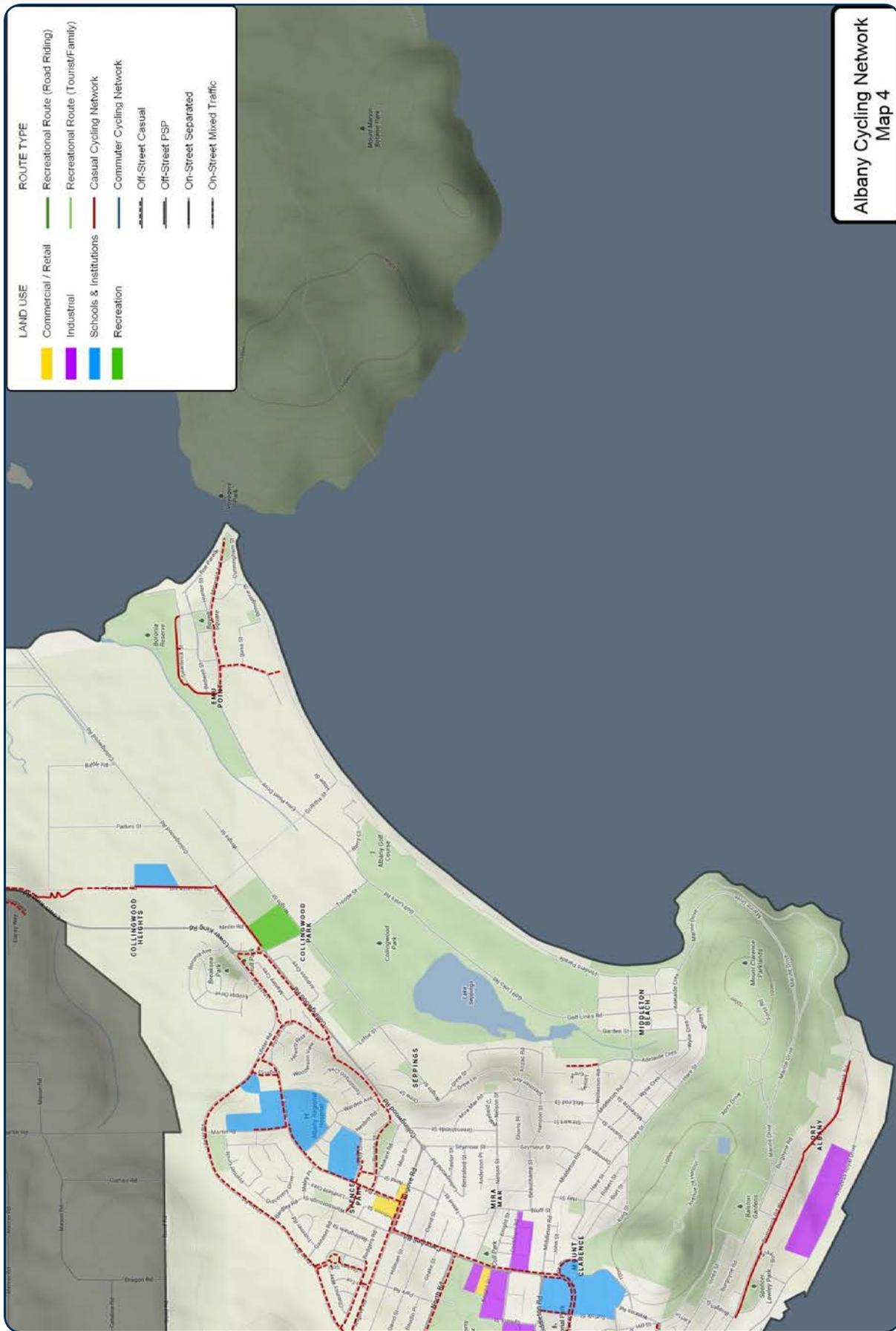


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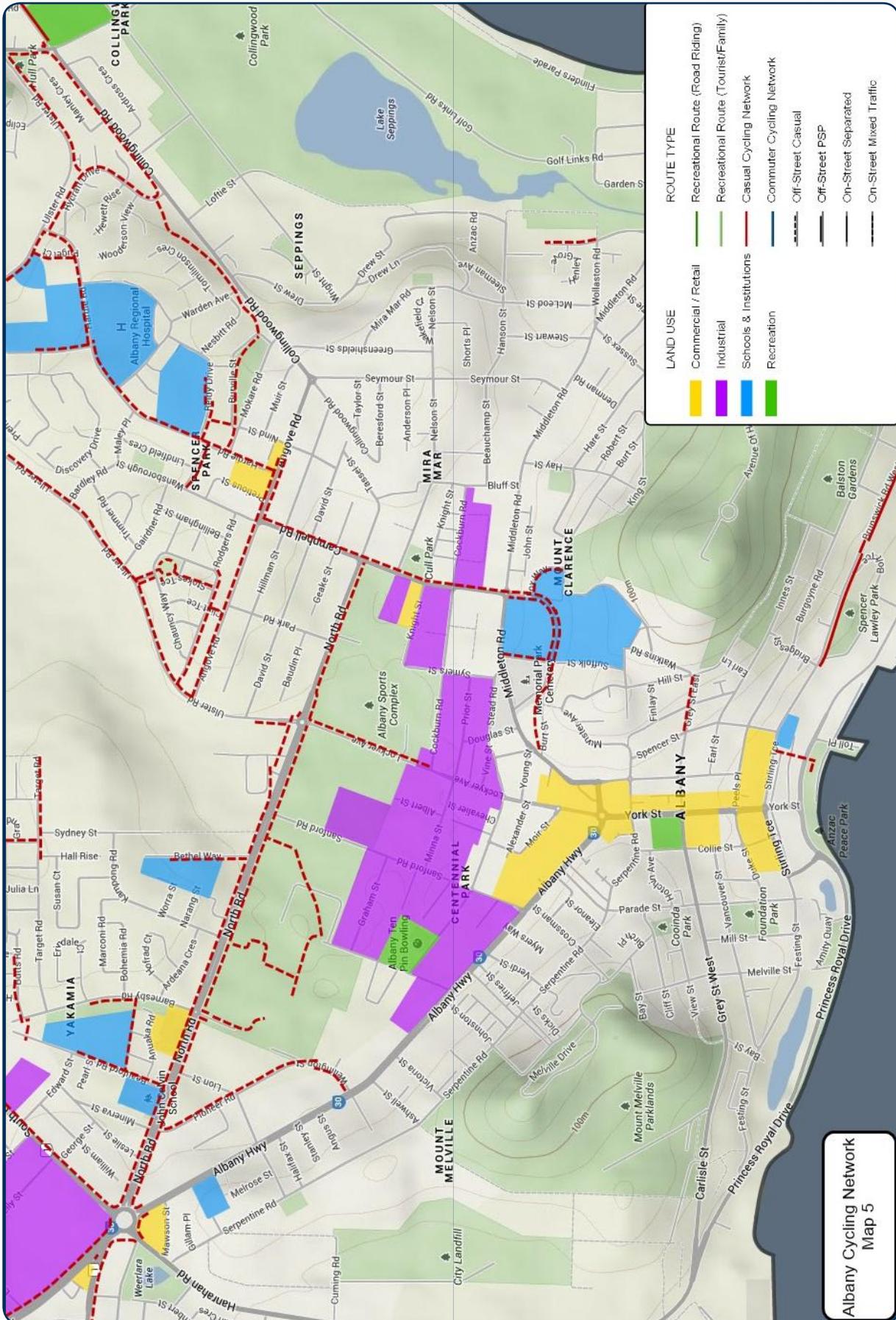


Albany Cycling Network Map 3

Existing Facilities Casual Cycling Map - E4



Existing Facilities Casual Cycling Map - E5

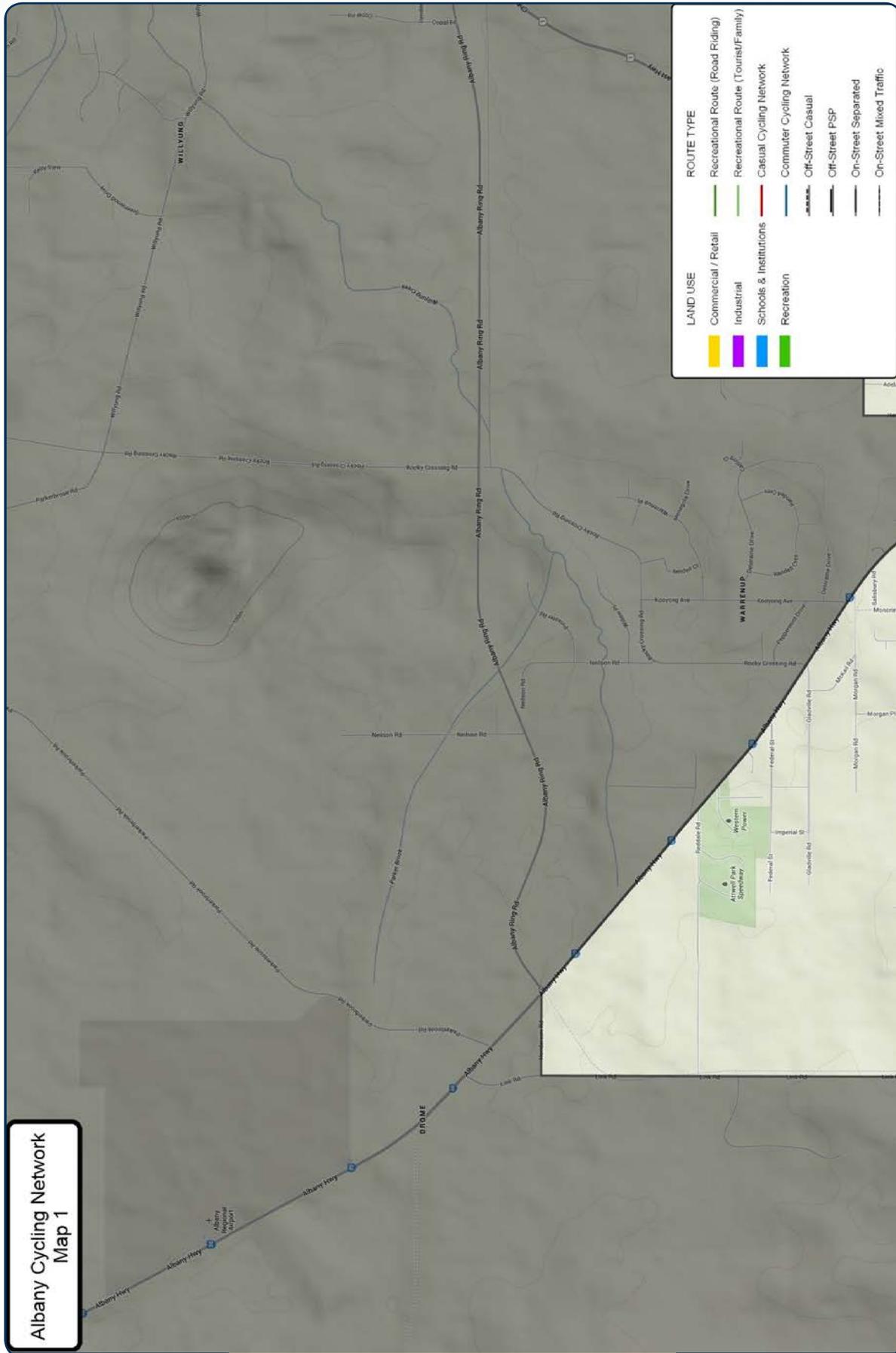


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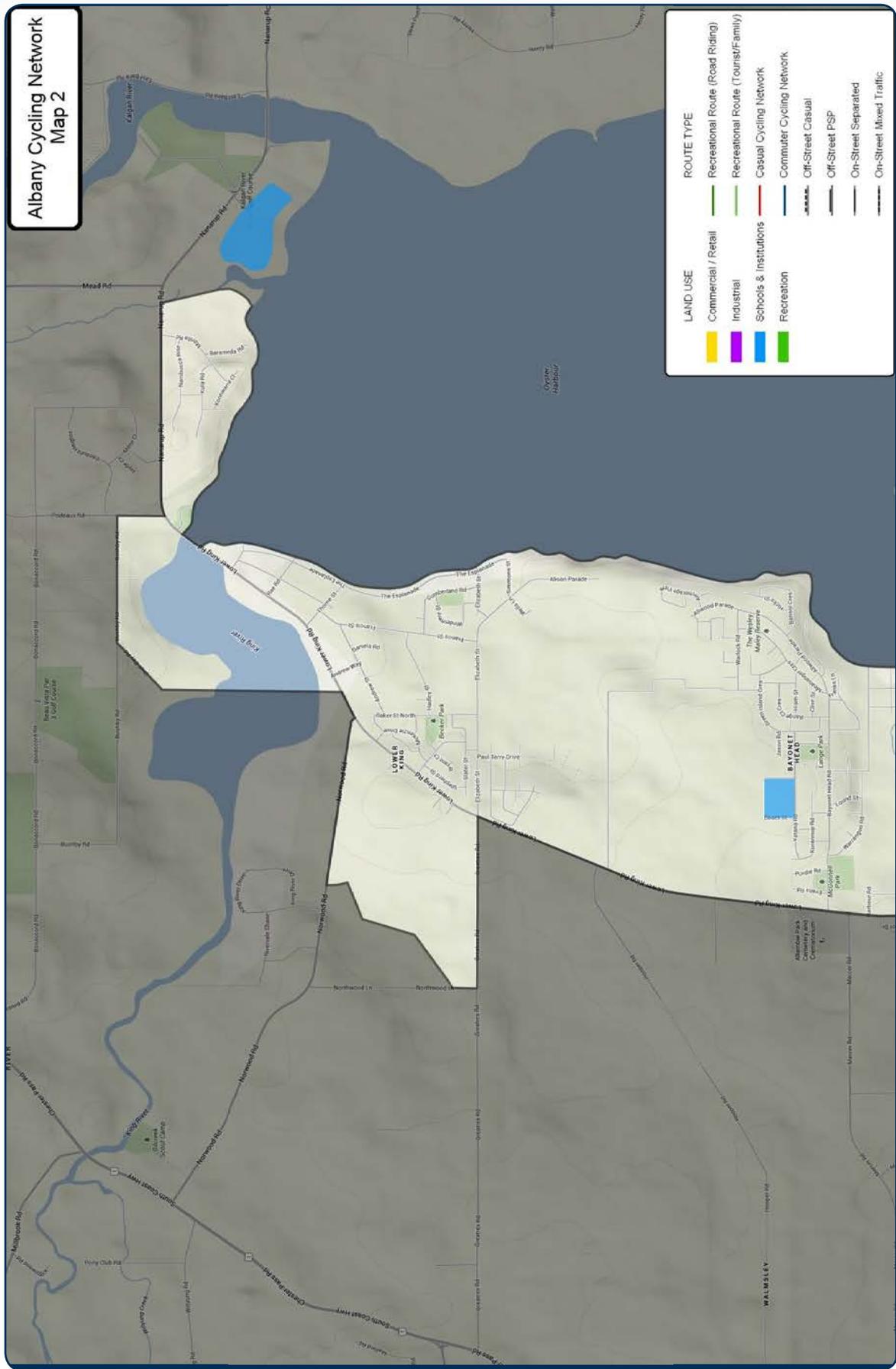




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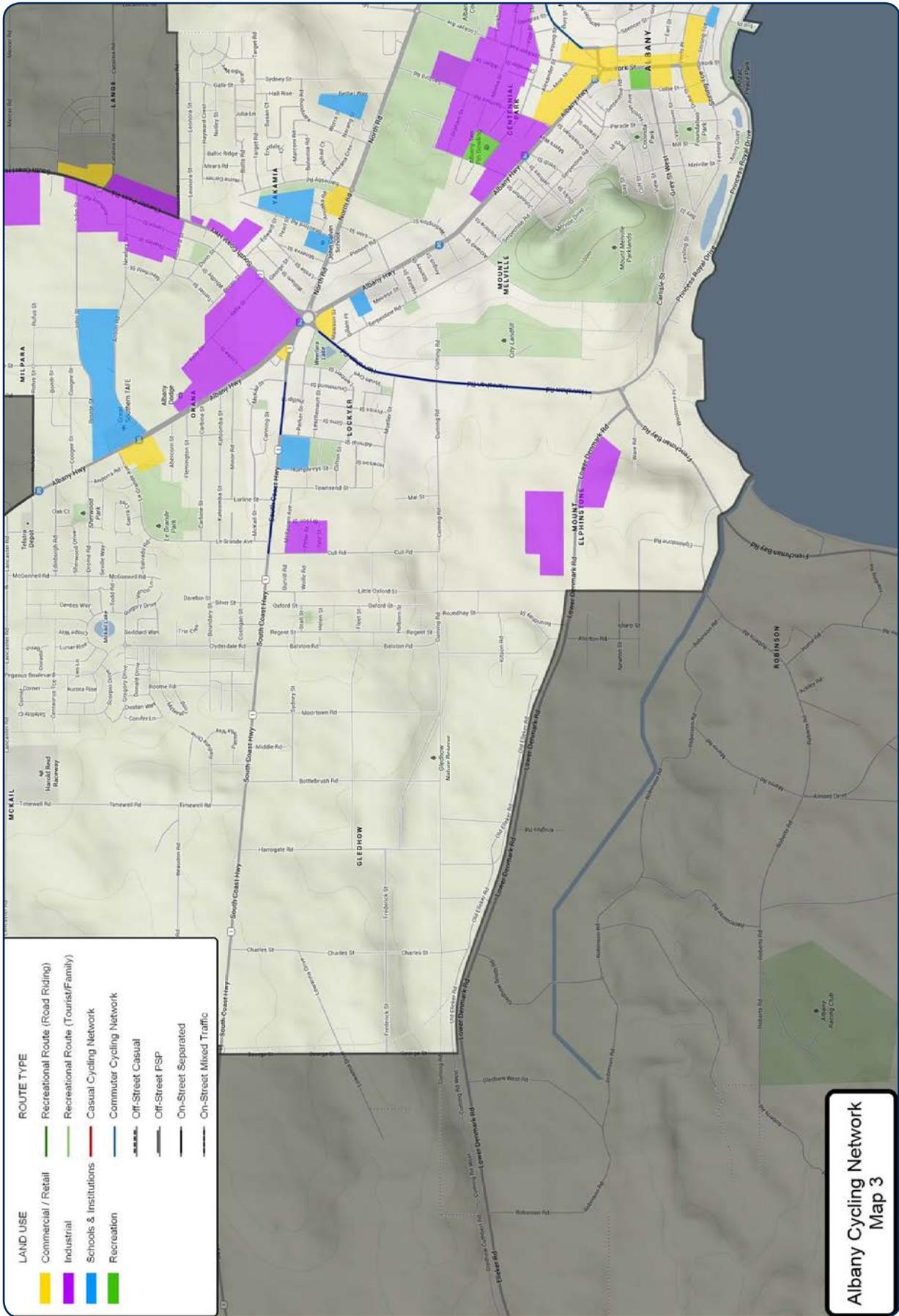


Existing Facilities Casual Cycling Map - E8





Existing Facilities Casual Cycling Map - E9

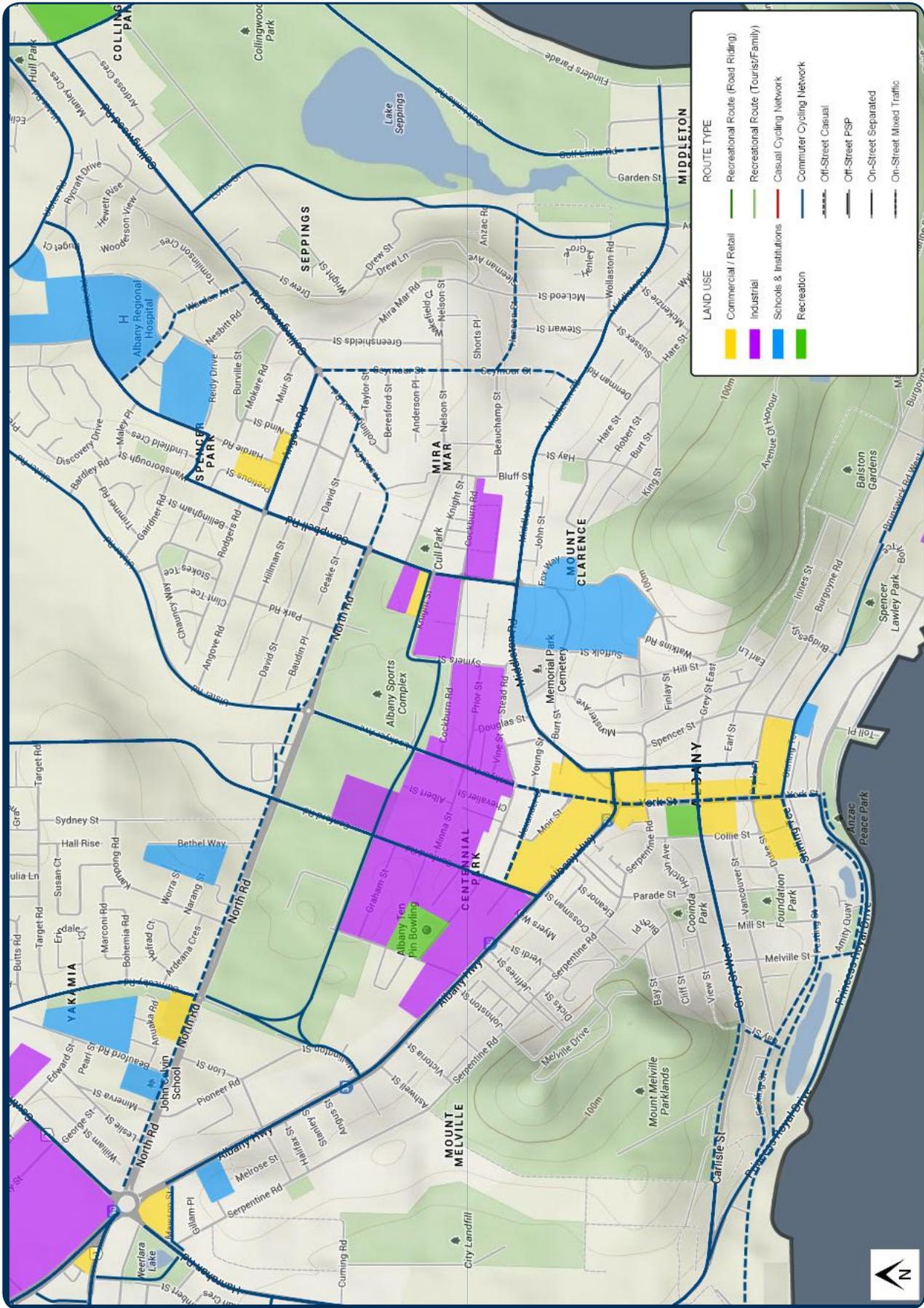


Existing Facilities Casual Cycling Map - E10





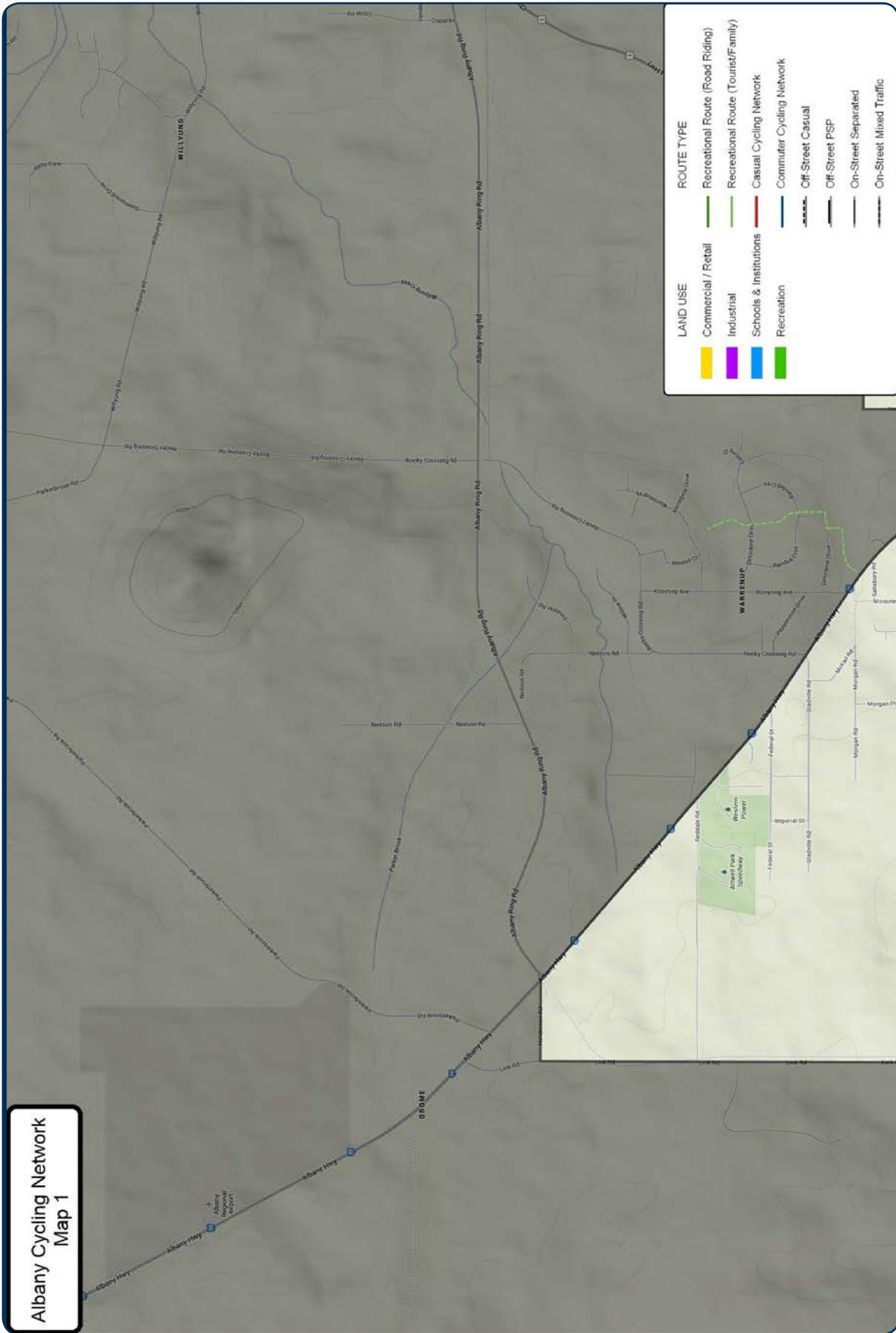
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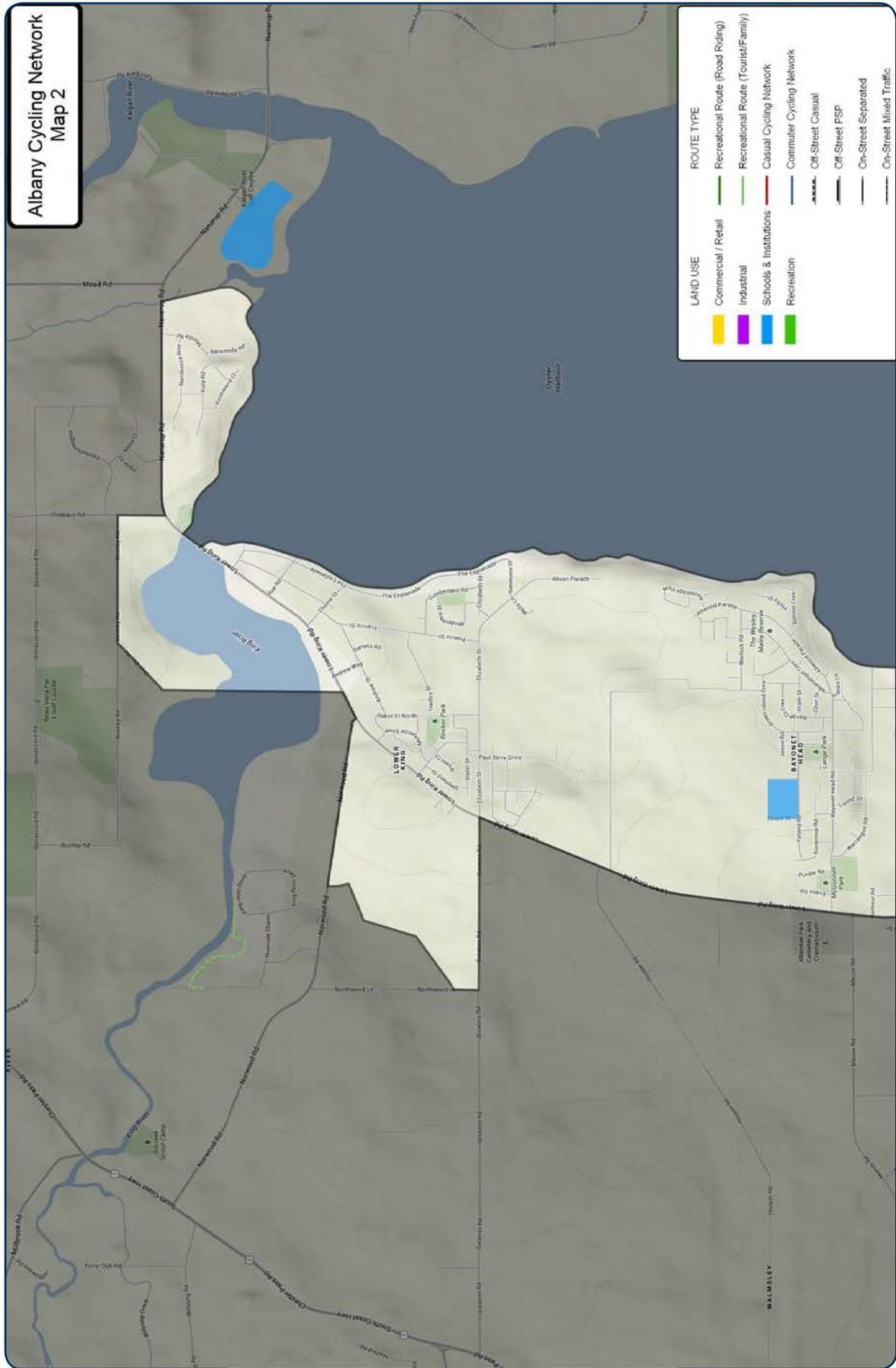
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Existing Facilities Casual Cycling Map - E13

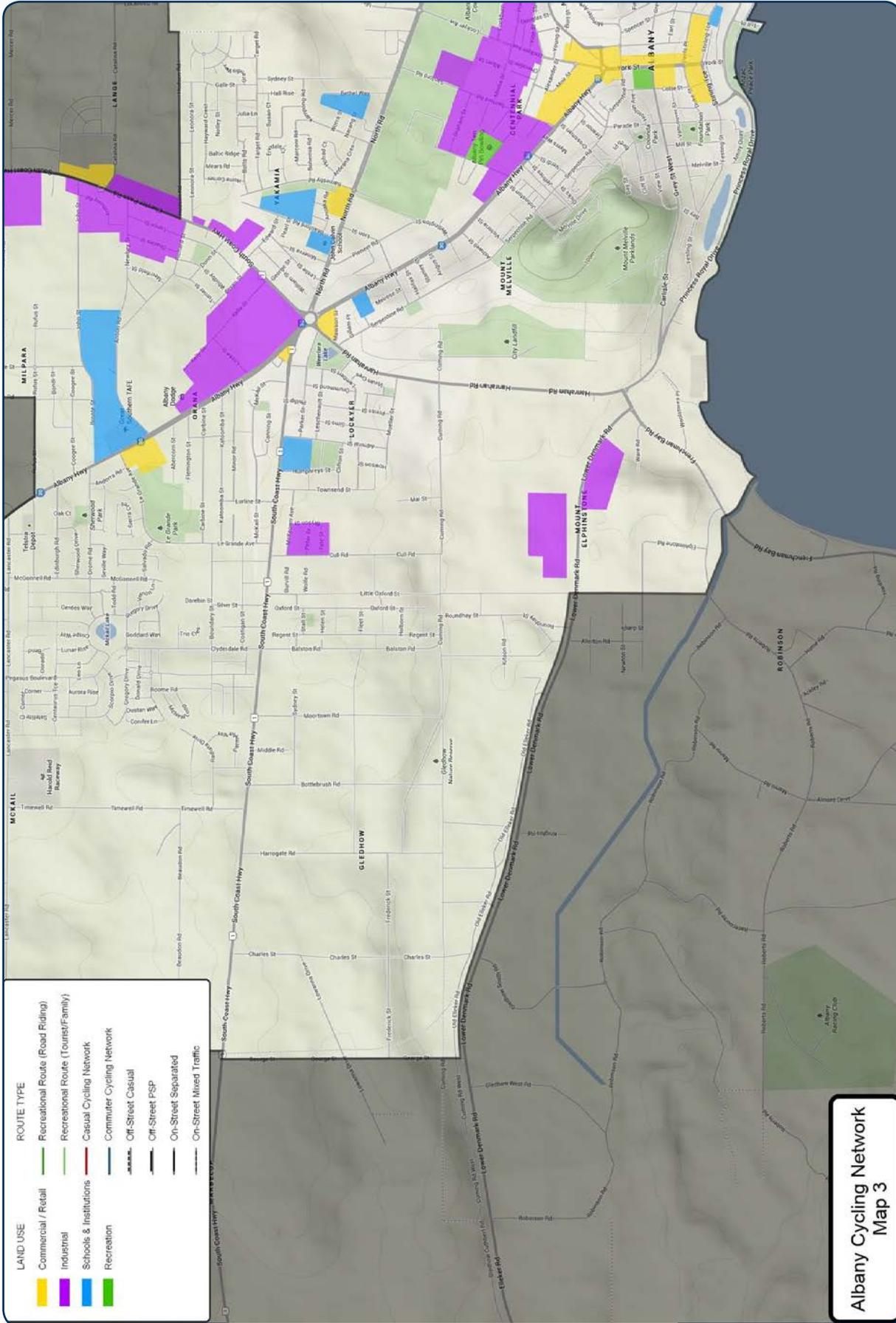


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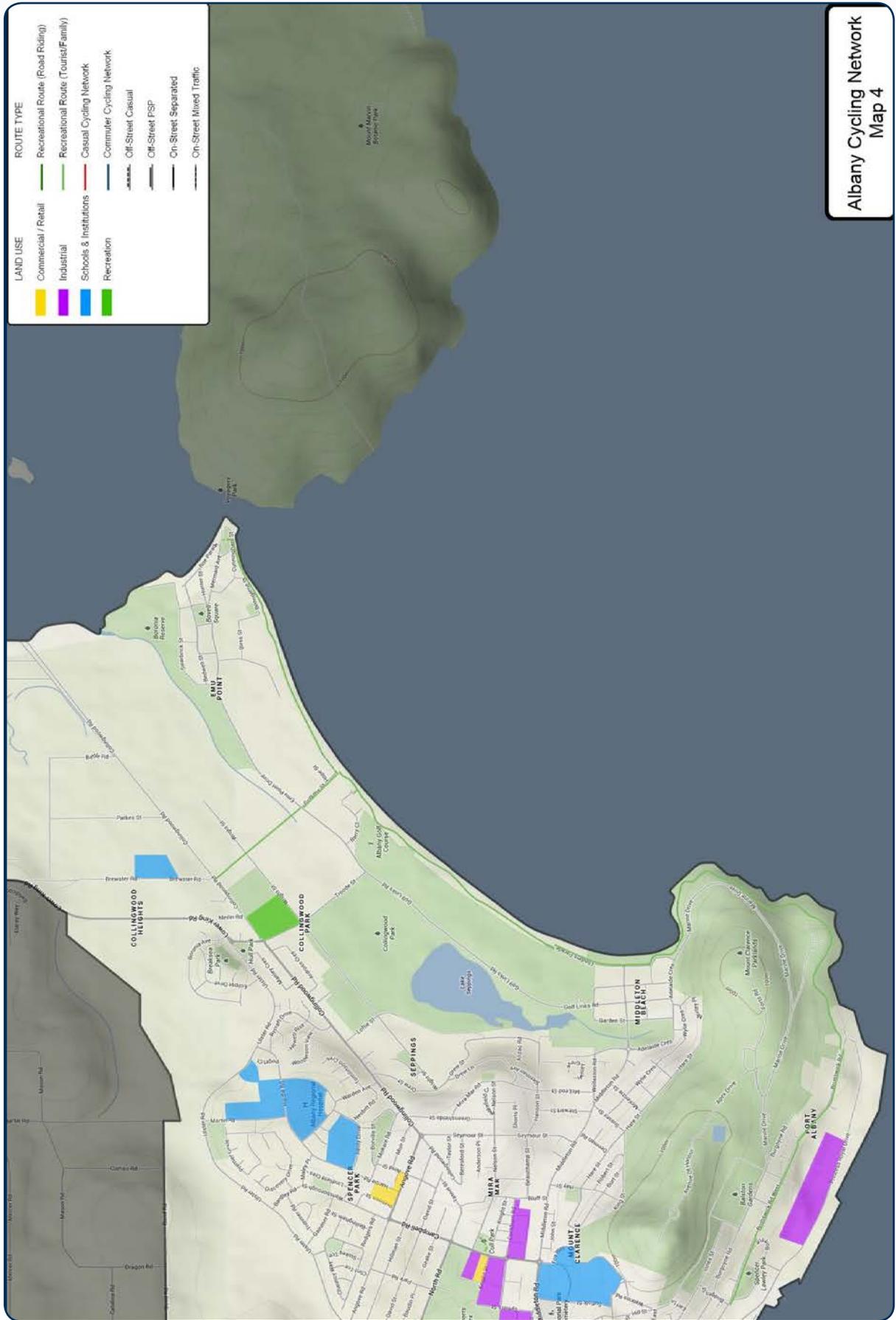




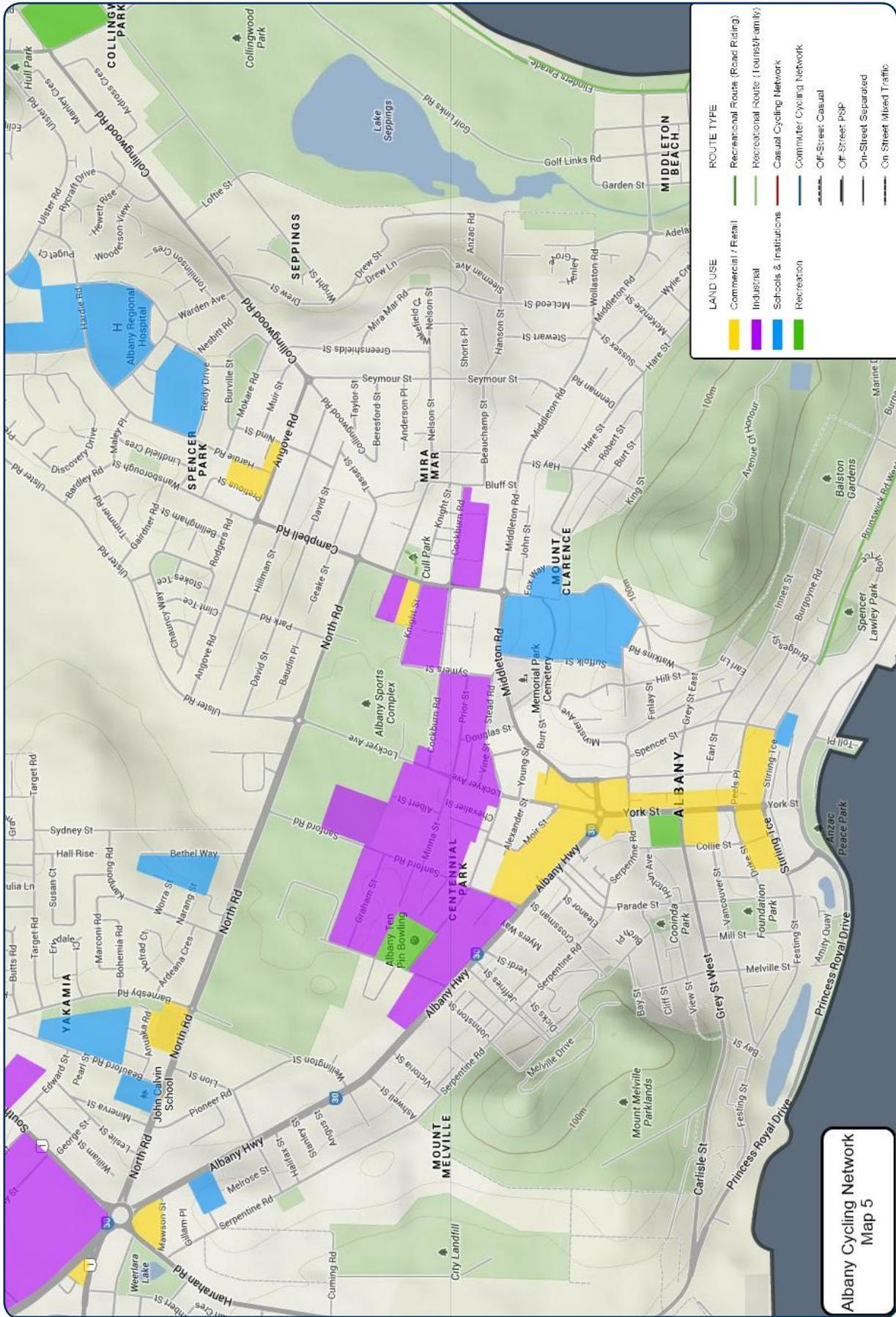
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Existing Facilities Casual Cycling Map - E16



Existing Facilities Casual Cycling Map - E17

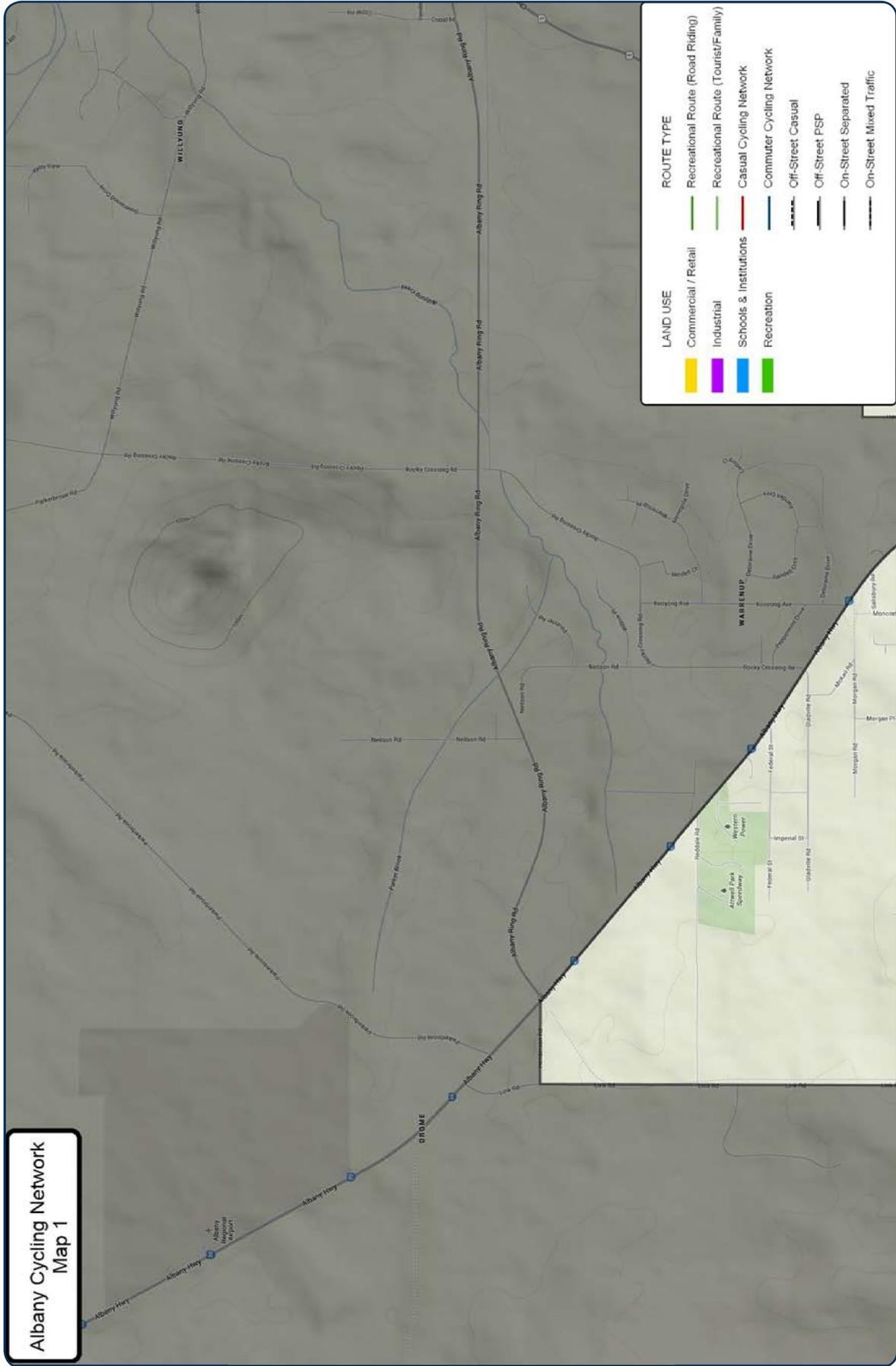


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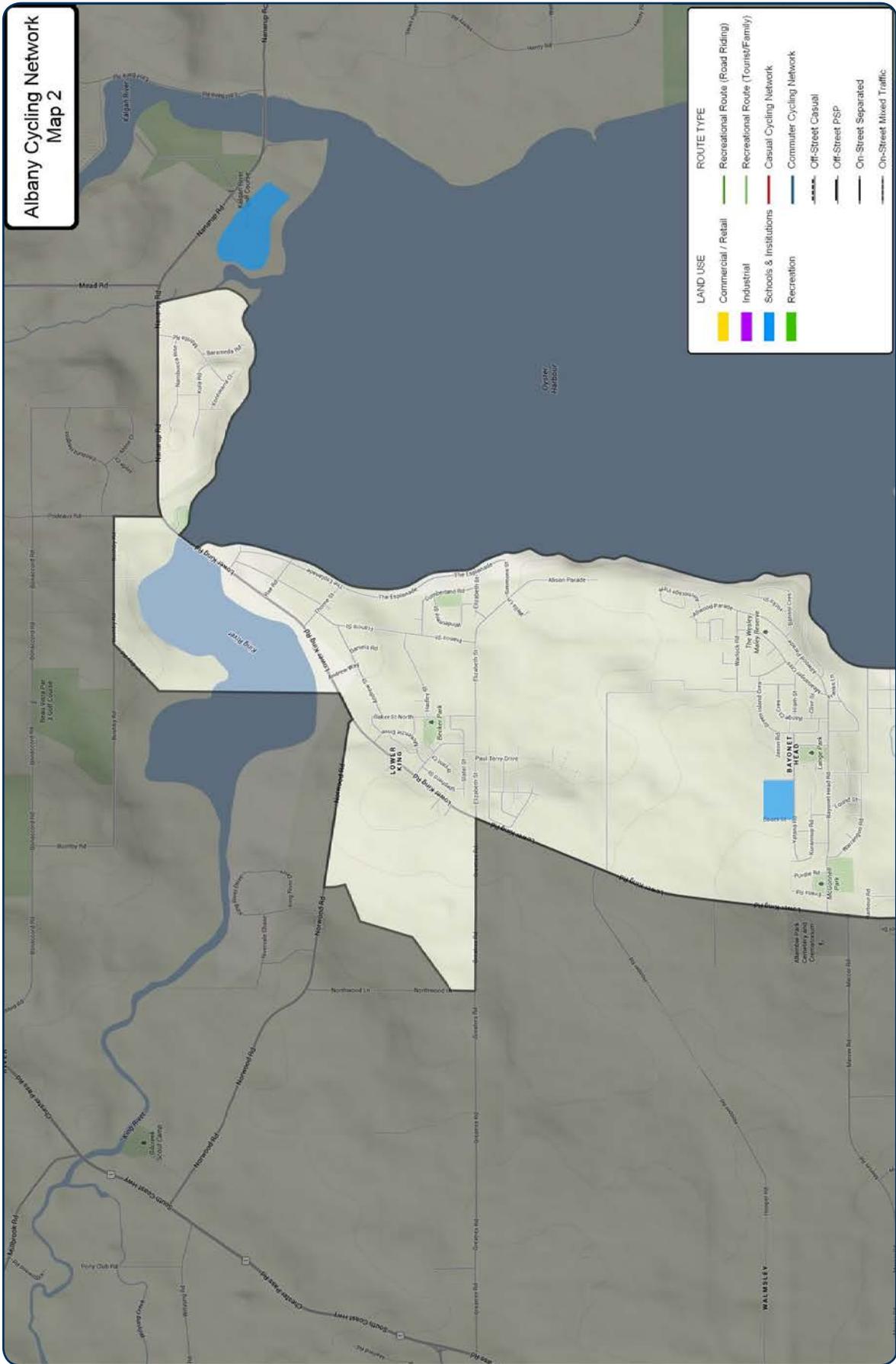




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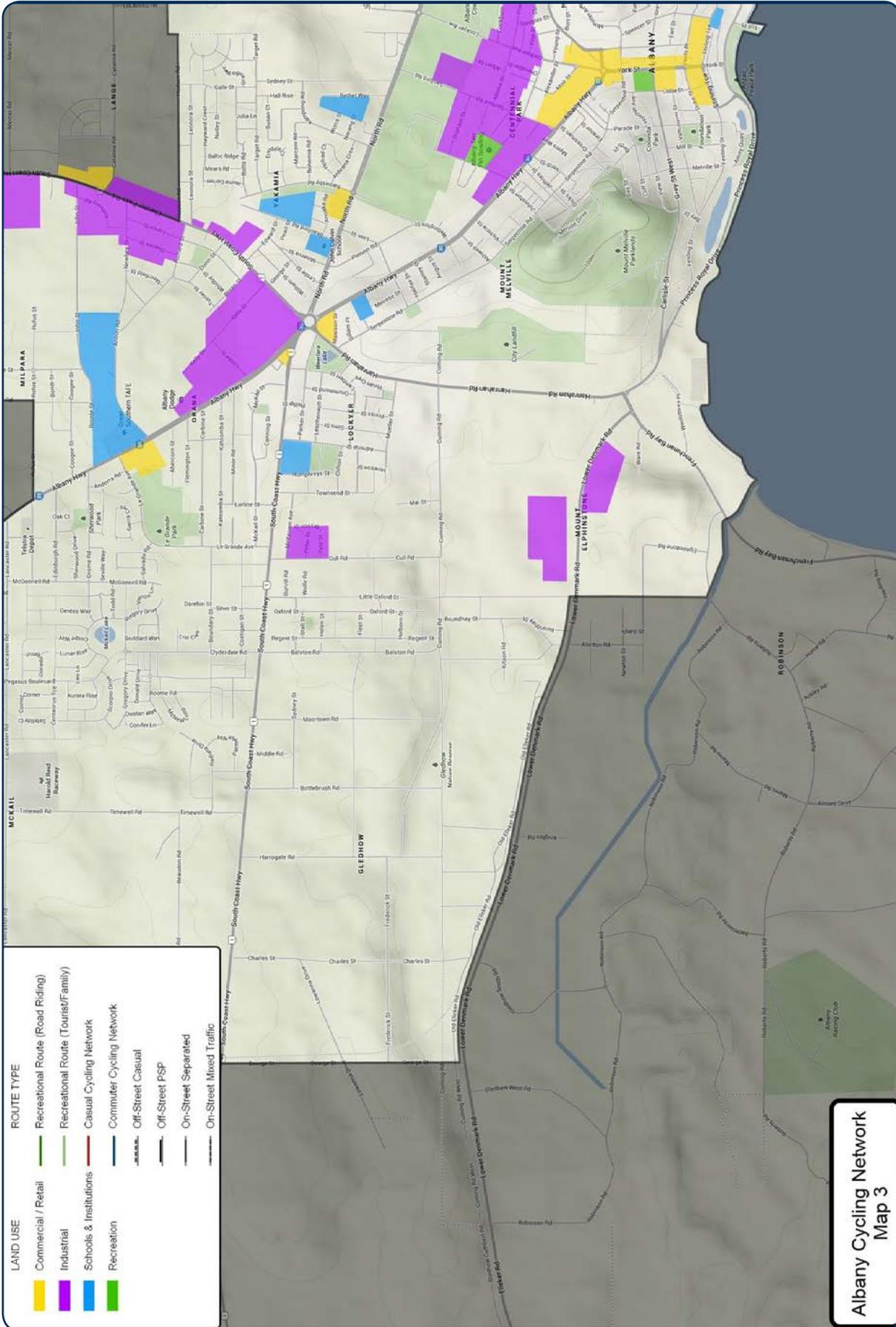


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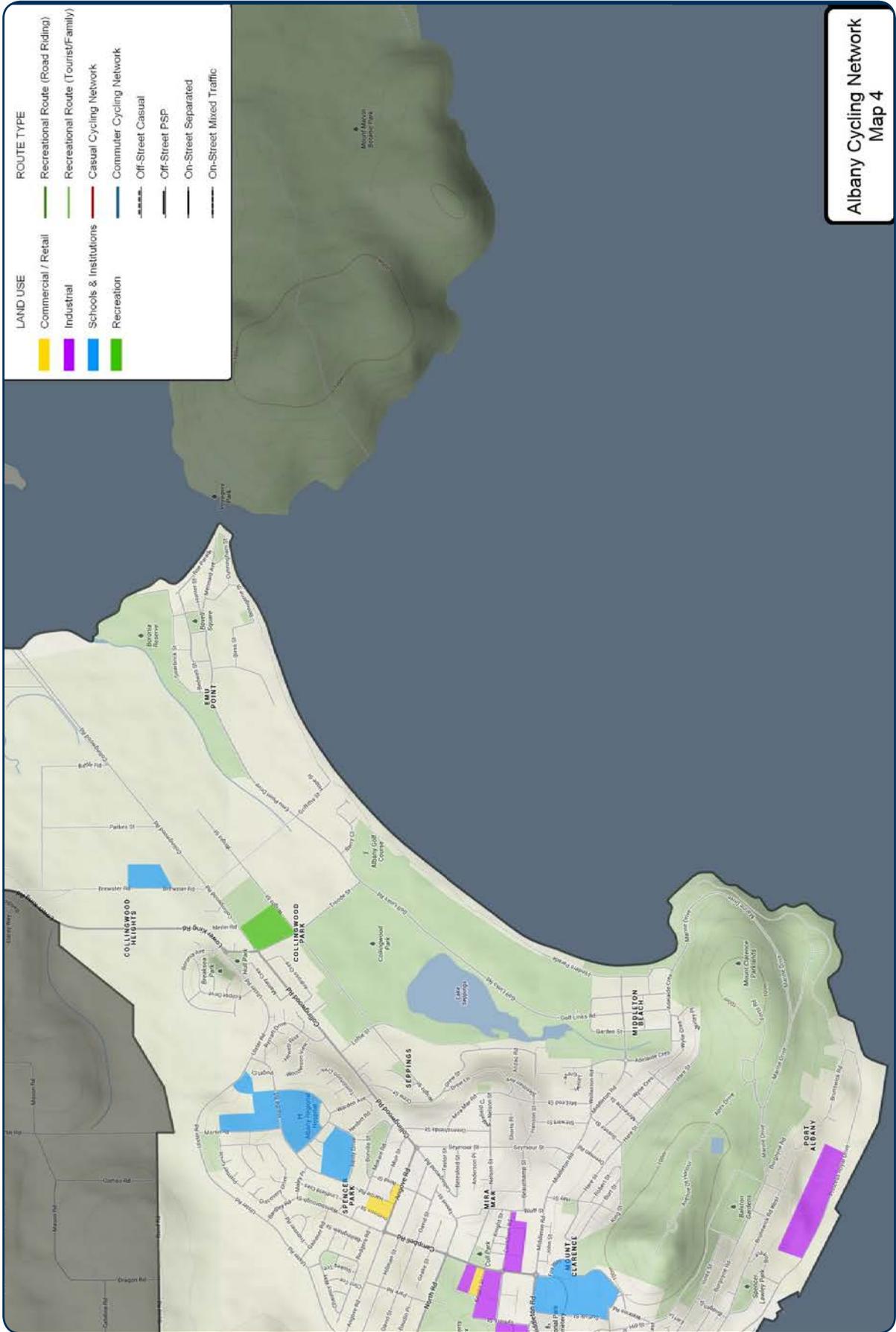




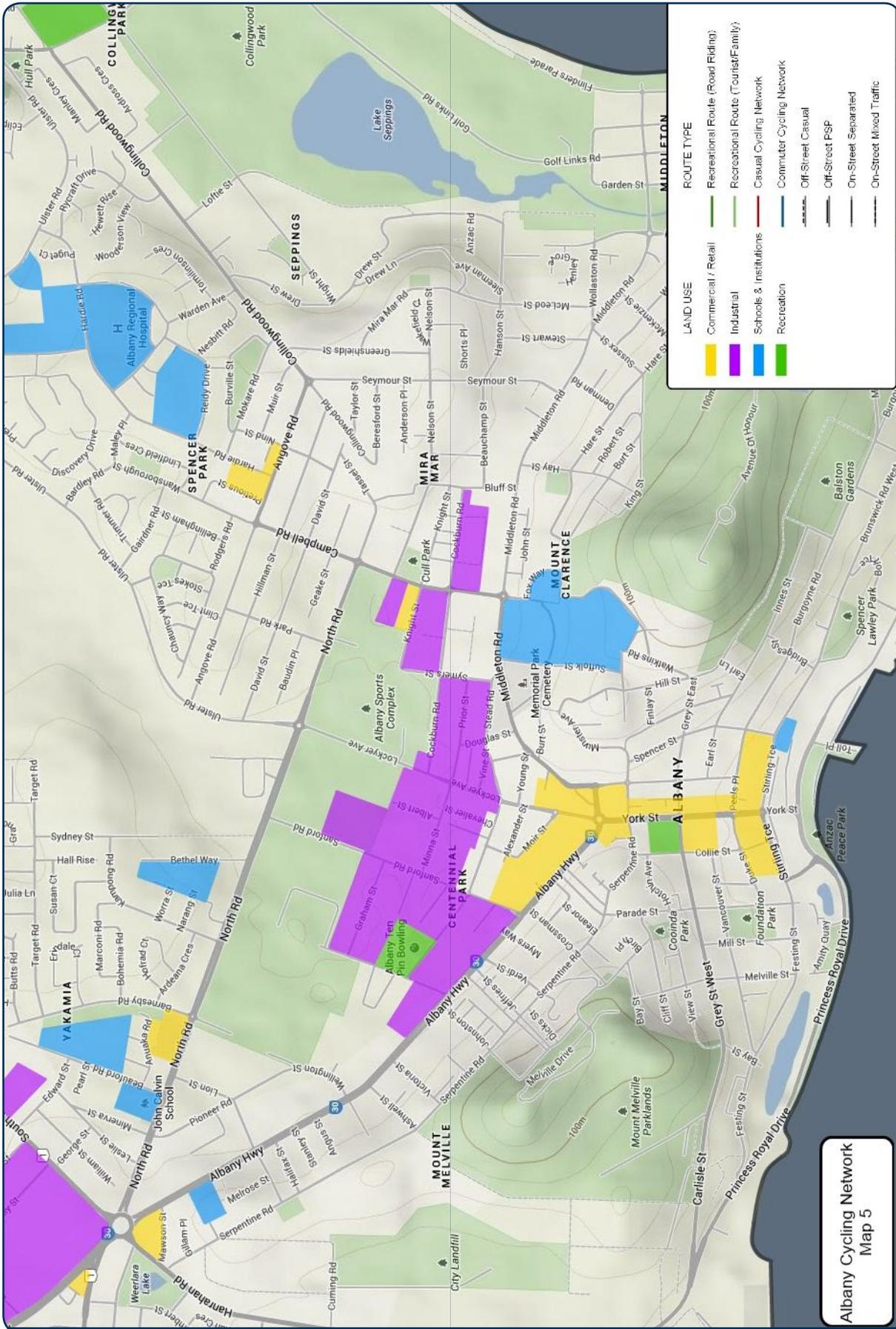
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Existing Facilities Casual Cycling Map - E22



Existing Facilities Casual Cycling Map - E23

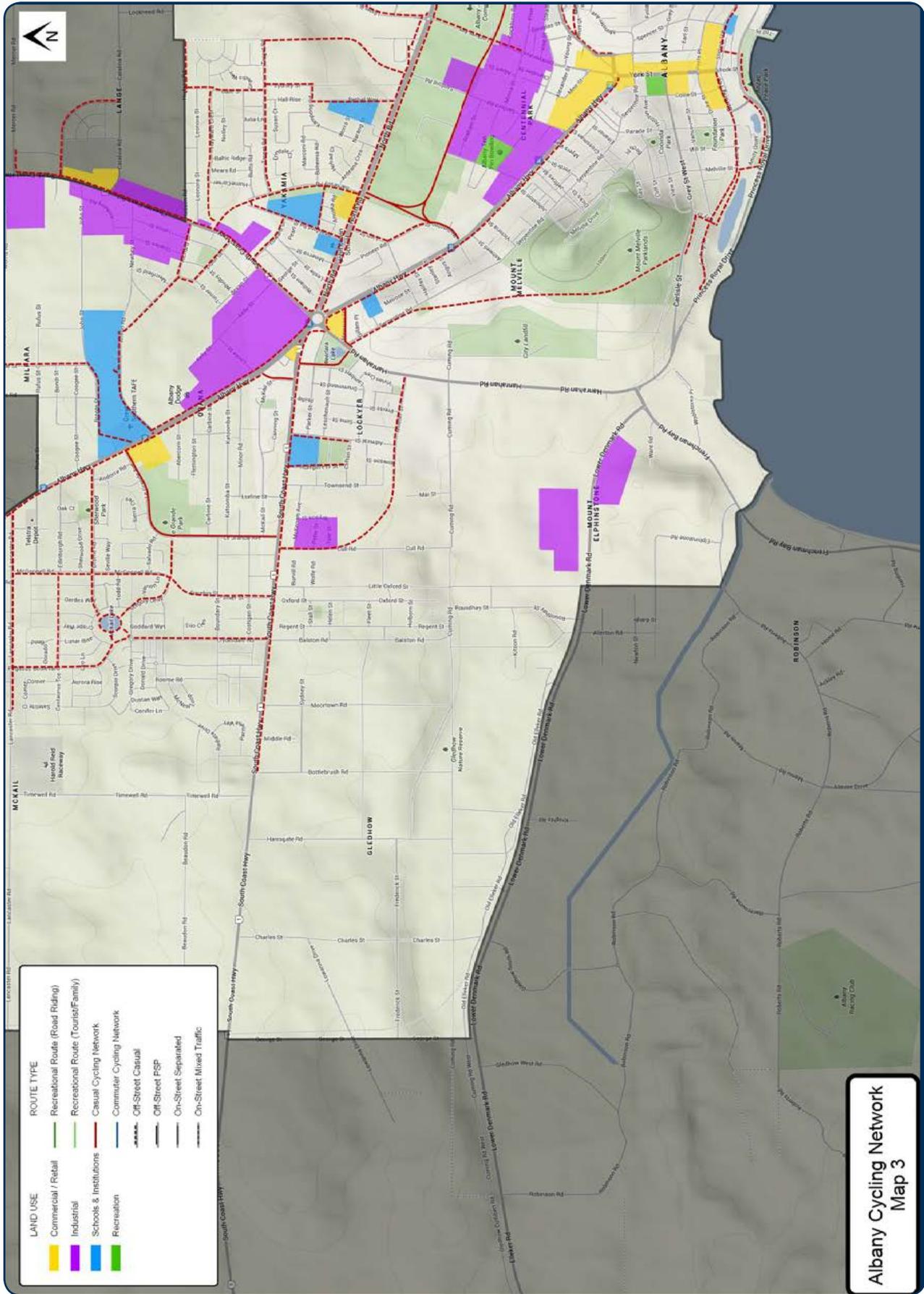


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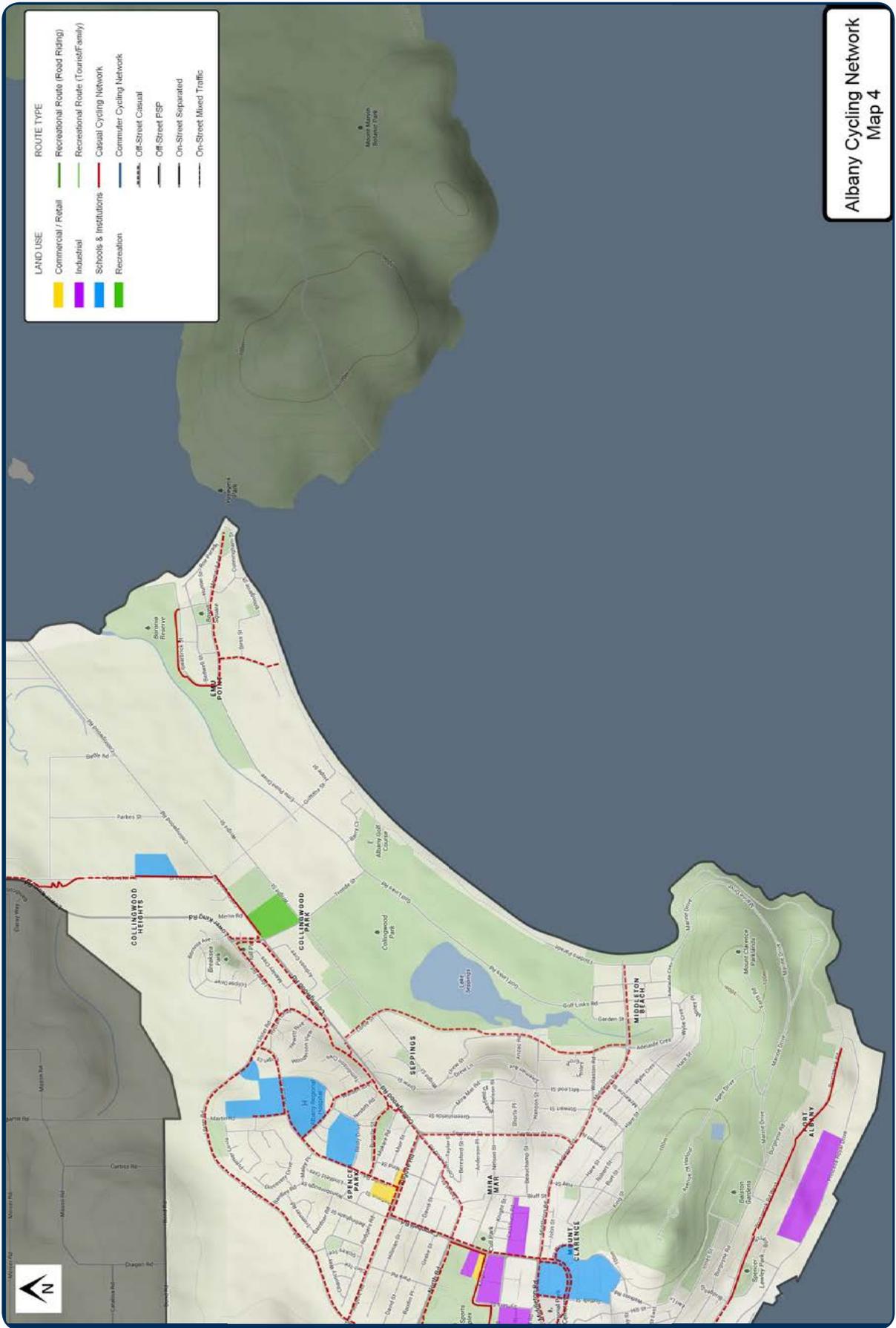




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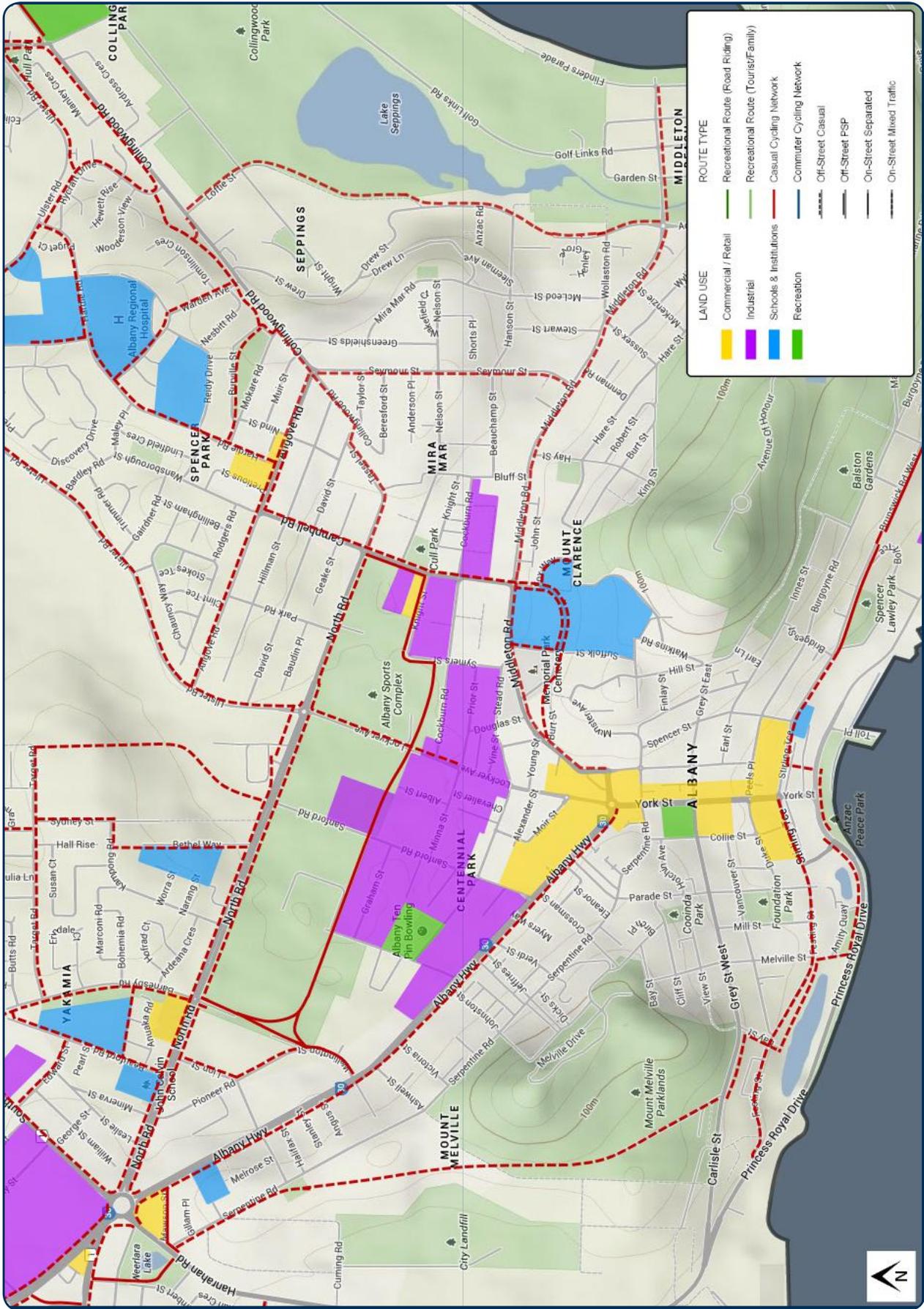


Existing Facilities Casual Cycling Map - E28





Existing Facilities Casual Cycling Map - E29

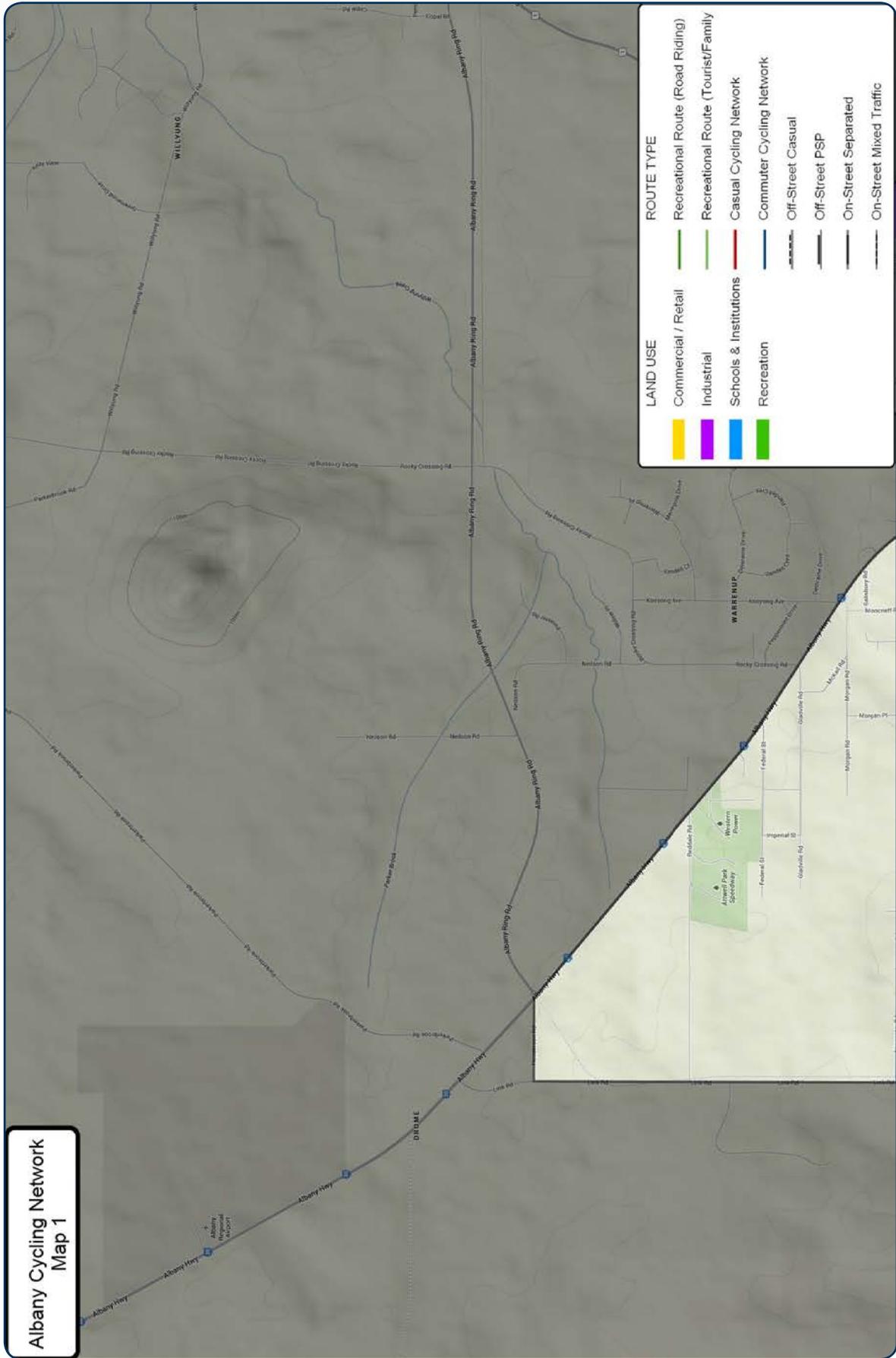


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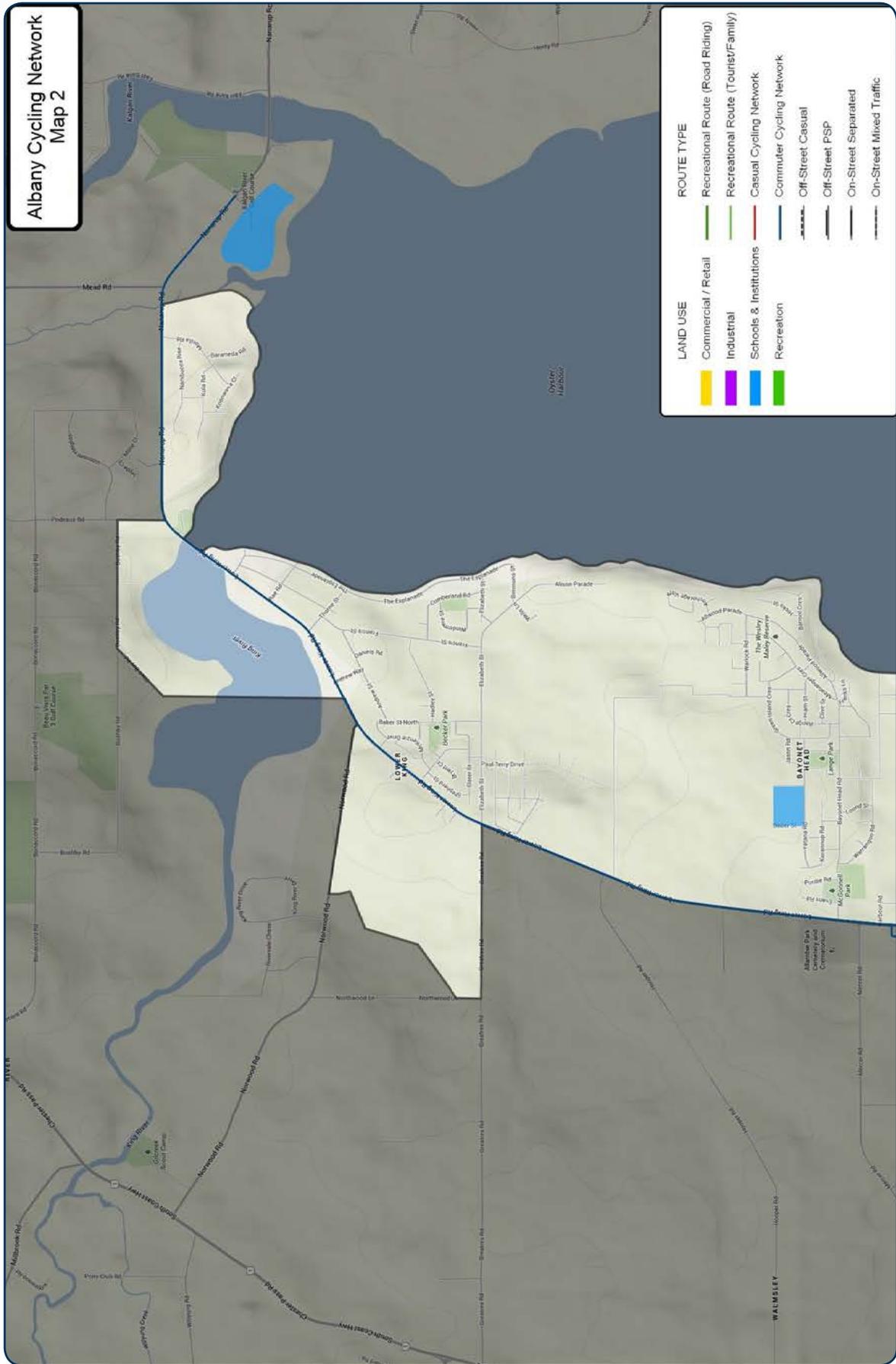




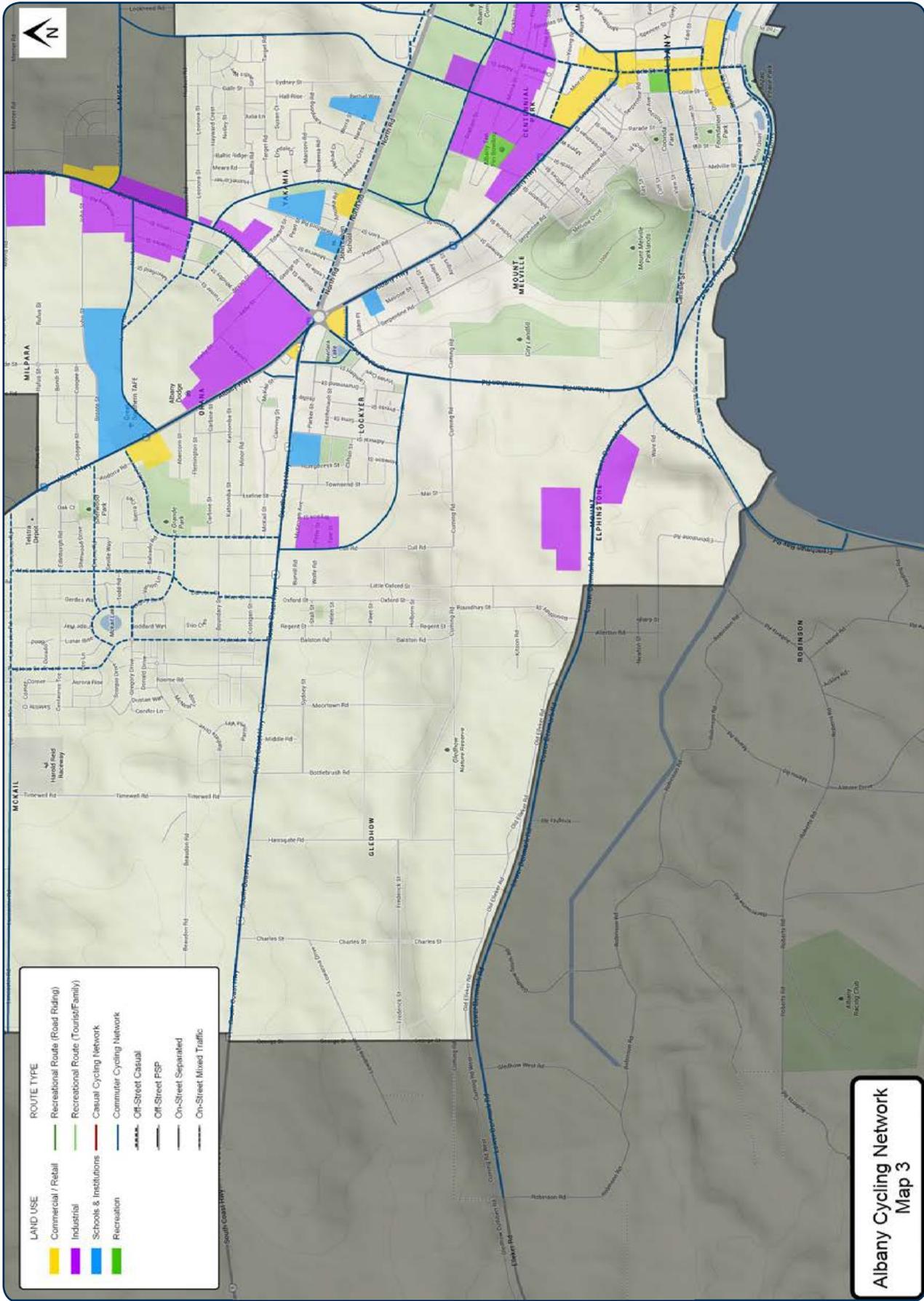
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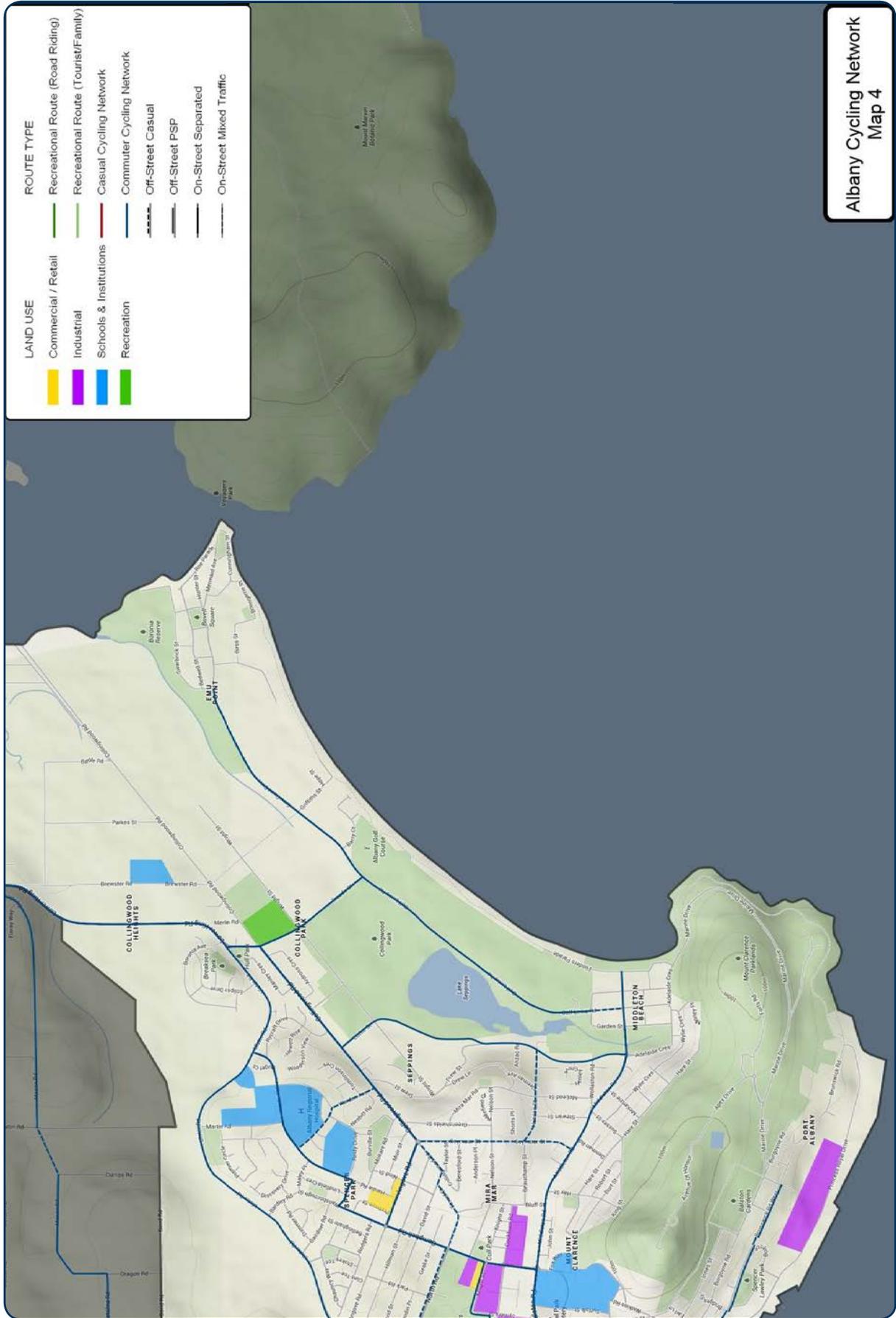
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Existing Facilities Casual Cycling Map - E33

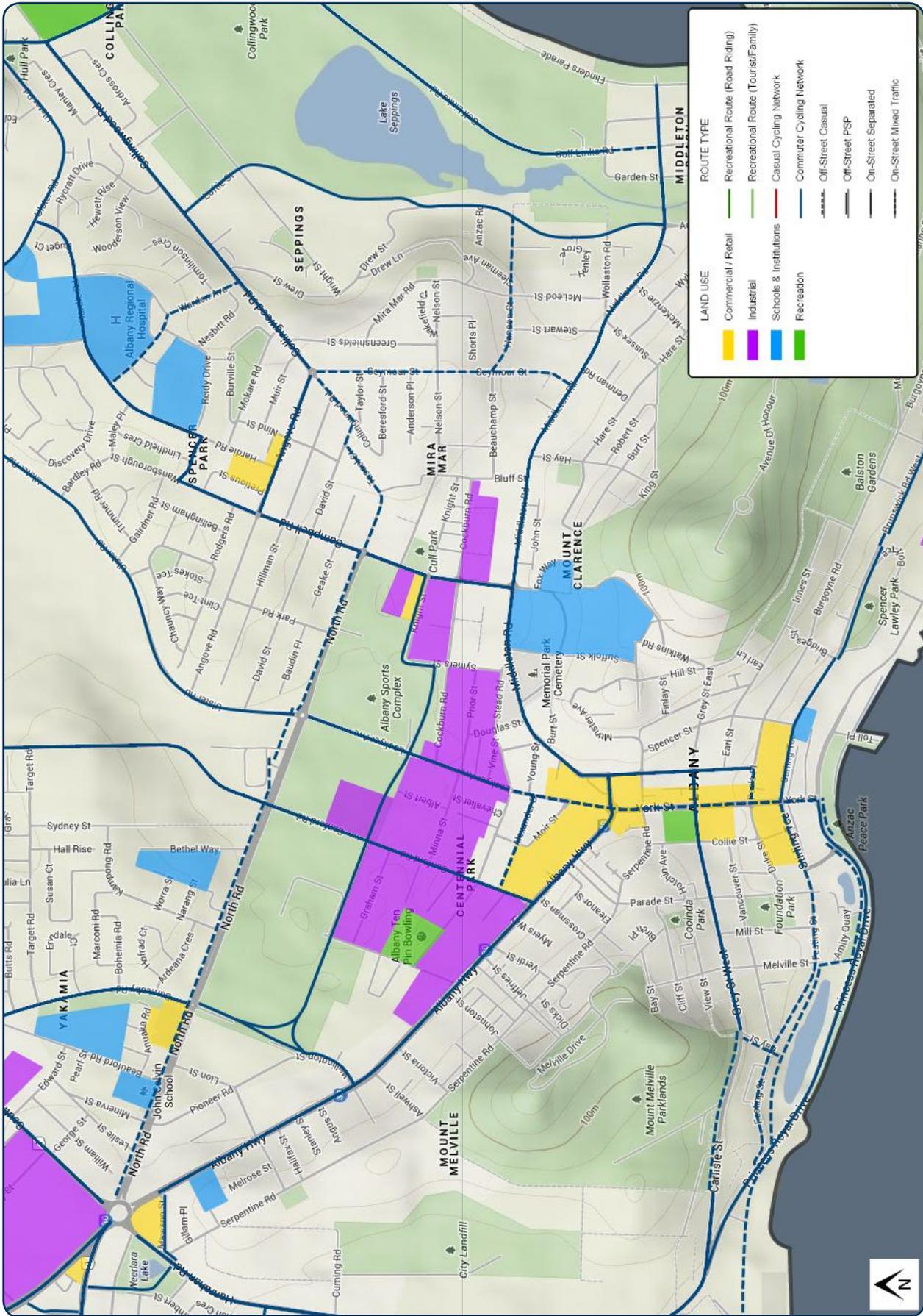


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Existing Facilities Casual Cycling Map - E35

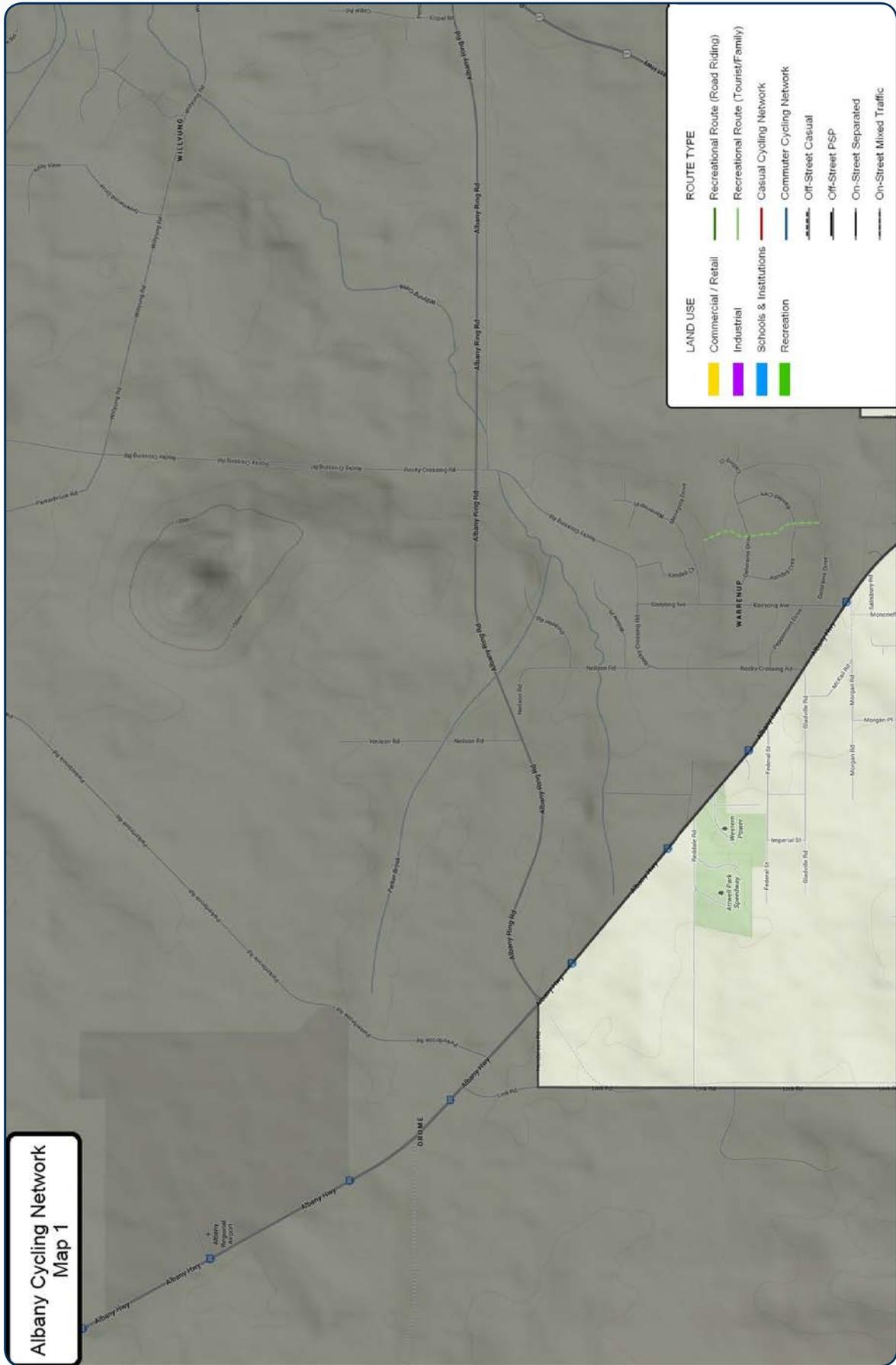


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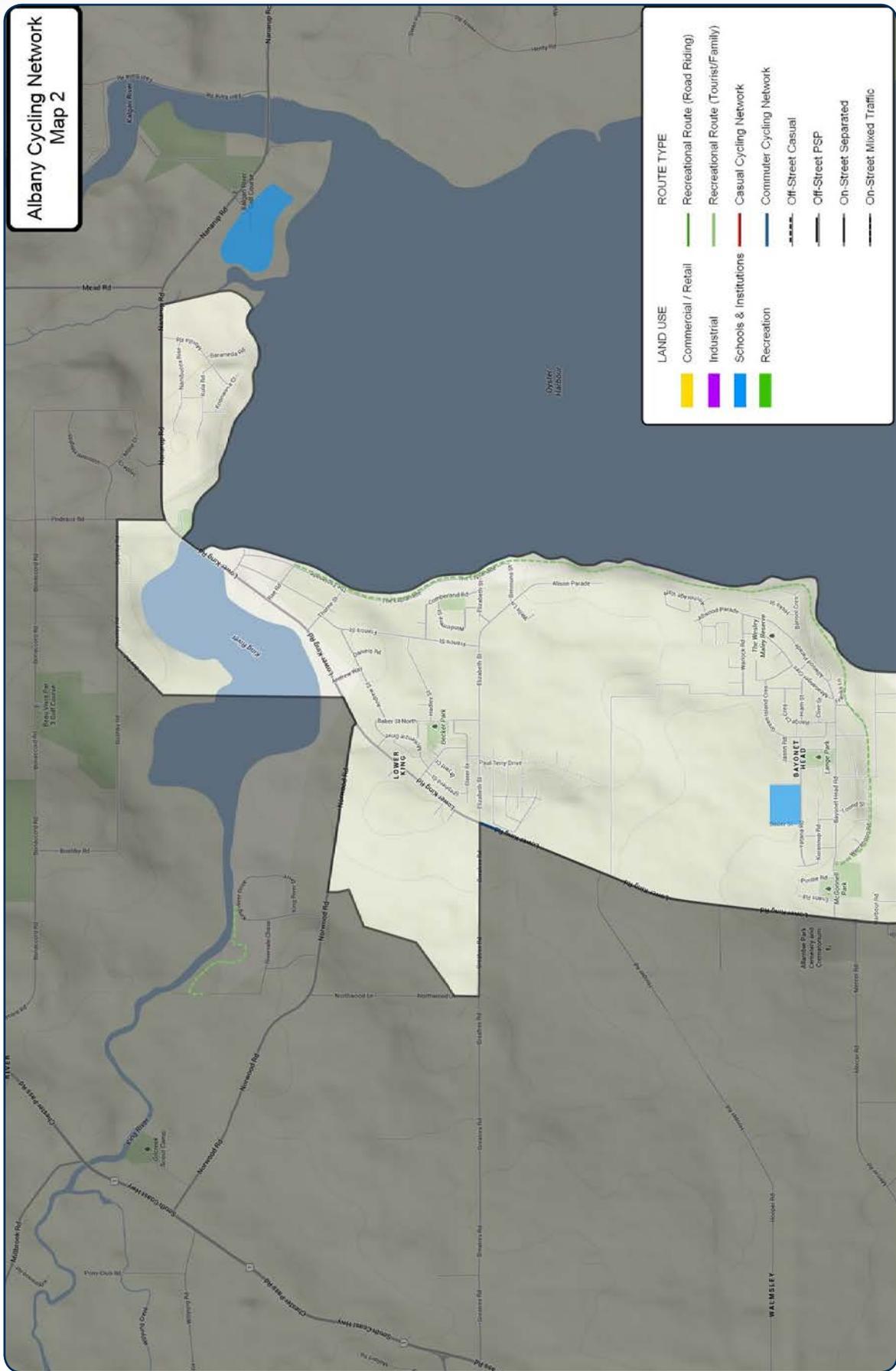




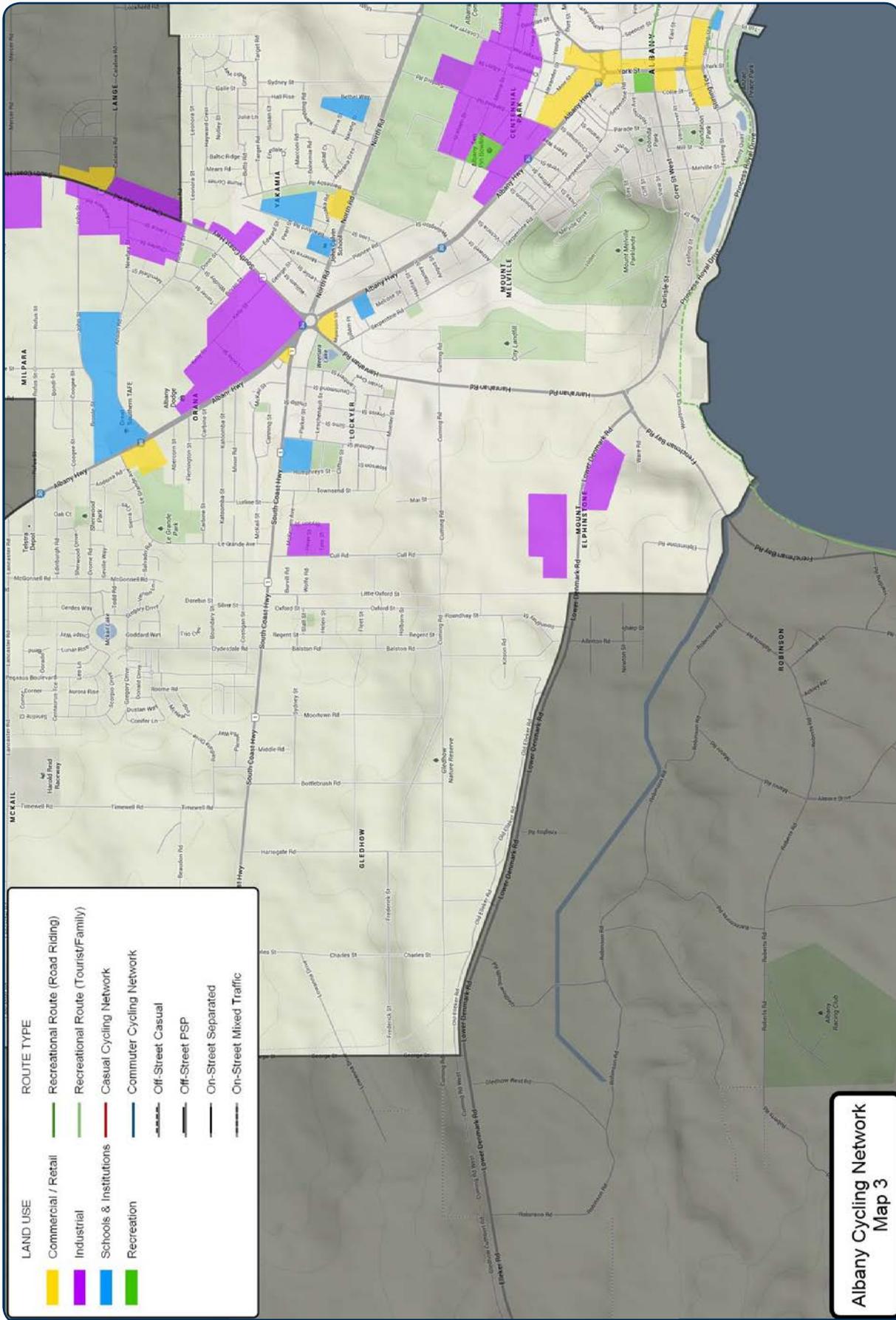
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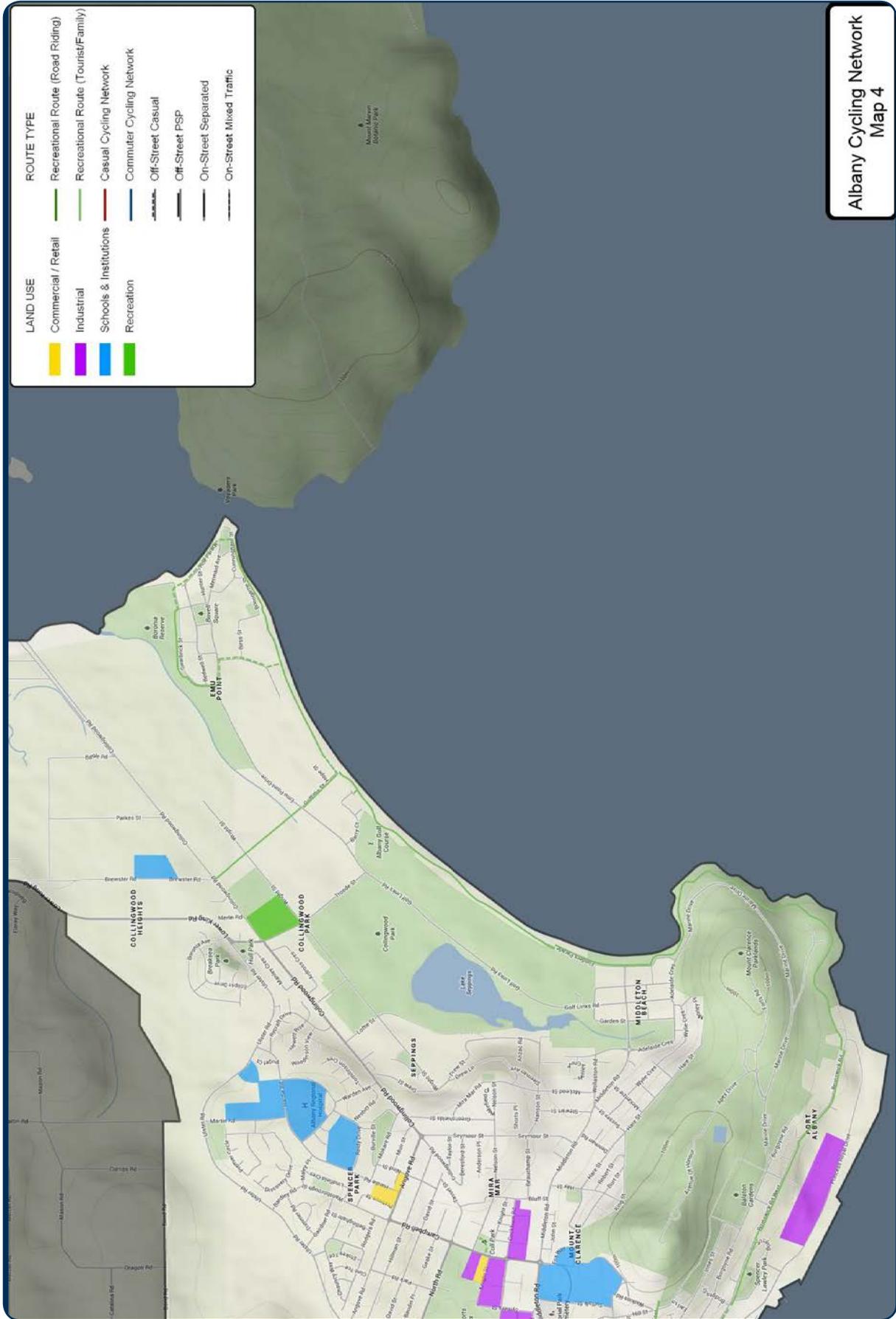
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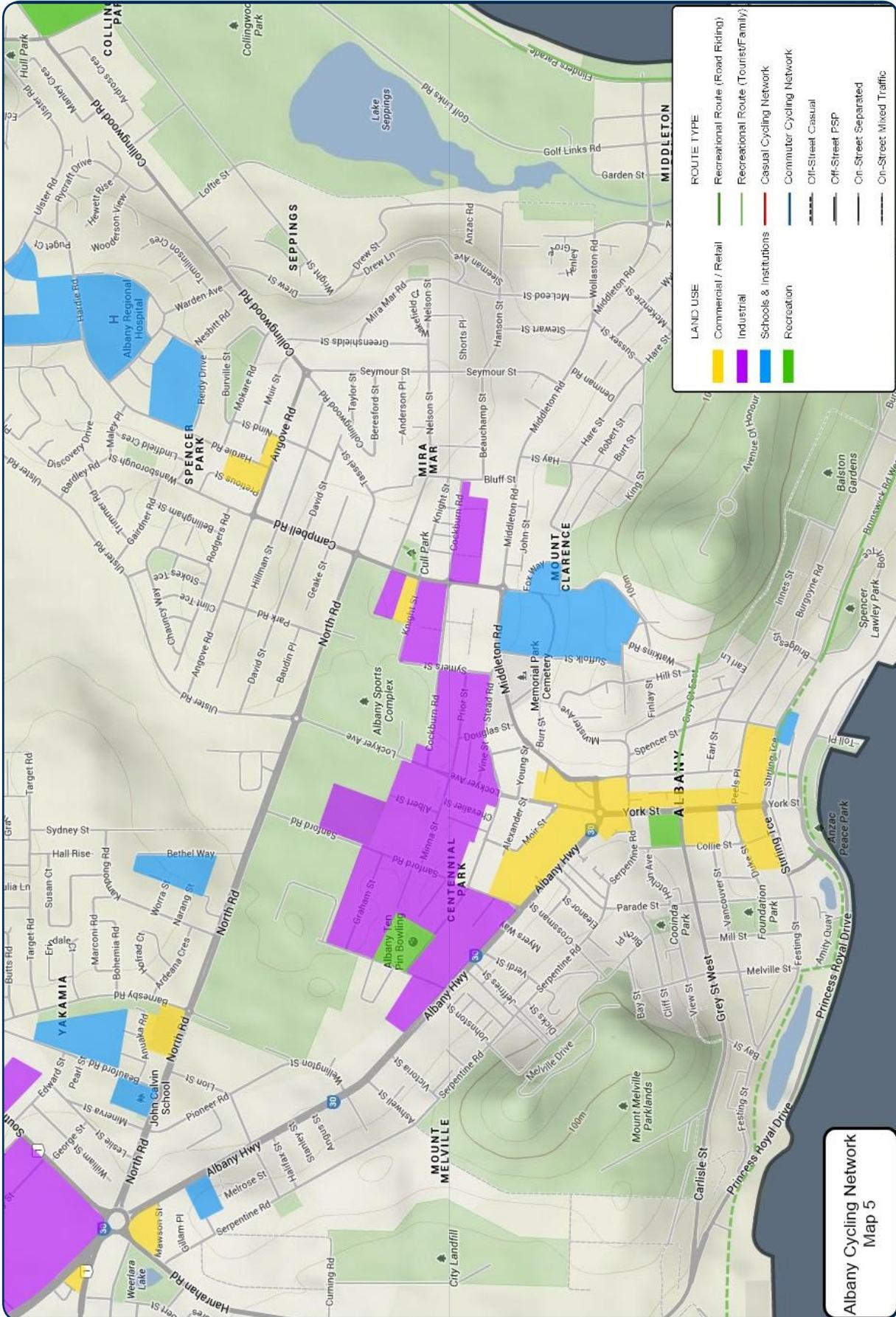
Existing Facilities Casual Cycling Map - E39



Existing Facilities Casual Cycling Map - E40



Existing Facilities Casual Cycling Map - E41

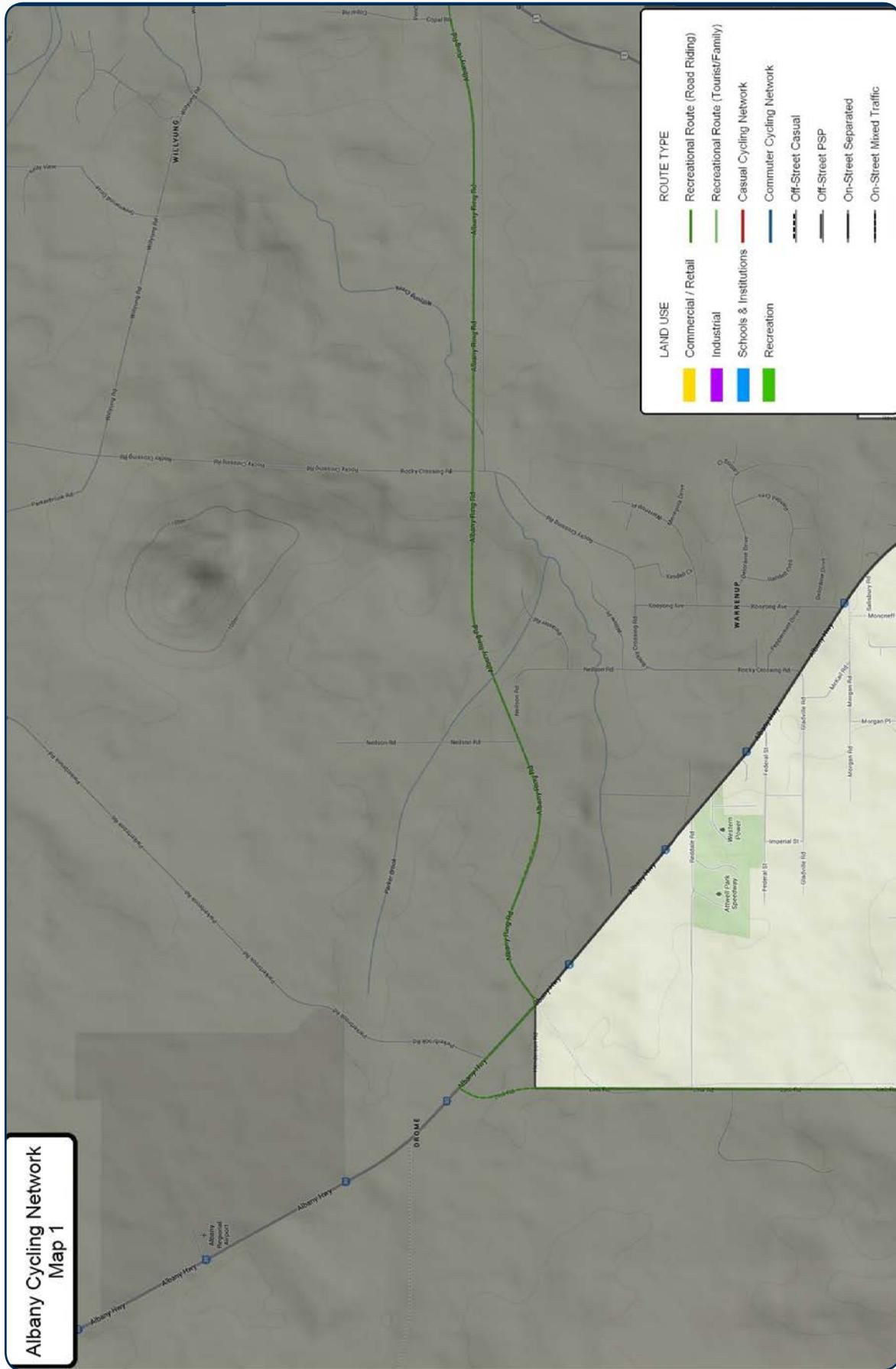


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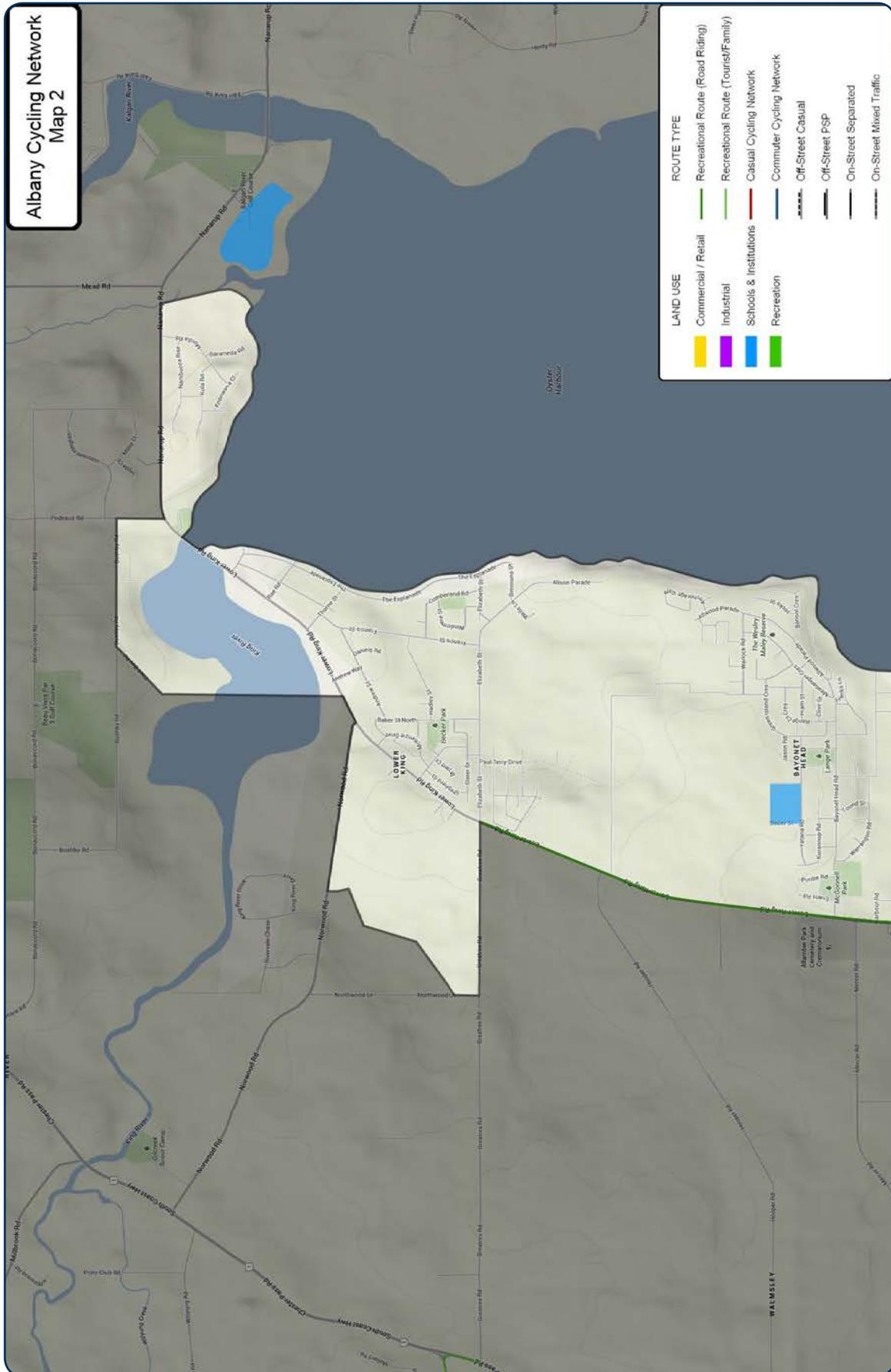




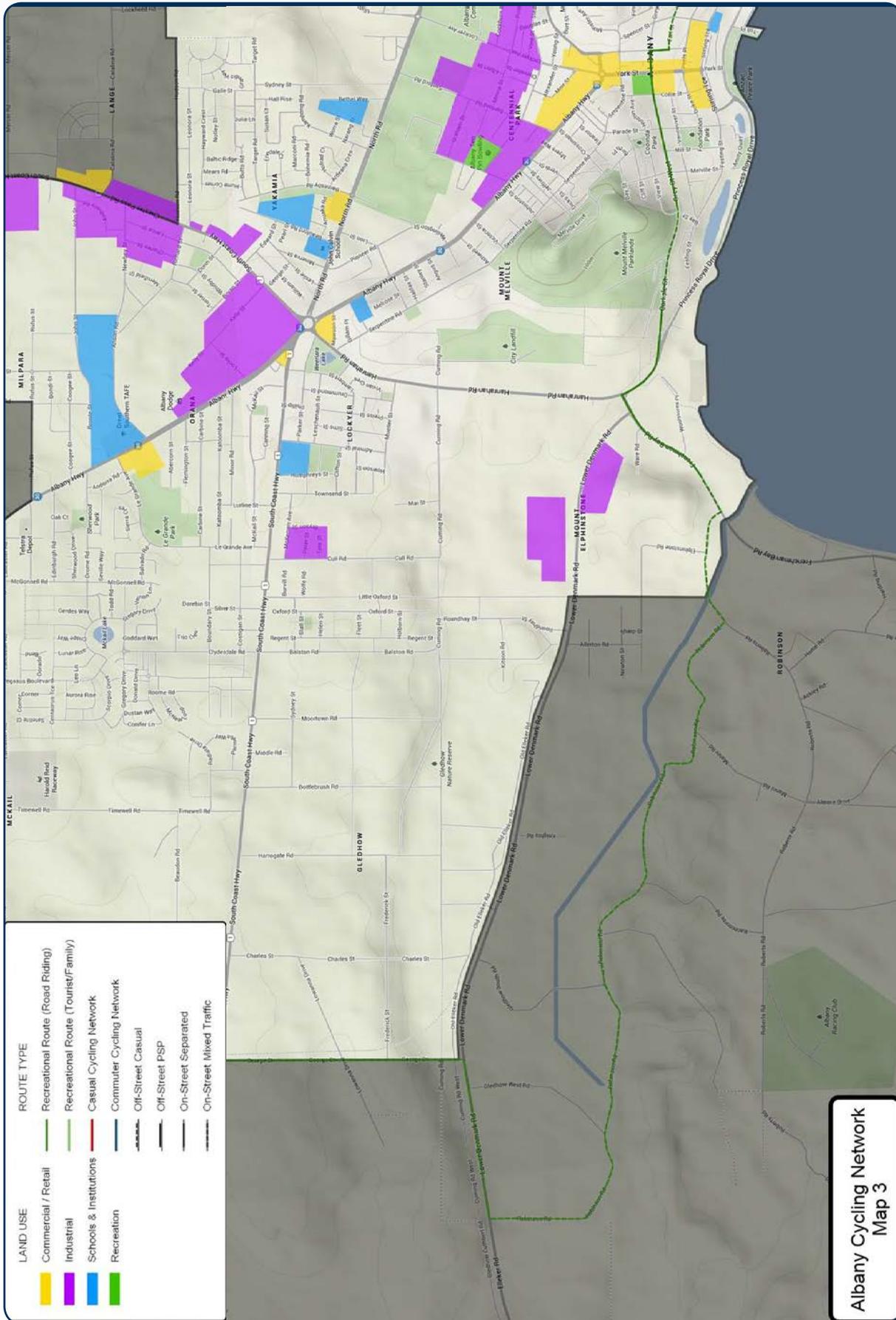
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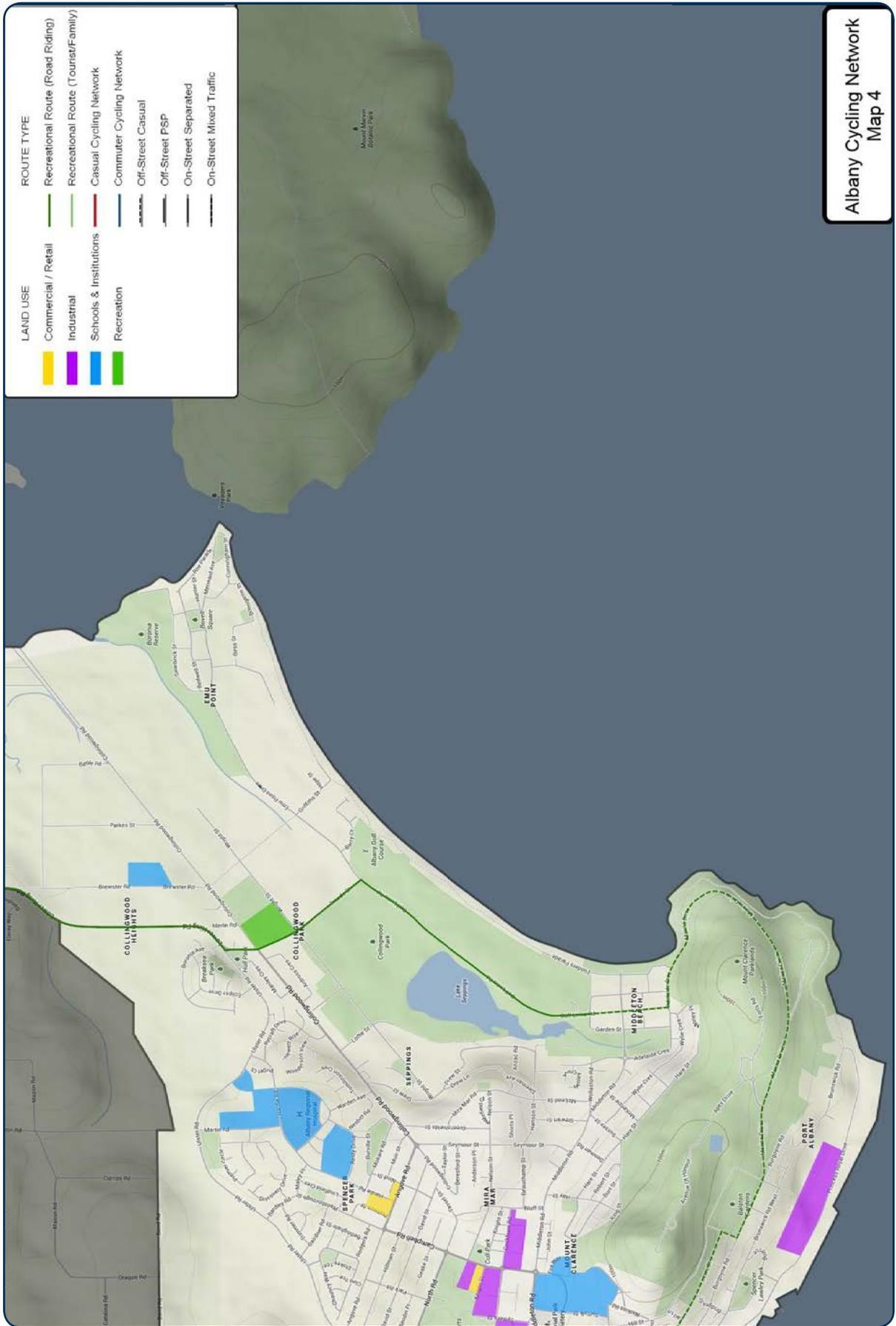
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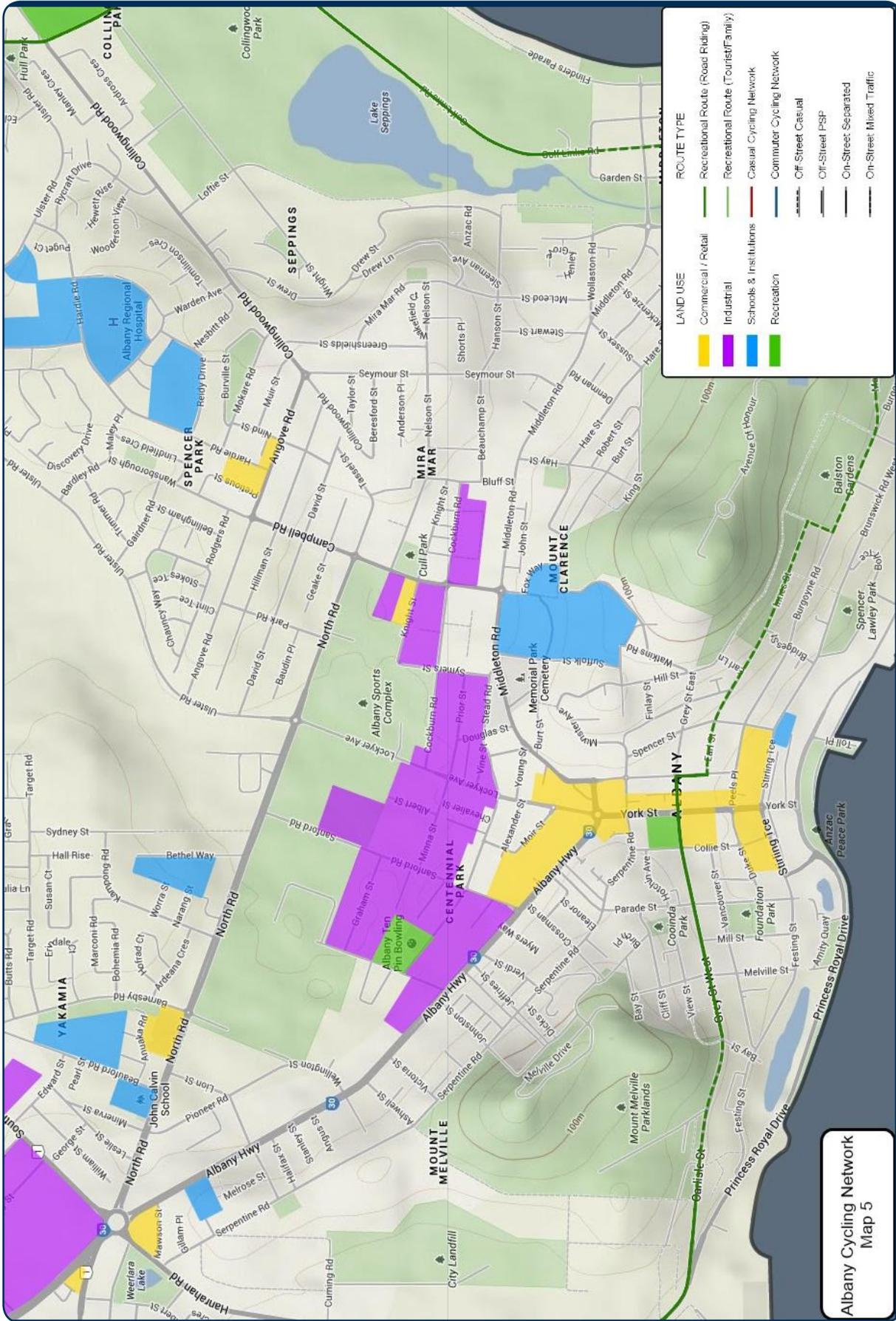
Existing Facilities Casual Cycling Map - E45



Existing Facilities Casual Cycling Map - E46



Existing Facilities Casual Cycling Map - E47



Existing Facilities Casual Cycling Map - E48







Appendix F

Indicative Works and Funding



Appendix F - Indicative Works and Funding

Cycle City Albany - Indicative Works Schedule

Reference Number	Details					Indicative Cost at 2014	
1	Street Name			From	To		\$70,000
	Barnesby Drive			North Rd	Bohemia Rd		
	Type	Surface	Width	Length	Area	Rating %	
	Shared	Concrete	2.5	230.0	575	74.00	
	Priority	Comments/Actions					
	Short	Widen existing path					
	<hr/>						
1a	Street Name			From	To		\$110,000
	Barnesby Drive			End of existing path	Chester Pass Rd		
	Type	Surface	Width	Length	Area	Rating %	
	Shared	Concrete	2.5	380.0	950	73.00	
	Priority	Comments/Actions					
	Long	Limited by private property					
	<hr/>						
1b	Street Name			From	To		\$140,000
	Barnesby Drive			Butt Drive	Bohemia Rd		
	Type	Surface	Width	Length	Area	Rating %	
	Shared	Concrete	2.5	430.0	1075	74.00	
	Priority	Comments/Actions					
	Short	Construct new shared path					
	<hr/>						

Reference Number	Details						Indicative Cost at 2014
2 	Street Name		From		To		\$10,000
	North Road		Beaufort Rd Crossing				
	Type	Surface	Width	Length	Area	Rating %	0.00
	Priority	Comments/Actions					
Short	Remove fence, install grab rails						
3 	Street Name		From		To		\$30,000
	Anson Road (north side)		NASHS exit driveway		Path to Richard St		
	Type	Surface	Width	Length	Area	Rating %	60.00
	Shared	Concrete	2.5	125.0	312.5		
	Priority	Comments/Actions					
Completed							
4 	Street Name		From		To		\$20,000
	Le Grande Ave		End of existing path		South Coast Hwy		
	Type	Surface	Width	Length	Area	Rating %	0.00
			2.5	70.0	175		
	Priority	Comments/Actions					
short	Complete missing link						
5 	Street Name		From		To		\$170,000
	Roe Pde		End of Swarbrick Street Shared Path		Mermaid Ave		
	Type	Surface	Width	Length	Area	Rating %	62.00
	Shared	Concrete	2.5	530.0	1325		
	Priority	Comments/Actions					
Medium	Include in Coastal Strategy - Emu Point						

Reference Number	Details	Indicative Cost at 2014
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5a \$60,000

Street Name		From		To	
Emu Point Café Path		Cunningham St		Roe St	
Type	Surface	Width	Length	Area	Rating %
Shared	Concrete	2.5	180.0	450	68.00
Priority	Comments/Actions				
Medium	Include in Coastal Strategy - Emu Point				

6 \$33,250



Street Name		From		To	
Griffiths Street		End of existing path		Cul-de-sac	
Type	Surface	Width	Length	Area	Rating %
Path	Asphalt	2.5	140.0	350	62.00
Priority	Comments/Actions				
Completed	Directional Signage, realign path				

7 \$40,000



Street Name		From		To	
Flinders Pde		End of Flinders Pde		Beginning of path	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	90.0	225	62.00
Priority	Comments/Actions				
Medium	Realign car parking bays, signage				

8 \$10,000



Street Name		From		To	
Golf Links Rd		Middleton Rd		Wollaston Rd	
Type	Surface	Width	Length	Area	Rating %
On-road					71.00
Priority	Comments/Actions				
Short	Replace solid centreline with broken				

Reference Number	Details	Indicative Cost at 2014
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9



Street Name		From		To		\$270,000
Golf Links Rd		Wollaston Rd		Troode St		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	1,800.0	2700	72.00	
Priority	Comments/Actions					
Completed	Widen and seal shoulders					

10



Street Name		From		To		\$9,000
Golf Links Rd		Troode St intersection				
Type	Surface	Width	Length	Area	Rating %	
On-road	Painted Asphalt	1.5	50.0	75	72.00	
Priority	Comments/Actions					
Completed	Provide 'Green' lane treatment					

11



Street Name		From		To		\$240,000
Emu Point Dr		Troode St		Clark St		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	1,600.0	2400	72.00	
Priority	Comments/Actions					
Completed	Widen and seal shoulders					

13



Street Name		From		To		\$105,000
Troode St		Golf Links Rd		Collingwood Rd		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	700.0	1050	68.00	
Priority	Comments/Actions					
Completed	Widen and seal shoulders					

Reference Number	Details	Indicative Cost at 2014
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14 \$30,000



Street Name		From		To	
Stead Rd		Hymus St		Lockyer Ave	
Type	Surface	Width	Length	Area	Rating %
On-road	Asphalt	1.5	180.0	270	68.00
Priority	Comments/Actions				
Medium	Contra-flow 'Green' cycle lane				

14a \$10,000



Street Name		From		To	
Barker Rd, Stead Rd, Tasman St		Centennial Park		Middleton Rd	
Type	Surface	Width	Length	Area	Rating %
On-road					68.00
Priority	Comments/Actions				
Medium	Provide bicycle symbols				

15 \$60,000

Street Name		From		To	
Hockey Ground Car Park		Cricket Nets		Barker Rd	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	200.0	500	72.00
Priority	Comments/Actions				
Short	As part of Centennial Park redevelopment				

15a \$140,000

Street Name		From		To	
Centennial park		Sandford		Lockyer Ave	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	500.0	1250	68.00
Priority	Comments/Actions				
Short	Shared path around lake				

Reference Number	Details	Indicative Cost at 2014
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16



Street Name		From	To		\$85,000
Centennial Park		Barker Road	North Road		
Type	Surface	Width	Length	Area	
Shared	Asphalt	2.5	300.0	750	76.00
Priority	Comments/Actions				
Short	As part of Centennial Park redevelopment				

18



Street Name		From	To		\$35,000
Middleton Rd		St Emilie Wy	Tasman St		
Type	Surface	Width	Length	Area	
On-road	Asphalt	1.8	300.0	540	75.00
Priority	Comments/Actions				
Short	Provide 1.5m-1.8 asphalt cycle lane				

19



Street Name		From	To		\$10,000
Middleton Rd		St Wurburghs Ln	St Emilie Wy		
Type	Surface	Width	Length	Area	
Shared	Asphalt				79.00
Priority	Comments/Actions				
Short	Provide 45 deg kerb ramps & symbols				

20



Street Name		From	To		\$300,000
Middleton Rd		Tasman St	Golf Links Rd		
Type	Surface	Width	Length	Area	
On-road	Asphalt	1.8	2,500.0	4375	68.00
Priority	Comments/Actions				
Short	Widen & asphalt cycle lane, remove parking				

Reference Number	Details	Indicative Cost at 2014
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20a	Street Name		From		To		\$50,000
	Middleton Rd		Golf Links Rd		Roundabout		
	Type	Surface	Width	Length	Area	Rating %	
	On-road	Asphalt				72.00	
	Priority	Comments/Actions					
	Long	Trial Dutch Style Roundabout					

21	Street Name		From		To		\$480,000
	Lower King Rd		Troode St		Mercer Rd		
	Type	Surface	Width	Length	Area	Rating %	
	On-road	Asphalt	2.0	2,000.0	4000	52.00	
	Priority	Comments/Actions					
	Medium	Widen and seal shoulders, signage					



21a	Street Name		From		To		\$600,000
	Lower King Rd		Mercer Rd		Elizabeth St		
	Type	Surface	Width	Length	Area	Rating %	
	On-road	Asphalt	2.0	2,500.0	5000		
	Priority	Comments/Actions					
	Long	Widen and seal shoulders					

21b	Street Name		From		To		\$10,000
	Ulster Rd/Lower King Rd		Bandicoot Drive		North Road		
	Type	Surface	Width	Length	Area	Rating %	
	On-road						
	Priority	Comments/Actions					
	Short	Review signage, install symbols,					

Reference Number	Details	Indicative Cost at 2014
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23



Street Name		From		To		\$15,000
South Coast Hwy		Outside 40 Sth Coast Hwy				
Type	Surface	Width	Length	Area	Rating %	
On-road		1.5	75.0	112.5	68.00	
Priority	Comments/Actions					
Short	Widen road narrowing, lines (MRWA)					

24



Street Name		From		To		\$65,000
South Coast Hwy		Townsend St		Admiral St		
Type	Surface	Width	Length	Area	Rating %	
shared		1.5	350.0	525	66.00	
Priority	Comments/Actions					
Medium	Provide cycle lane on north side (MRWA)					

24a

Street Name		From		To		\$10,000
South Coast Hwy		Townsend St		Cull Rd		
Type	Surface	Width	Length	Area	Rating %	
On-road			430.0			
Priority	Comments/Actions					
Medium	Review signage, install symbols (MRWA)					

25



Street Name		From		To		\$600,000
South Coast Hwy		Cull Rd		George St		
Type	Surface	Width	Length	Area	Rating %	
On-road	Chip seal	1.5	3,300.0	4950	58.00	
Priority	Comments/Actions					
Medium	Widen and seal shoulders (MRWA)					

Reference Number	Details	Indicative Cost at 2014
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26  \$7,000,000

Street Name		From		To	
South Coast Hwy		George St		City Boundary	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	2.0	35,000.0	70000	48.00
Priority	Comments/Actions				
Long	Widen and seal shoulders (MRWA)				

27  \$180,000

Street Name		From		To	
Lower Denmark Rd		George St		Robinson Rd	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	1.5	1,000.0	1500	58.00
Priority	Comments/Actions				
Short	Widen and seal shoulders				

28  \$800,000

Street Name		From		To	
Lower Denmark Rd		Frenchman Bay Rd		George St	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	1.5	4,400.0	6600	58.00
Priority	Comments/Actions				
Short	Widen and seal shoulders				

28a  \$10,000

Street Name		From		To	
Lower Denmark Rd		Frenchman Bay Rd		5km west	
Type	Surface	Width	Length	Area	Rating %
On-road			5,000.0		
Priority	Comments/Actions				
Short	Review signage, install symbols,				

Reference Number	Details	Indicative Cost at 2014
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29



Street Name		From		To	
Lower Denmark Rd		Robinson Rd		South Coast Hwy	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	1.5	31,000.0	46500	46.00
Priority	Comments/Actions				
Long	Widen and seal shoulders				

\$5,600,000

30



Street Name		From		To	
Frenchman Bay Rd		The Gap Rd		Blowholes Rd	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	1.5	2,100.0	3150	54.00
Priority	Comments/Actions				
Long	Widen and seal shoulders				

\$380,000

31



Street Name		From		To	
Frenchman Bay Rd		Blowholes Rd		Frenchman Bay	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	1.5	2,500.0	3750	54.00
Priority	Comments/Actions				
Long	Widen and seal shoulders				

\$450,000

32



Street Name		From		To	
Frenchman Bay Rd		Hanrahan Rd		The Gap Rd	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	1.5	13,200.0	19800	58.00
Priority	Comments/Actions				
Long	Widen and seal shoulders				

\$2,400,000

Reference Number	Details	Indicative Cost at 2014
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33 \$1,120,000



Street Name		From		To	
Range Rd		North Rd		Mercer Rd	
Type	Surface	Width	Length	Area	Rating %
On-road	Asphalt	1.5	3,250.0	4875	64.00
Priority	Comments/Actions				
Medium	Provide cycle lanes with new road construction				

34 \$240,000



Street Name		From		To	
Albany Harbours Path		Lower King Bridge		Lower King Bridge	
Type	Surface	Width	Length	Area	Rating %
Shared	Timber	3.0	80.0	240	70.00
Priority	Comments/Actions				
Long	Widen bridge or construct path bridge, refuge island				

35 \$600,000



Street Name		From		To	
Albany Harbours Path		Lower Kalgan Bridge		Lower Kalgan BridgeExpansion	
Type	Surface	Width	Length	Area	Rating %
Shared	Timber	3.0	200.0	600	62.00
Priority	Comments/Actions				
Long	Widen bridge or construct path bridge				

35a \$155,000

Street Name		From		To	
Albany Harbours Path		Kalgan Heights		GSG	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	550.0	1375	70.00
Priority	Comments/Actions				
Completed	Construct shared path				

Reference Number	Details					Indicative Cost at 2014	
35b	Street Name		From		To	\$380,000	
	Albany Harbours Path		Kalgan Heights		Lower King Bridge		
	Type	Surface	Width	Length	Area	Rating %	
	Shared	Asphalt	2.5	1,350.0	3375	70.00	
	Priority	Comments/Actions					
	Medium	Construct shared path					
35c	Street Name		From		To	\$340,000	
	Albany Harbours Path		GSG		Lower Kalgan Bridge		
	Type	Surface	Width	Length	Area	Rating %	
	Shared	Asphalt	2.5	1,200.0	3000	68.00	
	Priority	Comments/Actions					
	Medium	Construct shared path					
35d	Street Name		From		To	\$170,000	
	Albany Harbours Path		Lower King Bridge		Rae Road		
	Type	Surface	Width	Length	Area	Rating %	
	Shared	Asphalt	2.0	600.0	1200	68.00	
	Priority	Comments/Actions					
	Long	Construct shared path eastern side					
36		Street Name		From		To	\$275,000
		Allwood Parade		The Outlook		Bay View Height Development	
		Type	Surface	Width	Length	Area	Rating %
		Shared	Asphalt	2.5	960.0	2400	72.00
		Priority	Comments/Actions				
		Medium	Construct shared path				

Reference Number	Details	Indicative Cost at 2014
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36a	Street Name		From		To		\$195,000
	Alison Parade		End of existing path		End of road		
	Type	Surface	Width	Length	Area	Rating %	
	Shared	Asphalt	2.5	680.0	1700	64.00	
	Priority		Comments/Actions				
	Medium		Construct shared path				

37		Street Name		From		To		\$30,000
		Brunswick Rd/ Stirling Tce		Bridge St		Spencer St		
		Type	Surface	Width	Length	Area	Rating %	
		On-road					74.00	
		Priority		Comments/Actions				
		Short		Entry statements, symbols, broken centreline				

38		Street Name		From		To		\$1,400,000
		Little Grove to Quaranup Rd		Harbour Esplanade		Shoal Bay Retreat		
		Type	Surface	Width	Length	Area	Rating %	
		Shared	Asphalt	2.5	5,000.0	12500	64.00	
		Priority		Comments/Actions				
		Medium		Construct shared path, signage				

39		Street Name		From		To		\$485,000
		Bay View Dr		Stubbs Rd		Chippana Drive		
		Type	Surface	Width	Length	Area	Rating %	
		Shared	Asphalt	2.5	1,700.0	4250	70.00	
		Priority		Comments/Actions				
		Short		Construct shared path, signage				

Reference Number	Details	Indicative Cost at 2014
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39a	<table border="1"> <tr> <th colspan="2">Street Name</th> <th>From</th> <th colspan="2">To</th> <td rowspan="2">\$10,000</td> </tr> <tr> <td colspan="2">Chipana Drive</td> <td>Wilson St</td> <td colspan="2">Harbour Esplanade</td> </tr> <tr> <th>Type</th> <th>Surface</th> <th>Width</th> <th>Length</th> <th>Area</th> <th>Rating %</th> </tr> <tr> <td>On-road</td> <td></td> <td></td> <td></td> <td></td> <td>66.00</td> </tr> <tr> <th>Priority</th> <th colspan="5">Comments/Actions</th> </tr> <tr> <td>Medium</td> <td colspan="5">Linemark to provide sealed shoulder for cyclists</td> </tr> </table>	Street Name		From	To		\$10,000	Chipana Drive		Wilson St	Harbour Esplanade		Type	Surface	Width	Length	Area	Rating %	On-road					66.00	Priority	Comments/Actions					Medium	Linemark to provide sealed shoulder for cyclists				
Street Name		From	To		\$10,000																															
Chipana Drive		Wilson St	Harbour Esplanade																																	
Type	Surface	Width	Length	Area	Rating %																															
On-road					66.00																															
Priority	Comments/Actions																																			
Medium	Linemark to provide sealed shoulder for cyclists																																			

40	 <table border="1"> <tr> <th colspan="2">Street Name</th> <th>From</th> <th colspan="2">To</th> <td rowspan="2">\$335,000</td> </tr> <tr> <td colspan="2">Catalina Rd - Bandicoot Dr</td> <td>Bandicoot Drive</td> <td colspan="2">Mason Drive</td> </tr> <tr> <th>Type</th> <th>Surface</th> <th>Width</th> <th>Length</th> <th>Area</th> <th>Rating %</th> </tr> <tr> <td>On-road</td> <td>Asphalt</td> <td>2.0</td> <td>2,800.0</td> <td>5600</td> <td>58.00</td> </tr> <tr> <th>Priority</th> <th colspan="5">Comments/Actions</th> </tr> <tr> <td>Medium</td> <td colspan="5">Construct shared path, cycle lanes on Catalina</td> </tr> </table>	Street Name		From	To		\$335,000	Catalina Rd - Bandicoot Dr		Bandicoot Drive	Mason Drive		Type	Surface	Width	Length	Area	Rating %	On-road	Asphalt	2.0	2,800.0	5600	58.00	Priority	Comments/Actions					Medium	Construct shared path, cycle lanes on Catalina				
Street Name		From	To		\$335,000																															
Catalina Rd - Bandicoot Dr		Bandicoot Drive	Mason Drive																																	
Type	Surface	Width	Length	Area	Rating %																															
On-road	Asphalt	2.0	2,800.0	5600	58.00																															
Priority	Comments/Actions																																			
Medium	Construct shared path, cycle lanes on Catalina																																			

40a	<table border="1"> <tr> <th colspan="2">Street Name</th> <th>From</th> <th colspan="2">To</th> <td rowspan="2">\$230,000</td> </tr> <tr> <td colspan="2">Catalina Rd</td> <td>Dragon Road</td> <td colspan="2">Chester Pass Rd</td> </tr> <tr> <th>Type</th> <th>Surface</th> <th>Width</th> <th>Length</th> <th>Area</th> <th>Rating %</th> </tr> <tr> <td>On-Road</td> <td>Asphalt</td> <td>1.5</td> <td>1,350.0</td> <td>2025</td> <td>58.00</td> </tr> <tr> <th>Priority</th> <th colspan="5">Comments/Actions</th> </tr> <tr> <td>Long</td> <td colspan="5">Construct shared path, on road cycle lane</td> </tr> </table>	Street Name		From	To		\$230,000	Catalina Rd		Dragon Road	Chester Pass Rd		Type	Surface	Width	Length	Area	Rating %	On-Road	Asphalt	1.5	1,350.0	2025	58.00	Priority	Comments/Actions					Long	Construct shared path, on road cycle lane				
Street Name		From	To		\$230,000																															
Catalina Rd		Dragon Road	Chester Pass Rd																																	
Type	Surface	Width	Length	Area	Rating %																															
On-Road	Asphalt	1.5	1,350.0	2025	58.00																															
Priority	Comments/Actions																																			
Long	Construct shared path, on road cycle lane																																			

41	 <table border="1"> <tr> <th colspan="2">Street Name</th> <th>From</th> <th colspan="2">To</th> <td rowspan="2">\$37,000</td> </tr> <tr> <td colspan="2">Chester Pass Rd</td> <td>End of existing path</td> <td colspan="2">Mercer Rd</td> </tr> <tr> <th>Type</th> <th>Surface</th> <th>Width</th> <th>Length</th> <th>Area</th> <th>Rating %</th> </tr> <tr> <td>Shared</td> <td>Concrete</td> <td>2.5</td> <td>250.0</td> <td>625</td> <td>74.00</td> </tr> <tr> <th>Priority</th> <th colspan="5">Comments/Actions</th> </tr> <tr> <td>Medium</td> <td colspan="5">Construct shared path</td> </tr> </table>	Street Name		From	To		\$37,000	Chester Pass Rd		End of existing path	Mercer Rd		Type	Surface	Width	Length	Area	Rating %	Shared	Concrete	2.5	250.0	625	74.00	Priority	Comments/Actions					Medium	Construct shared path				
Street Name		From	To		\$37,000																															
Chester Pass Rd		End of existing path	Mercer Rd																																	
Type	Surface	Width	Length	Area	Rating %																															
Shared	Concrete	2.5	250.0	625	74.00																															
Priority	Comments/Actions																																			
Medium	Construct shared path																																			



Reference Number	Details						Indicative Cost at 2014
42							\$800,000
	Street Name		From		To		
	Chester Pass Rd		Menang Dr		Bakers Junction		
	Type	Surface	Width	Length	Area	Rating %	
	On-road	Chip seal	2.0	4,000.0	8000	48.00	
	Priority	Comments/Actions					
	Long	Widen and seal shoulders (MRWA)					
	<hr/>						
43							\$1,120,000
	Street Name		From		To		
	Chester Pass Rd		Albany Hwy		Menang Dr		
	Type	Surface	Width	Length	Area	Rating %	
	On-road	Chip seal	2.0	5,600.0	11200	62.00	
	Priority	Comments/Actions					
	Long	Widen & construct cycle lanes (MRWA)					
	<hr/>						
44							\$300,000
	Street Name		From		To		
	Albany Hwy		Chester Pass Rd		Le Grande Ave		
	Type	Surface	Width	Length	Area	Rating %	
	On-road	Chip seal	2.0	1,500.0	3000	56.00	
	Priority	Comments/Actions					
	Long	Widen & construct cycle lanes (MRWA)					
	<hr/>						
45							\$900,000
	Street Name		From		To		
	Albany Hwy		Le Grande Ave		Menang Dr		
	Type	Surface	Width	Length	Area	Rating %	
	On-road	Chip seal	2.0	4,500.0	9000	48.00	
	Priority	Comments/Actions					
	Long	Widen & construct cycle lanes (MRWA)					

Reference Number	Details	Indicative Cost at 2014
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46



Street Name		From		To	
Albany Hwy		South Coast Hwy		Willyung Creek	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.0	2,100.0	4200	60.00
Priority	Comments/Actions				
Long	Fill in gaps in network				

\$480,000

46a

Street Name		From		To	
Albany Hwy		Sth of Lancaster Rd		Lancaster Rd	
Type	Surface	Width	Length	Area	Rating %
Shared		2.0	110.0	220	76.00
Priority	Comments/Actions				
Short	Fill in gaps in network - service station				

\$25,000

47



Street Name		From		To	
Albany Hwy		Bottrell Cl		Kooyong Av	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.0	410.0	820	74.00
Priority	Comments/Actions				
Short	Western side of Albany Hwy				

\$93,000

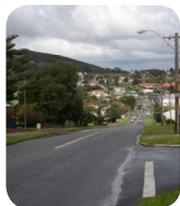
47a

Street Name		From		To	
Albany Hwy		Kooyong Av		Federal St	
Type	Surface	Width	Length	Area	Rating %
Shared		2.0	900.0	1800	66.00
Priority	Comments/Actions				
Medium	Construct shared path				

\$205,000

Reference Number	Details	Indicative Cost at 2014
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49 \$135,000



Street Name		From		To	
Campbell Rd		North Rd		Angove Rd	
Type	Surface	Width	Length	Area	Rating %
On-road	Chip seal	1.5	500.0	750	59.00
Priority	Comments/Actions				
Long	Widen road to provide uphill cycle lane, signage				

50 \$1,100,000



Street Name		From		To	
Collingwood Rd		Angove Rd		Troode St	
Type	Surface	Width	Length	Area	Rating %
On-road	Asphalt	1.5	2,100.0	3150	65.00
Priority	Comments/Actions				
Long	Widen & construct cycle lanes				

50a \$20,000

Street Name		From		To	
Lower King Rd		Troode		Lower King	
Type	Surface	Width	Length	Area	Rating %
On-road					68.00
Priority	Comments/Actions				
Short	Improve crossing point at intersection, signage				

50b \$140,000

Street Name		From		To	
Collingwood Rd		Rycraft		Warden St	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	500.0	1250	62.00
Priority	Comments/Actions				
Medium	Construct shared path - southeastern side				

Reference Number	Details	Indicative Cost at 2014
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51



Street Name		From		To		\$140,000
Seymour St		Collingwood Rd		Nelson St		
Type	Surface	Width	Length	Area	Rating %	
Shared	Asphalt	2.5	500.0	1250	64.00	
Priority	Comments/Actions					
Medium	Construction of missing link					

52



Street Name		From		To		\$570,000
Lake Seppings Dr		Middleton Rd		Collingwood Rd		
Type	Surface	Width	Length	Area	Rating %	
Shared	Asphalt	2.5	2,000.0	5000	61.00	
Priority	Comments/Actions					
Long	Construction of shared path					

53



Street Name		From		To		\$685,000
Greatrex Rd		Chester Pass Rd		Lower King Rd		
Type	Surface	Width	Length	Area	Rating %	
On-road	Chip seal	4.0	1,500.0	6000	50.00	
Priority	Comments/Actions					
Long	Construction and widen shoulders					

54



Street Name		From		To		\$500,000
Norwood Rd		Chester Pass Rd		Lower King Rd		
Type	Surface	Width	Length	Area	Rating %	
On-road	Chip seal	1.2	3,500.0	4200	58.00	
Priority	Comments/Actions					
Medium	Widen and seal shoulders					

Reference Number	Details	Indicative Cost at 2014
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55a

Street Name		From		To	
Albany Hwy		Chester Pass Rd		York St	
Type	Surface	Width	Length	Area	Rating %
On-road	Asphalt	1.5	2,500.0	3750	76.00
Priority	Comments/Actions				
Medium	Investigate on road cycle lanes				

55b

Street Name		From		To		\$710,000
Albany Hwy		Chester Pass Rd		York St		
Type	Surface	Width	Length	Area	Rating %	
Shared	Asphalt	2.5	2,500.0	6250	80.00	
Priority	Comments/Actions					
Short	Construct 2.5m wide asphalt shared path					

56



Street Name		From		To		\$12,000
Hanrahan Rd		Albany Hwy		Frenchman Bay Rd		
Type	Surface	Width	Length	Area	Rating %	
On-road					78.00	
Priority	Comments/Actions					
Short	Linemark to provide sealed shoulder for cyclists MRWA)					

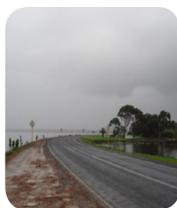
57



Street Name		From		To		\$80,000
Princess Royal Dr		Frenchman Bay Rd		York St		
Type	Surface	Width	Length	Area	Rating %	
Shared			800.0	0	66.00	
Priority	Comments/Actions					
Short	Feasibility Study into best options (MRWA)					

Reference Number	Details	Indicative Cost at 2014
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58



Street Name		From		To	
Princess Royal Dr		Railway Bridge		York St	
Type	Surface	Width	Length	Area	Rating %
On-road			1,200.0	0	56.00
Priority	Comments/Actions				
Short	Feasibility Study into best options MRWA)				

60



Street Name		From		To	
Elizabeth St		Paul Terry Dr		The Esplanade	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	900.0	2250	62.00
Priority	Comments/Actions				
Long					

\$260,000

61



Street Name		From		To	
Paul Terry Dr (future extension)		Berliner St		Flinders Park Primary	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	2,000.0	5000	61.00
Priority	Comments/Actions				
Long	Condition of subdivisional development				

63



Street Name		From		To	
Warden Ave		Collingwood Rd		Hardie Rd	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	650.0	1625	69.00
Priority	Comments/Actions				
Short	Construction of shared path - western side				

\$185,000



Reference Number	Details	Indicative Cost at 2014
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63a \$65,000

Street Name		From		To	
Reidy Dr		Warden Ave		Spencer Park School	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	230.0	575	63.00
Priority	Comments/Actions				
Short	Construction of shared path - western side				

65 \$100,000

Street Name		From		To	
Cull Rd		South Coast Hwy		FP1035 (Gifford St)	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	350.0	875	57.00
Priority	Comments/Actions				
Medium					

65a \$310,000



Street Name		From		To	
Mueller St		Cull Rd		Hanrahan Rd	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	1,100.0	2750	64.00
Priority	Comments/Actions				
Medium	Construct shared path				

66 \$115,000



Street Name		From		To	
McGonnell Rd		Edinburgh Rd		Cleave Cl	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5	400.0	1000	62.00
Priority	Comments/Actions				
Medium	Construct shared path				

Reference Number	Details	Indicative Cost at 2014
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67



Street Name		From		To		\$6,000
Clydesdale Rd		Clydesdale Cul-de-sac		South Coast Hwy		
Type	Surface	Width	Length	Area	Rating %	
Shared	Concrete	2.5	20.0	50	64.00	
Priority	Comments/Actions					
Short	Provide link from end of Cul-de-sac					

68



Street Name		From		To		\$10,000
Ulster Rd		North Rd		Lower King Rd		
Type	Surface	Width	Length	Area	Rating %	
On-road			3,700.0		64.00	
Priority	Comments/Actions					
Short	Remove solid centreline and install broken					

69



Street Name		From		To		\$72,000
Lockyer Ave		Minna St		Centennial Park Path		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	500.0	750	77.00	
Priority	Comments/Actions					
Short	On road cycle lanes					

69a

Street Name		From		To		\$33,000
Lockyer Ave		York St		Minna St		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	600.0	900	66.00	
Priority	Comments/Actions					
Medium	Southbound cycle lane					

Reference Number	Details	Indicative Cost at 2014
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70



Street Name		From		To		\$200,000
Newbey St		Chester Pass Rd		FP400		
Type	Surface	Width	Length	Area	Rating %	
Shared	Asphalt	2.5	700.0	1750	54.00	
Priority	Comments/Actions					
Medium	Investigate shared path to connect with Anson					

70a

Street Name		From		To		\$100,000
Richard St		Turner St		Chester Pass Rd		
Type	Surface	Width	Length	Area	Rating %	
Shared		2.5	350.0	875	64.00	
Priority	Comments/Actions					
Medium	Construct shared path					

71



Street Name		From		To		\$20,000
Aberdeen St		St Emilie Wy		Peels Pl		
Type	Surface	Width	Length	Area	Rating %	
On-road		2.0	650.0	1300		
Priority	Comments/Actions					
Long	Alter parking, linemarking to form Nthbound Cycle lane					

73



Street Name		From		To		\$20,000
Grey St East		Aberdeen St		York St		
Type	Surface	Width	Length	Area	Rating %	
On-road		1.5	150.0	225		
Priority	Comments/Actions					
Long	Install contra-flow cycle lane - hazardous					

Reference Number	Details	Indicative Cost at 2014
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74



Street Name		From	To		\$290,000
George St		South Coast Hwy	Lower Denmark Rd		
Type	Surface	Width	Length	Area	
On-road	Chip seal	1.5	1,600.0	2400	
Priority	Comments/Actions				
Long	Widen and seal shoulders				

75



Street Name		From	To		\$720,000
Link Rd		South Coast Hwy	Albany Hwy		
Type	Surface	Width	Length	Area	
On-road	Chip seal	1.5	4,000.0	6000	
Priority	Comments/Actions				
Long	Widen and seal shoulders				

76



Street Name		From	To		\$25,000
Grey St West		York St	Collie St		
Type	Surface	Width	Length	Area	
On-road	Chip seal	1.5	130.0	195	
Priority	Comments/Actions				
Long	Cycle lanes in both directions				

76a

Street Name		From	To		\$45,000
Grey St West		Collie St	Melville St		
Type	Surface	Width	Length	Area	
On-road	Chip seal	1.5	500.0	750	
Priority	Comments/Actions				
Long	Cycle lane for west-bound traffic				



Reference Number	Details	Indicative Cost at 2014
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77



Street Name		From		To		\$72,000
York St		Princess Royal Dr		Albany Hwy		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	800.0	1200		
Priority	Comments/Actions					
Long	Cycle lane for uphill north-bound traffic					

78

Street Name		From		To		\$33,000
Pioneer Rd		Lion St		Wellington St		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	300.0	450	68.00	
Priority	Comments/Actions					
Medium	Advisory cycle lanes					

78b



Street Name		From		To		\$26,000
Lion St		North Rd		Pioneer Rd		
Type	Surface	Width	Length	Area	Rating %	
On-road	Asphalt	1.5	240.0	360		
Priority	Comments/Actions					
Long	Advisory red asphalt cycle lanes					

78a

Street Name		From		To		\$27,000
Wellington St		Pioneer Rd		Centennial Park Path		
Type	Surface	Width	Length	Area	Rating %	
Shared	Asphalt	1.5	250.0	375	70.00	
Priority	Comments/Actions					
Medium	Construct shared path					

Reference Number	Details	Indicative Cost at 2014
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79



Street Name		From		To	
Lower King Rd		End of existing path		Boronia Ave	
Type	Surface	Width	Length	Area	Rating %
Shared	Concrete	2.5	200.0	500	74.00
Priority	Comments/Actions				
Medium	2 refuge islands to cross intersection				

\$36,000

80



Street Name		From		To	
Ulster Rd		Eclipse Dr		Ulster Rd Pathway	
Type	Surface	Width	Length	Area	Rating %
Shared	Concrete	2.5			75.00
Priority	Comments/Actions				
Medium	Refuge island and path connections				

\$20,000

81



Street Name		From		To	
Emu Point Dr		Griffiths St		Emu Pt Dr	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5			70.00
Priority	Comments/Actions				
Completed	Refuge island and path connections				

\$20,000

81a

Street Name		From		To	
Emu Point Dr		Griffiths St		Emu Pt Dr	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	2.5			65.00
Priority	Comments/Actions				
Long	Include shared path in future development				



Reference Number	Details	Indicative Cost at 2014
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82



Street Name		From		To	
Chester Pass Rd		Barnesby Rd Extension		Catalina Road	
Type	Surface	Width	Length	Area	Rating %
Shared	Asphalt	3	670.0	2010	70.00
Priority	Comments/Actions				
Long	Replace with Asphalt & improve crossings				

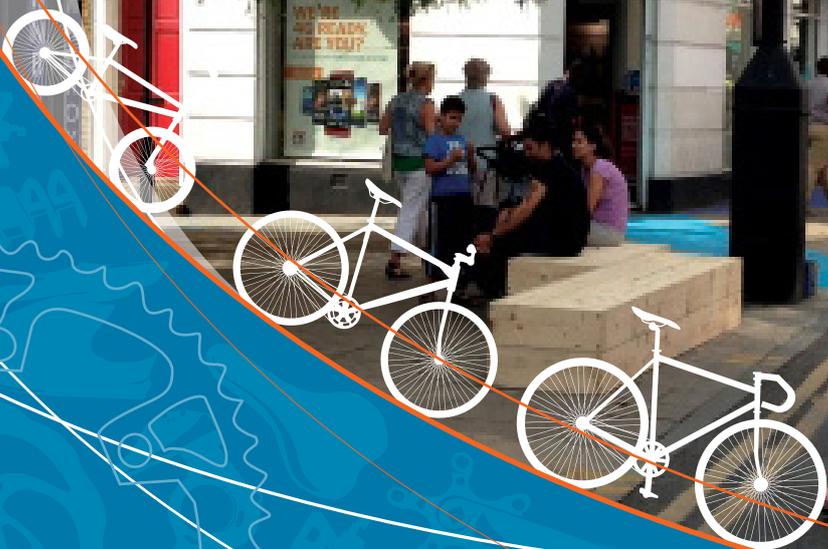
\$265,000

\$37,659,250



Appendix G

Collated Recommendations Sections 6 - 9



Appendix G - Collated Recommendations

Sections 6-9

Section 6 - Cycling Participation

Recommendation	Cycle Maps/Signage
Short	Revise format and reprint Go Cycle Albany brochure map publication. Align with new Amazing Albany branding (currently being developed - Adventure Albany, Taste Albany, Cycle Albany) and reformat publication.
Short	Identify appropriate tourist, corporate and community outlets where the map will be stocked and a process to keep the supply stocked
Short	Ensure future maps are available and distributed in different formats, including electronically and via mobile phone applications
Recommendation	Bicycle Parking and Short Stay Facilities
Short	Complete an audit of City owned end of trip facilities.
Short	Develop a detailed area plan and/or appropriate policy for provisions for end of trip facilities.
Short	Trial suitable cycle parking facility designs with a view to permanent installation at key locations around the city.
Recommendation	School Programs
Short	City of Albany to promote, endorse and support programs to encourage school students to ride to school (eg Bike Week, Cycle to School)
Short	City of Albany to continue to endorse and support the development of school's end of trip facilities
Short	City of Albany to promote, endorse and support Bike Education programs within schools
Recommendation	Community Promotion
Short	City support a yearly cycle count, to collect data on usage and act as a promotional and recognition activity
Short	In consultation and with support from the community encourage a series of cycle events to encourage cycling, for all levels of participants
Short	Promote bike access in all council planned events, where possible
Short	Publicise any new cycle routes and make information available through the City of Albany website

Recommendation	Bicycle Parking and Short Stay Facilities
Medium	Establish incentives and support for local businesses to install bicycle parking facilities.
Medium	Provide bicycle parking facilities at key tourist attractions (see Section 8)
Recommendation	Long Stay End of Trip Facilities
Medium	Provide end of trip facilities, such as showers, lockers, secure parking and washing/drying/ironing facilities at Council workplaces for use by staff.
Medium	Review the Local Planning Scheme No 1 to encourage end of trip cycle facilities to be considered
Recommendation	Community Promotion
Medium	Gain support from local cycle businesses and develop a 'Cycle Welcome Pack' for new cycle purchasers.
Recommendation	Bicycle Parking and Short Stay Facilities
Long	Provide U-rails, with capacity for a minimum of 10 bicycles, at all major recreational facilities and Council buildings.



Section 7 - Developing a Cycling Culture – Safety for All Users

Recommendation	Travel Speed and Shared Slow Zones
Short	Trial of Shared Slow Zones in key zones when opportunities arise and investigate compliance, traffic flows and any issues
Medium	Using online survey tools and annual event, such as Super Tuesday Bike Count, assess the confidence from cyclists and support for shared slow zone areas from all road users

Recommendation	Signage
Short	<p>Trial of Shared Slow Zones in key zones when opportunities arise and investigate compliance, traffic flows and any issues</p> <p>A comprehensive Signage Strategy (including an audit and design guidelines) be developed to support the 5 year implementation plan. This will include welcome signage, safety signage, directional signage and regulatory signage.</p>
	<p>Roll out the signage strategy on specific new projects as determined in the implementation plan</p> <p>Target key tourist and commuter routes for any signage upgrades on existing routes</p>
Long	All major cycle routes have regulatory and way finding signage

Recommendation	Cycle Awareness and Safety Campaign
Short	A comprehensive Signage Strategy be developed – including regulatory signs See Section 4.1
Short/Medium	In conjunction with community groups and key cycle and road safety agencies support a Share the Roads Campaign and/or Bike Safety Campaign, including the development and distribution of educational material
Short	Investigate the resources to support a Cycle City Albany Coordinator to assist with the coordination of the Share the Road and/or Bike Safety Campaign

Recommendation	Hazards and Safety Reporting
Short	As part of the Share the Road/Bike Education campaign, include information on reporting hazards and safety issues
Short	<p>Maintenance work prioritization will be undertaken as per existing documentation and processes</p> <p>Promote the existing processes to report routine maintenance issues</p>
Medium	<p>Undertake a review of the maintenance reporting processes</p> <p>Investigate a link through the City of Albany's website to capture, store and address maintenance issues</p>

Section 8 - Cycle Tourism

Recommendation	Cycle Tourist Routes
Short	Solutions for the re-alignment of Munda Biddi into the Albany Regional Centre, to be incorporated in the Feasibility Study for Hanrahan/Princess Royal Drive Consider realign Munda Biddi Trail to include more scenic locations, specifically Elleker to Windfarm sections.
Short/Medium	Prioritise and stage projects to complete the missing links between Lower King and Whaleworld to create an iconic cycle tourism shared path.
Medium	Support the concept and development of the 'Nature Play Trail', aligning with the existing Albany Harbours Path along Emu Point and Middleton Beach and encourage cycle tourist stopping points.
Medium	Explore the re-location of the End Terminus for Munda Biddi to be incorporated within the Albany Heritage Park

Recommendation	Cycle Maps
Short	Revise format and reprint Go Cycle Albany brochure map publication. Align with new Amazing Albany branding (currently being developed - Adventure Albany, Taste Albany, Cycle Albany) and reformat publication.
Short	Identify appropriate tourist, corporate and community outlets where the map will be stocked and a process to keep the supply stocked
Short	Ensure future maps are available and distributed in different formats, including electronically and via mobile phone applications
Short	Align any cycle promotion within the City of Albany Tourist Marketing strategies
Medium	Research and produce other Cycle Albany marketing collateral, investigate online delivery, smart phone/tablet capabilities. Include Cycle Albany as a key message in broader destination marketing strategies

Recommendation	End of Trip Facilities/Tourist Stopping Points
Short	Explore and support end of trip facilities at the Albany Heritage Park (incorporating Princess Royal Forts, Mt Melville lookout, Anzac Memorial)
Medium	Audit existing bike racks at key tourist points and identify a list for upgrade, replacement and/or installation
Medium	Install a bicycle repair stand at the Visitor Centre
Medium	Explore funding opportunities to install creative bike racks at key tourist attractions - such as WA Residency Museum, Anzac Peace Park, Albany Heritage Park (incorporating Princess Royal Forts, XXX) Mt Melville lookout, Albany Entertainment Centre, Waterfront, Patrick Taylor Cottage and Vancouver Arts Centre
Long	Expand the end of trip facilities to include innovative tourist 'stopping' points such as geo-caching points, photo-shoot stops, rest/shelter stops.
Long	Support and facilitate local investment in establishing bike hire and/or bike tour businesses in high profile visitor locations (Middleton Beach, Emu Point, Albany Heritage Park, Albany foreshore/marina, WA Museum/Brig precinct).

Recommendation	Cycle Events
Short/Medium/Long	Attract and support iconic cycle events via the City's Regional Events Sponsorship program and Major Event Attraction program (one off and annual events; road, track, and mountain; competitive and amateur; single day and stages).
Short	In consultation and with support from the community encourage a series of cycle events to encourage cycling, for all levels of participants

Section 9 - Management and Implementation

Recommendation	Cycle City Albany Officer
Short	The City identify and resource a Cycle City Albany Officer to support the 5 year implementation plan

Recommendation	Implementation Plan and Review
Short	Consider the establishment of a Cycle City Albany Strategy Committee to meet 6 monthly to oversee and provide guidance on the implementation of the Strategy over the coming years.
Medium	Develop a feedback register, to inform future cycle network projects

Recommendation	Measuring Success
Short	Develop some mechanisms to measure the success and capture projects completed and achievements.
Short/Medium	Collecting cyclist volume data before and after implementing significant improvements to a key routes
Short	Gain community support for the Super Tuesday' annual bike counts organised by Bicycle Network (formerly Bicycle Victoria) or the equivalent surveys conducted by the Department of Transport.
Medium	Establish a review process aligned with the timelines for recommendations
Medium	A review of crash data is recommended for 5-year increments to assist in identifying any safety impacts of improved infrastructure, and any ongoing trends in bicycle crashes.

