



EPRA Director Planning,
Locked Bag 8,
Perth Business Centre WA 6849

Dear Sir/Madam

Response to EPRA's invite to comment on the proposed WACA Design Guidelines

Bicycle Transportation Alliance (BTA) would like to provide a public comment on EPRA's proposed WACA Design Guidelines.

BTA would like to acknowledge these guidelines, in particular with the amount of details provided to describe cycling end of trip facilities and bike storage/parking in future buildings in the WACA precinct.

The sections requiring clarification relates to the proposed bicycle path around the perimeter of the ground (Figure 14, Page 26):

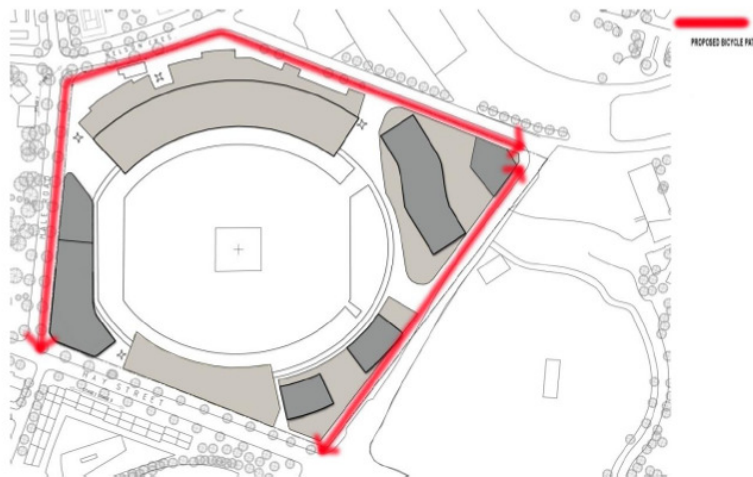


FIGURE 14 – BICYCLE PATHS AROUND THE PERIMETER OF THE GROUND

BTA has three main concerns with this proposal being:

1) *Amount of pedestrian traffic on event days*

Event days do result in additional pedestrian traffic to allow for the crowds to gain access to the grounds. Will traffic management plans be required to ensure that pedestrian flow over the dedicated bicycle paths are kept to a minimum, to allow for cycling traffic to continue? As a poor example of traffic management at a sporting venue, visit the shared path on an event day where it is difficult to cycle on the shared path due to the number of pedestrians failing to keep left on the shared path next to Subiaco Oval.



2) Vehicle access into the buildings/ground

Figure 13 (page 25) shows several accesses into the grounds/buildings, which will cross over the dedicated bicycle path. Will appropriate signs be installed to advise that cyclists have rights of way on the bicycle path, and to ensure that motor vehicles do not block the cycle path when entering/exiting the ground/buildings?

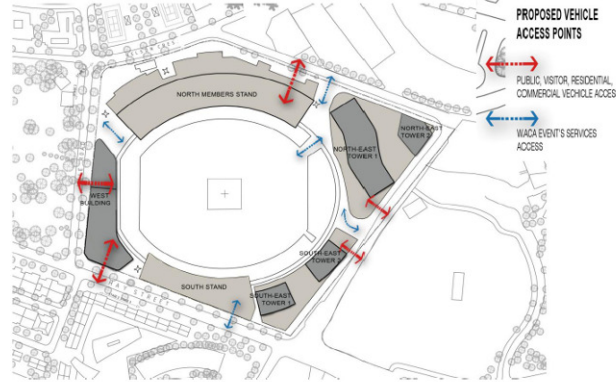


FIGURE 13 – INDICATIVE VEHICULAR ACCESS POINTS

3) Continuation of the cycle path and lack of bicycle path on Hay St

Figure 14 (page 26) does not show a cycle path on Hay St. Currently there is a shared path, and bicycle lanes on Hay St. Why have these not been included in Figure 14?



Above figure taken from [DOT's bike maps](#) which clearly shows the shared paths and cycle paths on Hay St.

[Riverside Master Plan](#) (published in 2008) also shows the provision of a primary shared path along Hay St, so why does the WACA guidelines omit a critical cycling path into Perth and along the Swan River.



Figure 6: Illustrates the cycle network to be observed by all developments



The BTA recommends that WACA guidelines are updated to address the above concerns.

In addition, BTA would appreciate written confirmation that the pedestrian/cycling bridge shown in Figure 6 of the Riverside Master Plan will remain a pedestrian/cycling bridge, as there has been one recent case in East Perth (Trafalgar Bridge) where this did not occur and cyclists are not currently allowed to cycle on the Trafalgar Bridge today. As an example of a good dual use bridge, please see the Goodwill Bridge in Brisbane (http://en.wikipedia.org/wiki/Goodwill_Bridge,_Brisbane) where 40,000 pedestrians and cyclists utilise the bridge each week.

We welcome a formal discussion with you to discuss these points.

Yours Sincerely

Roland Parrotte
Board Member BTAWA

27 July 2010