

**PROPOSED AMENDMENTS / RESOLUTIONS AT  
COMMITTEE OR COUNCIL MEETINGS**  
(Elected Members)

**Name:** Councillor Margaret Sandford

**Date of Meeting:** 20 October 2020

**Meeting of the:** OMC

**Item No.**

**Title of Item** Upgrade of Non-compliant Cycle Lane Markings at 79 Bus Stops

*Disclaimer: Where administration has provided any assistance with the framing and/or wording of any motion/amendment to the Elected Member who has advised their intention to move it, the assistance has been provided on an impartial basis. The principle and intention expressed in any motion/amendment is solely that of the intended mover and not that of the officer/officers providing the assistance. Under no circumstance is it to be expressed to any party that administration or any officer holds a view on this motion other than that expressed in an official written or verbal report by administration to the Committee or Council meeting considering the motion.*

**PROPOSED MOTION:**

(If an amendment is proposed, please identify the words being amended and reasons for the amendment)

Proposed Notice of Motion: CITY OF MELVILLE

**That the Council:**

1. Directs the CEO to request Main Roads Western Australia to forthwith carry out a standardisation compliance upgrade of all non-compliant on-road cycle lane markings at bus stops, to conform with the current Australian Standard AS 1742.9. 2018, "Manual of Uniform Traffic Control Devices, Part 9 Bicycle Facilities", Austroads Guides "Cycling Aspects of Austroads Guides, and \*Main Roads Standard Drawing No.200331-092-3 "Continuity Lines at Bus Bays", which prescribes a yellow broken continuity line.

**REASONS:**

1. Given that more than 50 percent of fatal and serious injury accidents occur on Local Government roads, the Australian Standard 1742.9. 2018, Austroads Guides, and \*Main Roads Standard Drawing "Continuity Lines at Bus Bays" provide necessary guidance for standardized line marking of on-road cycle lanes at bus stops, ie, a broken yellow continuity line. Despite these guidelines being in place since 2015, cyclists on City of Melville roads continue to experience unsafe conditions due to the existence of three conflicting signalling methods of line marking at bus stops, namely non-compliant solid white lines and broken white lines; and the compliant broken yellow lines.



2. In August 2017 an experienced Palmyra cyclist, whilst riding west in a non-compliant on-road cycle lane at a bus stop in Marmion Street, Melville, near the intersection with Challenger Place, collided with the rear of a stationary bus stopped at the bus stop to disembark passengers. He had dispensation from wearing a helmet and suffered fatal head and neck injuries. The cycle lane marking at the time was a continuous solid white line, no different to the lane marking mid-block. The bus stop is only 24 metres from the intersection.
3. Whilst the bus stops in the section of Marmion Street where the fatality occurred have been since brought into compliance with the current Australian Standard and \*Main Roads Standard with resurfacing of part of Marmion Street, the bus stops on the on-road cycle lane between Riseley Street and Rome Road, and between Justinian Street and Carrington Street, remain non-compliant with the Australian Standard 1472.9. and \*Main Roads Standard Yellow broken continuity line.
4. The Safe System approach adopted through the Road Safety Commission in WA is underpinned by guiding principles which recognize that people make mistakes and may have crashes, but the Safe System should be forgiving. The 4 cornerstones of the Safe System are:
  - (a) Safe roads and roadsides.
  - (b) Safe speeds.
  - (c) Safe vehicles.
  - (d) Safe people.
5. Pavement markings, such as standardized on-road cycle lane marking, constitute a key element of safe system infrastructure to all road users. They relate to the safe roads and roadsides cornerstone. If a person makes an error, the removal of a single cornerstone should see the other three cornerstones compensate. Removal of two or more cornerstones increases the likelihood of a fatal or serious injury crash.
6. About **79** bus stops, or about **21%** of all bus stops in the City of Melville, have non-compliant marking of on-road cycle lanes at bus stops. This is inconsistent with the above cornerstone (a) of the Safe System.
7. A key community aspiration of the City Strategic Community Plan 2020 is to have safe and plentiful facilities for cycling within the CoM, for all ages, and safety is highlighted as a major priority. Duty of care by CoM is paramount. With Covid19 restrictions, there has been a huge increase in cycling and bicycle purchases, including the increased popularity of E-Bikes among the older demographic, worldwide.
8. The WA Auditor General's Report of October 2015, entitled "Safe and Viable Cycling in the Perth Metropolitan Area" concluded:

*"Local Government roads and paths vary in design and level of maintenance, which do not always comply with relevant Australian Standards, Austroads, and other good practice guidelines, and create conflicting and less safe conditions for cycling infrastructure and require up-to-date and better practice."*



9. By email to Mr Fitzgibbons dated 13 August 2020, Main Roads, as the approval and installation authority for bus stop cycle lane markings, confirmed that the decision to instigate standardized compliance upgrading of on-road cycle lane marking at bus stops to the current Standards, rests solely with the City of Melville.
10. Parents must have to struggle with how to advise vulnerable children how to interpret the various formats of cycle lane marking at bus stops, often on the same road, with many cycle lanes being feeders to schools, university, railway stations, and hospitals.
11. The peak cycling body, WestCycle, “supports consistency of the marking of bicycle lanes, marked shoulders and other cycling infrastructure such as shared paths to minimise confusion by all road and path users.”
12. Austroads “Implications of Pavement Markings for Machine Vision” advises “Greater consistency and quality in pavement markings will benefit not only automated vehicles but also all road users.”
13. The costs to the City of Melville for having the Main Roads Department install yellow broken continuity lines for the subject **79** non-compliant bus stops ranges from as little as **\$7,663.00** to **\$20,935** (depending on the nature of the installation), based on costings referred to in the City of Nedlands 2020 Technical Services Report, as referred to in Mr FitzGibbons’ deputation. This is a small price to pay for increased public safety. The public should not have to wait for scheduled road works at each individual bus stop location, which could take decades to complete all of the 79 bus stops, to be entitled to improved safety at all cycle lanes near bus stops.

Notes:

- a. Australian Standards provides specifications and procedures that ensure that products and services are reliable, and consistently perform the way they are intended.  
AS 1742.9:2018 “Bicycle Facilities” defines a Bicycle Lane as “A lane set aside for the exclusive use of bicycle traffic either full-time or part-time.”
- b. Austroads provides guidance documents that deal with the design, construction, maintenance and operation of the road network.
- c. \*Main Roads Standard Drawing No. 200331-092-3 “Continuity Lines at Bus Bays and Left Turn Slip Lanes.” last revised 19 February, 2015, provides its authorised contractors, and LGAs, with detailed standardised advice on what is required when line marking continuity lines on the pavement.

**SIGNATURE: Margaret Sandford**