

13.2 URGENT BUSINESS: Vincent Bike Network Plan – Bulwer Street Bike Lanes ‘Phase Two’

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| Ward: | South | Date: | 26 May 2016 |
| Precinct: | Precinct 12 – Hyde Park Precinct 14 – Forrest Precinct 13 - Beaufort | File Ref: | SC423 |
| Attachments: | 1 – Plan No 3336-CP-01B 2 – Plan No 3336-CP-01 3 – Plan No 3336-CP-01A | | |
| Tabled Items: | Nil | | |
| Reporting Officer: | R Lotznicker, Director Technical Services | | |
| Responsible Officer | R Lotznicker, Director Technical Services | | |

RECOMMENDATION:

That Council:

- 1. APPROVES** the proposed amendments to the Bulwer Street on-road bike lanes on the north side of the street, east of Grant Street and west of Beaufort Street, comprising the installation of three embayed parking bays as indicated on Plan No. 3336-CP-01B (Attachment 1);
- 2. NOTES** that the proposed changes, estimated to cost \$18,000, if approved, can be absorbed in the existing 2016/17 Bulwer Street Bike lanes budget allocation; and
- 3. ADVISES** the affected residents of its decision.

PURPOSE OF REPORT:

To consider a possible minor amendment to the Council approved plan for a small section of on-road bike lanes on the north side of Bulwer Street east of Grant Street.

BACKGROUND:

Ordinary Meeting of Council held on 17 November 2015:

Council considered a report on the proposed Options for on road bike lanes on Bulwer Street, between Palmerston and Lord Streets where the following decision was made (in part):

“That Council:

- 2. APPROVES** the implementation of the following sections of the Bulwer Street on road bike lanes project, in 2015/2016, estimated to cost \$800,000;
 - 2.2** William Street to Beaufort Street, Option 2 (as shown on Plan No’s 3193-CP-03A, 04B and 05 at Attachment 4) at an estimated cost of \$300,000, subject to the deletion of the car bays on the north side of Bulwer Street between Grant Street and Beaufort Street; and”

DETAILS:

Site Meeting with Residents – Wednesday 25 May 2016:

On Wednesday afternoon the Director Technical Services met the State Member for Perth and seven residents, mostly elderly and a young woman with two young children who reside on the north side of Bulwer Street between Grant and Beaufort Streets.

By observation at the meeting, the residents actually living adjacent to the proposal comprise three elderly persons and one young woman with young children. The other attendees were family members.

All those present at the meeting asked whether the decision to remove the parking on the north side of Bulwer Street east of Grant Street could be reviewed as they felt that their amenity would be severely compromised if the parking were to be removed.

The residents contended that the elderly need to be picked up/dropped off from Bulwer Street by their children and carers, and young mother advised that she relied heavily on the Bulwer Street parking as there was no off road parking to her property. She also indicated that crossing Bulwer Street (if she were to park in Baker Ave) with shopping and two small children would be difficult and dangerous.

Residents at the meeting were advised (by the Director) that Council took into account the results of the consultation, however those present at the meeting did not accept this as they expected that the parking would remain.

Administration Comments:

As can be seen from the aerial photograph, there is an existing 3.0m wide dead end ROW off Grant Street at the rear of Nos 102, 118, 116, and 114 Bulwer Street. However only two of the four properties have vehicular access off the ROW so the residents rely on the existing on road parking. No's 110 and 112 have no off road parking.



On Road Bike Lanes - William Street to Beaufort Street (Segment B):

Prior to reporting to Council (OMC 17 November 2015) Administration prepared and distributed a comprehensive consultation pack for the project in September/October 2015, which outlined the project and the rationale for the proposal. The street was divided into a number of segments, A, B and C, at the time.

With regards to Segment B (William Street to Beaufort Street), Council was advised as follows:

“There are 35 parking bays in this section of street and that the section connects with the Highgate Primary School and Birdwood Square. A key aspect of the proposal was to provide the maximum protection to encourage children/parents/teachers riding to school, as well as others riding through the City”.

The following two Options, for Segment B, were canvassed with residents during the consultation period:

Option 1. Protected bike lanes on both sides of Bulwer Street, between William and Beaufort Streets with a loss of 35 parking spaces refer attached Plan No's 3336-CP-01 Attachment 1; and

Option 2. Protected bike lane on the north (school) side of the street with on road bike lane on the south side, between William and Beaufort Streets with a loss of 26 parking spaces refer attached Plan No's 3336-CP-01A Attachment 2.

Option 2 was subsequently approved by Council with the addition of the following words to the officer recommendation – “*subject to the deletion of the car bays on the north side of Bulwer Street between Grant Street and Beaufort Street*”.

CONSULTATION/ADVERTISING:

As previously reported to Council, Administration undertook the following:

- Developed a comprehensive consultation package outlining the proposal for bike lanes on Bulwer Street, between Palmerston and Lord Streets;
- Delivered a total of 700 packs to properties on Bulwer Street and to properties up to 100 metres either side of Bulwer Street, in September 2015; and
- Posted an additional 300 packs to absentee landlords. Respondents could use either a feedback form or webmail form to supply feedback and the City's technical officers also responded to several calls and attended site meetings.

Of the 1,000 packs distributed, at the close of consultation, 66 residents provided feedback with 64% of respondents supporting the proposals.

With regards Segment B the following feedback was received:

Option 1 (William to Beaufort) – loss of all parking bays / both sides separated bike lanes:

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| <i>In favour:</i> | 30 |
| <i>Against:</i> | 5 |
| <i>Neither support nor object:</i> | 4 |

Option 2 (William to Beaufort) – loss of 26 parking bays / mix of non/separated bike lanes:

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| <i>In favour:</i> | 16 |
| <i>Against:</i> | 3 |
| <i>Neither support nor object:</i> | 5 |

Note: This was the preferred option of the school and directly impacted residents, i.e. retaining some on street parking

LEGAL/POLICY:

Nil.

STRATEGIC IMPLICATIONS:

In keeping with the City's *Strategic Plan 2013-2023*, Objective 1 states:

*“1.1: Improve and maintain the natural and built environment and infrastructure
1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic. (d) Promote alternative methods of transport.”*

In accordance with the City's Sustainable Environment Strategy 2013-2016, Objective 1 states:

"Contribute to cleaner air by encouraging the use of and promoting alternative modes of transport (other than car use)"

SUSTAINABILITY IMPLICATIONS:

An increased cycling participation rate by both residents and the wider community should lead to improved general health and wellbeing of the community, while reducing carbon emissions and the dependence on motorised transport.

RISK MANAGEMENT IMPLICATIONS:

Low. The design of the bike lane infrastructure has included input from Aurecon consultants; Bicycle Network; Bicycling WA; Bicycle Transportation Alliance; Department of Transport and Main Roads WA.

FINANCIAL/BUDGET IMPLICATIONS:

The 2015/16 budget includes an amount of \$960,000 for the implementation of the Bulwer Street Bike Lanes project. The project is on schedule to be completed next month and is on budget. Should Council decide to implement the embayed parking on Bulwer Street, east of Grant Street, the additional cost of this work, estimated at \$18,000 will be able to be accommodated within the current budget allocation.

COMMENTS:

The community consultation received reflected a strong interest in delivering protected bike lanes on Bulwer Street, but with concern expressed about the loss of parking.

In respect to Segment B (between Beaufort and William Streets), immediately impacted residents and representatives from the Highgate Primary School expressed concern at the proposed loss of parking in this area and requested consideration be made to providing substantially more parking on Baker Avenue, which Council agreed to do.

Conclusion:

The Baker Avenue parking has been implemented and is working well however, as mentioned above, residents present at the recent meeting asked whether the decision to remove the parking on the north side of Bulwer Street east of Grant Street could be reviewed as they felt that their amenity would be severely compromised if the parking was removed.

On balance, considering the recent feedback from residents who rely on street parking, due to the lack of 'off street' parking, Administration now recommends the installation of three embayed parking bays (a reduction of one from the previous proposal), on the north side of Bulwer Street between Grant Street and Beaufort Street, as shown on Plan No 3336-CP-01B (**Attachment 1**).
