

PROJECT CATEGORIES

PBN Local Government Grants

BICYCLE LANE CATEGORY

- Installation of bicycle lanes is the most important aspect of implementing the Perth Bicycle Network. It is therefore the highest priority category within the PBN Local Government Grants Program.
- Bicycle lanes are essentially a marked lane on a road carriageway that provides a separated space for cyclists.
- Technically, most bicycle lanes on local roads are sealed shoulders, which means the space does not have the legal status of bicycle lanes, but their appearance and function is much the same.



- The benefits are predominately in the safety for people cycling. Bicycle lanes also increase the awareness for motor vehicle drivers.
- Bicycle lanes provide affordable traffic calming by reducing vehicle lane widths
- When carried out in red asphalt, bicycle lanes provide aesthetically pleasing street scapes.
- Red asphalt projects will score more favourably
- To be eligible for grant funding the width must be adequate (refer to Table below) and bicycle symbols must be installed unless already provided.

SPEED	DESIRABLE WIDTH	MINIMUM WIDTH
40km/hr	1.2m	1.0m
50km/hr	1.2m	1.0m
60km/hr	1.5m	1.2m
70km/hr	1.5m	1.5m
80km/hr	2.0m	1.8m
90km/hr	2.0m	1.8m
100km/hr	2.5m	2.0m

- Bicycle lanes should always be considered before median islands as a solution for traffic calming.
- Motorists tend to favour bicycle lanes as the person riding will be in a separate road space and not appear to be an inconvenience to the motorist.
- Local government authorities wishing to install bicycle lanes must submit drawings to Main Roads Traffic and Safety Branch. If approved, Main Roads will coordinate the installation and maintenance through its Term Network Contractor.

SIGNAGE

- Installation of signage is another very important aspect of implementing the Perth Bicycle Network.
- Signage grants are available for both on and off road facilities. There are some serious deficiencies in both directional and legal signage on the cycling infrastructure throughout the metropolitan area.

Directional Signage

- Directional signage provides information to the user about route numbers, destinations and on occasions, the distances to those destination.
- There are two types of directional signage projects eligible for funding
 - 1) PBN route markers and
 - 2) standard directional signs on poles.
- The current Perth Bicycle Network is signed predominately with the sign panels positioned on poles in the ground. Existing routes have signs missing. Many new routes are not signed at all.
- PBN route markers are a stencil marking of the local bicycle route number (eg. NW5) on the road and path pavements. Main Roads have agreed to delegate this responsibility to local government authority.

Legal Signage

- Every shared path needs a pedestrian and bicycle symbol marked to indicate it is legally a shared path.
- Many paths throughout metropolitan Perth are not legally shared paths and need to have the stencils marked.
- Funding can be obtained to carry out a larger scale signage program of the existing shared paths within the local municipality.
- This category can not be used for signing new shared paths or path upgrade projects. It is mandatory that the signage be incorporated into the actual project work.
- This financial year, 'signage' is a separate category within the PBN Local Government Grants Program.

LOCAL BIKE PLANS

- In order to effectively plan for cycling infrastructure, local government authorities should have an endorsed Bike Plan.
- The development of local bike plans is imperative to creating a cycle friendly city.
- The Perth Bicycle Network Plan outlines specific routes that form the backbone of cycling infrastructure throughout metropolitan Perth.
- However, many people also cycle on other local roads and paths. A local bike plan sets out a works program for a local government authority to improve cycling facilities throughout its municipality.
- Preparation of a local bike plan includes (but not limited to) the following:
 1. Consultation with the community (particularly schools and cyclist groups)
 2. Audit of current facilities
 3. Development of a prioritised works program
 4. Preparation of a Bike Plan report for endorsement by Council
- Local bike plans can be developed either by internal staff or a specialised consultant (or a combination of both).
- Contact details for local bike plan consultants can be obtained from Bikewest.

NEW SHARED PATHS

- A shared path is an area of pavement open to the public that can be used by people on bicycles and pedestrians.
- A path is only designated as a shared path by means of a sign panel on a pole or symbols stencilled on the pavement (refer to signage section)
- Signage to designate shared path status is mandatory and all new shared paths must be signed for the project application to be valid
- Do not apply for separate funding in the signage category for the signage component
- Shared paths are most necessary adjacent to busy roads and along river and coastal foreshore areas
- The length of the path must be at least 20m to be eligible for funding otherwise the application in the 'generic minor works' category.
- Paths constructed in red asphalt will score more favourable

PATHS UPGRADES

- Many paths around metropolitan Perth are not compliant with shared path standards (ie min 2m width with appropriate clearances).
- There are also many paths that are not wide enough to effectively carry the high volumes (and mix) of path users. Some of these paths need to be 3m or more in width.
- Path upgrades are particularly necessary at locations where there is potential for safety concerns between interacting pedestrians and cyclists.
- General path maintenance or path replacement works are not eligible for funding, unless the width is actually increased or standard improved (eg red asphalt).
- The length of the path must be at least 20m to be eligible for funding otherwise the application in the 'generic minor works' category.
- Paths constructed in red asphalt will score more favourable

GENERIC MINOR WORKS

- There are a number of common deficiencies across the existing network of roads and paths throughout metropolitan Perth. These often become a hazard for the cyclist.
- A generic minor works project is one that addresses or improves a common deficiency. Some of the issues to be addressed include:
 1. Obstructions in the middle of shared paths (such as bollards or grab-rails)
 2. Squeeze points due to traffic calming
 3. Lack of kerb ramps (or poor standard ramps)
 4. Dangerous drainage grates
 5. Dangerous road crossings (requiring new or improved median island refuges)
 6. Missing path links (20m or less)
- Minor path repairs or vegetation maintenance works are not eligible for grant funding assistance.

END OF TRIP FACILITIES

- In encouraging people to cycle, it is important to provide adequate end of trip facilities. The most important of these is secure bicycle parking.
- End of trip type projects include:
 1. Bicycle U-Rails
 2. Bicycle Lockers
 3. Cora Racks
 4. Secure compounds (enclosures)
 5. Showers
 6. Water fountains
 7. Clothes lockers
- To be eligible for grant funding assistance, end of trip facilities must be installed at public locations such as shopping precincts, parks and reserves, libraries, community and recreational facilities, and schools.