



Additional documents

Ordinary Meeting of Council

Wednesday, 25 March 2020, 6.00 pm

Table of Contents

Contents	Page
SPT2003-2 DEPARTMENT OF TRANSPORT'S DRAFT PERTH LONG TERM CYCLE NETWORK.....	1
SPT2003-3 KNUTSFORD STREET PUBLIC REALM: AN URBAN DESIGN PLAN TO SUPPORT THE EVOLUTION OF A PRECINCT	2

**SPT2003-2 DEPARTMENT OF TRANSPORT'S DRAFT PERTH LONG TERM
CYCLE NETWORK**

Proposed amendment submitted by Cr Rachel Pemberton

To add Part 3 to the Amended Officer Recommendation, as shown below:

- 3. Encourages the State Government to provide sufficient funding and collaborates with Local Governments to progress the Perth Long Term Cycling Network in a timely manner.**

Reason for change:

The planning for cycling infrastructure is to be commended. However if significant mode share shifts are to be achieved, safe cycling options need to be progressed as a matter of urgency. Therefore an increase in funding is needed to build cycling infrastructure throughout Metropolitan Perth.

**SPT2003-3 KNUTSFORD STREET PUBLIC REALM: AN URBAN DESIGN
PLAN TO SUPPORT THE EVOLUTION OF A PRECINCT**

Proposed amendment submitted by Cr Rachel Pemberton

To add Part 4 to the Committee Recommendation, as shown below:

- 4. Pursue a future long-term design option that would consolidate bicycle movements into fully protected bike lanes, physically separated from vehicles in the roadway and pedestrian footpaths.**

Reason for change:

This area is planned for major infill development and therefore the traffic (of all kinds) will significantly increase. We have lots of room (road width) on Knutsford Street to create fully separated bike lanes, which would encourage 8 - 80 year olds to ride and reduce conflict and danger for all road users (including pedestrians).

It also means that the "activated" pockets of the public realm can be done without planning for bikes moving through it. There is potentially an opportunity for a two-way fully separated lane from Boo Park to Fremantle if done well. Such infrastructure would be well used from people from adjacent areas if done right.

Therefore the option to provide such bike lanes in the long term should be kept open.