



*Shire of Boddington*

*Local Bicycle Plan*

*2010 - 2018*

# Shire of Boddington Bicycle Plan

## INTRODUCTION

### Objective

The Shire of Boddington's primary objective for the safe passage of cyclists and pedestrians is to provide an extensive network of shared used paths connecting residential areas and trip attractors within the town-sites of Boddington and Ranford.

## 1. LOCAL BICYCLE ROUTE NETWORK (Route Plan)

### Bicycle Network Routes

The Shire of Boddington has for several years extended its shared use path network, to the extent where it is almost possible to travel by bicycle throughout the Boddington town-site without having to ride/walk on roads – other than to cross them.

The intent of this Bicycle Plan is to continue extending the network and to widen those pathways that do not meet the shared use pathway criteria. The shire has almost reached the point where it can begin to widen some pathways. It has been preferred until now to provide pathways where no pathways exist.

See attachment A, which shows existing and future pathways to be improved and constructed over the next eight years, subject to the availability of funding.

### Safe Routes to Schools

Council has concentrated on ensuring that students have safe passage to school on shared use pathways. The 2010-2011 program enhances this objective further by completing the Pollard St path, which currently has a missing link comprising 191m<sup>2</sup>. Attachment B clearly shows the existing shared use pathways to school, and the missing link.

## Identification of Trip Attractors

Council has identified the following Trip Attractors within the Boddington and Ranford town-sites:

- Commercial Business District (cafes/shops/bank/council offices)
- Boddington District High School/Public Library
- Recreation Grounds –  
Football/Tennis/Cricket/Netball/Basketball/Soccer/Hockey/Skateboard Ramp
- Golf Course, Community Club & Bowling Greens (same site)
- Public Swimming Pool
- Foreshore Picnic Area & Lions Weir
- Playground Areas & Fitness Track (Five in total)
- Medical Centre/Community Nurse
- Boddington Old School Community Hub (Centrelink/Hotham Landcare/Newmont Boddington Gold/Rural Transaction Centre/Tourist Information Centre/Art Gallery/Friends of Reserves/TAFE Access Point/Peel Development Commission, Telecentre Access Point, Lawfield Legal Services, BPH/Worsley Efficiency & Growth, Toy Library, Family Support Group, Heritage Group, Telecentre Support Branch, Relationships Counsellor, Boddington Fire Brigade, Gnaala-Kaarla-Booja People, Boddington Market Group, Hotham Personnel/Skilled Employment Agencies, Small Business Peel, Tidy Town Committee)
- Boddington District Hospital
- Arts & Crafts Centre
- Ranford Pool
- Boddington Town Hall
- Community Newspaper Headquarters
- Youth Centre

## Signage

Council erects shared use path signs along each of its shared use pathways as they are constructed and this will continue. More recently Council employees have stenciled footprints and STOP where pathways approach thoroughfares.

Inserting a dividing line along the middle of the shared use pathways cannot be justified because of minimal usage when compared with the metropolitan area and

large regional centres; however Council will commence to stencil bicycle pavement and pedestrian pavement symbols on shared use pathways as resources permit.

## **Travel Demand**

Cycling/walking are both becoming more popular activities for local residents and each activity is expected to grow with the projected increase in the population.

Although Council expects that cycling/walking activities will increase the numbers do not currently justify the instigation of bicycle counts. This may alter as the shire's population is destined to more than double as a result of the Boddington Gold Mine resuming operational status.

Council realises that there are a limited number of shared use pathways in the Boddington town-site that are available for either exercise, or to reach a trip attractor. Council will continue to expand the pathway network to provide alternative routes for the purpose of exercise and to reach trip attractors.

In some instances this simply requires some 'missing links' to be constructed to extend some routes to the various trip attractors identified.

## **Analysis of Crash Statistics**

No bicycle crash data is available. No incidents of major injury attributable to a bicycle crash have been reported to the shire by cyclists or the police.

Council will review the need for action should a spate of serious crashes result that could possibly have been avoided.

Council will promote the use of helmets when riding bicycles as it is obvious some children and adults do not observe this regulation. Council will also encourage cyclists to avoid riding without lights at nighttime.

## **End-of-Trip Facilities**

Several bench seats are located throughout the town-site of Boddington where cyclists and pedestrians may take a rest. Six additional jarrah bench seats have been acquired with grant funds and have been installed. This has resulted in extra seats further away from the Commercial Business District, as those replaced with

the jarrah seats are to be positioned at strategic locations along the bicycle/walking trails.

Several seats are available along the popular foreshore walking path commencing at the Lions Weir and concluding at River Road, in the locality of Ranford some two kilometres from Boddington.

Bicycle racks are available in front of the IGA store, Council office, swimming pool and District High School. Council needs to have more bicycle racks installed with potential locations being adjacent the Golden Nugget delicatessen, the Post Office, the foreshore picnic area and Ranford Pool.

Council has installed drinking fountains at the following locations:

- Tourist Information Bay
- Central Park
- Foreshore Picnic Area
- Recreation Grounds
- Council Administration Centre

It is proposed that a drinking fountain be installed in Prussian Park during its re-development in 2010, along with a bicycle rack and seating. A Master Plan for the development of Prussian Park has been adopted by Council. The Park will become a major attraction for visitors to Boddington.

### **Issues specific to Local Governments**

The Shire of Boddington has no existing railway line. Although the town-site of Boddington is located alongside the Hotham River there is no residential subdivision north of the river requiring the installation of a shared use path.

There are three crossings over the river should a cyclist wish to travel in this direction. Two of the crossings are subject to flooding during winter and have signage warning motorists, cyclists and pedestrians of the danger.

Main Roads WA has previously rejected requests to fund the installation of a footbridge attached to the bridge over the Bannister River, as there are no residential subdivisions east of the bridge.

## **Community Involvement in the Plan**

Council will consider this Plan on Tuesday 12<sup>th</sup> January 2010. Public comment is invited. Submissions to the Chief Executive Officer, Shire of Boddington, PO Box 4, Boddington 6390 close on Monday 11<sup>th</sup> January 2010.

## **2. SCHEDULE OF WORKS**

See Attachment A.

Council wishes to complete the following shared use pathways during 2010-2011

- Pollard Street – from Bannister Road to Hakea Road (191m<sup>2</sup>)
- Farmers Avenue – from Bannister Road to Johnstone Street (160m<sup>2</sup>)
- Bannister Road – from Gull Service Station to Farmers Ave (117m<sup>2</sup>)
- 

The estimated cost for these three projects was \$102,386 in 2008. Council is applying for the maximum \$50,000 from the 2010-2011 Regional Bicycle Network local Government Grants Program as the cost of each project will have risen. Council's Works Supervisor has been asked to review the costs to accompany the proposed application for funding.

## **3. MAINTENANCE SCHEDULE**

### **Local Shared Use Pathways Maintenance Schedule**

Council's Works Supervisor shall inspect each pathway at least every three years and prepare a schedule for those pathways needing maintenance and/or immediate repair. The repairs shall be costed and then submitted to the Director of Corporate Services for inclusion in the Budget for the approaching financial year.

As a minimum, Council will include \$10,000 in the annual Budget for specific pathway upgrading i.e. installing pram ramps (missing from some earlier footpaths constructed), signage, etc., with a further \$5,000 earmarked for unscheduled maintenance.

Should the Council staff's workload preclude them from attending to the repairs a competent contractor shall be enlisted to undertake the repairs to make certain they are carried out in the financial year during which the repairs have been budgeted.

If this occurs, the Works Supervisor shall inspect the work undertaken by the contractor to ensure the result complies with the directions issued.

However, should a report be received that a pathway has been damaged, or deteriorated, to the extent that a hazardous situation has arisen the repairs shall be undertaken immediately to remove the hazard.

During the past year Council purchased a motorised footpath sweeper, with fully enclosed cab, and this is used regularly to remove dirt, gravel, leaves and other debris from the pathways.

Council has an extensive network of street lighting and has also purchased a solar light, which has been installed along a stretch of pathway previously in darkness at night. Unfortunately, the cost of solar lighting has prohibited the purchase of more lighting for similar pathways.

Mains lighting has been installed for some 600 metres along the foreshore, which is a popular walking/riding area within the town site.

### **Hazard Report Cards**

Council believes Hazard Report Cards to be unnecessary as residents can contact councilors or council staff at their convenience to report a pathway fault. Council has a Complaints Form, which a complainant can utilise, or have Council staff complete the details over the phone. Council will immediately attend to damage that presents a hazardous situation for cyclists or pedestrians.

## **4. ENSURING AN ONGOING BICYCLE FRIENDLY ROAD NETWORK**

### **Defining, Implementing and Protecting the Perth Bicycle Network Plan**

The Shire of Boddington's shared use pathway network is not impacted by, nor does it impact on, the Perth Bicycle Network Plan. It is, as the title indicates, a Local Bike Plan for the Shire of Boddington.

## **Town Planning Schemes**

The Shire of Boddington has adopted a Town Planning Strategy that requires all new subdivisions to construct two metre wide concrete shared use pathways along major access roads, connected to existing pathways wherever feasible.

As a consequence, new bicycle paths have been funded by the developers. The new paths have been included in the accompanying Local Bike Plan map.

## **New Developments**

With the Shire of Boddington population expected to double in size within the next 3-5 years, because of the re-opening of the Boddington Gold Mine, there has been a significant number of subdivision applications; in the order of 25-30.

Those new developments, that are not merely 'fill-in' subdivisions where pathways may already exist, are being required to provide appropriate shared use paths. It is noted that should trip attractors be provided within these subdivisions that end-of-trip facilities i.e. bicycle racks, seating and drinking fountains may be required to be funded by the developers.

## **Perth Bicycle Maps**

Not Applicable. However, Council will produce a brochure showing the networks of shared use pathways to assist new residents, who may be either enthusiastic walkers or cyclists, moving into the shire.

With the recent employment of a Community Development Officer this brochure can now be developed internally.

## **Traffic Calming and Traffic Management**

Council is pursuing the installation of 'nibs' at intersections along the main street, which will improve visibility for cyclists, pedestrians and motorists. Council does not consider that further traffic calming and/or traffic management is required because of the shire's small population base.



## **5. ENCOURAGEMENT OF CYCLING**

### **Council Contact Officer**

Council's Contact Officer is: Mrs Anthea Patten, Community Development Officer. She can be contacted on 08 9883 4999. Should she be unavailable Council's Projects Manager, Mr Peter Bradbrook will be able to assist with any enquiries. He can be contacted on 0437 00 33 26.

### **Cyclist Education**

Council will communicate with the local police force to encourage them to provide cyclist education to the students at the Boddington District High School. Council's Community Development Officer is empowered to communicate with the school and the police.

The Community Development Officer advises that the school has arranged education for the students in road etiquette relating to cycling on roads and shared use pathways.

### **Ongoing Consultation with your local Bicycle User Group (BUG) and Other Stakeholders**

There is no actual local Bicycle User Group in Boddington. However, there are some keen mountain bike riders who will be consulted to ascertain any concerns they may have relating to cycling within the shire, and more particular, the town-site. This Draft Local Bicycle Plan was released for Public Comment and the responses will be considered by Council before endorsing the Final Plan.

### **End-of-Trip Facilities**

Refer to End-of-Trip facilities mentioned under Part 1 of this Plan (Local Bicycle Route Network (Route Plan)).

Council supports the provision of end-of-trip facilities and these will be enhanced as the demand arises.

## **Provision of Cycling Information**

Council will produce a brochure to inform cyclists of the pathways available. The formation of the brochure will commence this financial year (2009/2010) as the shared pathway network has been extended considerably during the past year or two, which now makes it a worthwhile exercise.

## **6. REVIEW OF THE LOCAL BICYCLE PLAN**

Council is required to review its local Bicycle Plan in October each year so that ample time is available to prepare an application(s) for funding from the following year's Regional Bicycle Network allocation.

During this review Council will reconsider the priorities and alter the Plan accordingly to reach the best outcome for the shire's residents.

oooooOooooo

## **Attachment A**

### **SHIRE OF BODDINGTON – SCHEDULE OF WORKS – 2010 ONWARDS**

#### **FUTURE SHARED USE PATHS**

##### **2010-2011**

- Pollard Street – from Bannister Road to Hakea Road – south side
- Bannister Road – from Gull Garage to Farmers Avenue – west side
- Farmers Avenue – from Bannister Road to Johnstone Street (adjacent to Farmers Reserve) – north side

##### **2011-2012**

- Club Drive – from Pollard Street to existing pathway from Illyarrie Cres to Boddington District High School - east side
- Pollard Street – from Club Drive to Adam Street – south side
- Bannister Road – from Wuraming Avenue to Information Bay – west side

##### **2012-2013**

- Club Drive – from existing pathway from Illyarrie Cres to Hakea Road – east side
- Johnstone Street – between Chadora Avenue & Pollard Street – widen to two metres
- Foreshore Pathway from east of Bannister Bridge to River Road Ranford – widen to two metres

##### **2013-2014**

- Foreshore Pathway from east of Bannister Bridge to River Road Ranford – continue widening to two metres
- Crossman Road – south side from River Road to first Anderson Road entrance – then through Reserve to link up with the pathway from the town site to River Road
- Hotham Avenue – completion of section between Forrest Street & George Street north side

##### **2014-2015**

- Greenstone Way – from Adam Street to Illyarrie Cres – north side
- Illyarrie Cres – from Greenstone Way to existing pathway – east side
- River Road – west side from Crossman Road to Christie Street

##### **2015-2016**

- Illyarrie Cres – from existing pathway to Greenstone Way – west side
- Greenstone Way – remainder of Greenstone Way between Illyarrie Cres and Adam Street – north side

##### **2016-2017**

- Hill Street – between Forrest Street and Hotham Avenue – widen to two metres
- Hotham Avenue – between Hill Street and Crossman Road – widen to two metres
- Forrest Street – from Hotham Avenue to existing end – widen to two metres

**2017-2018**

- Christie Street - north side from River Road to Extracts Road
- Prussian Way – north side  
River Road – Crossman Road to Hotham River – west side

**Miscellaneous Pathways to be completed entirely with Council funds**

- Replace last slab footpath between Hotham Avenue and Hill Street – north side
- Complete link from Nicholls Place to pathway from Illyarrie Cres (adjacent bowling green)
- Complete link from Wuraming Avenue pathway through 4-5m gravel to pathway to foreshore (alongside carpark)
- Right-of-Way between Johnstone Street and Hakea Road
- Pathways through Bluegum Park – widen to two metres