

# Agenda

## Active Transport Advisory Group Meeting

**Thursday 12 March 2026**

### **Notice of Meeting**

The Active Transport Advisory Group Meeting will take place in the Committee Room, City of Bayswater Civic Centre, 61 Broun Avenue, Morley on **Thursday 12 March 2026**, commencing at 6.30pm.

***This meeting is closed to the public.***

**Agenda publishing date: 6 March 2026**

**TABLE OF CONTENTS**

<b>1 OFFICIAL OPENING</b> .....	<b>3</b>
<b>2 ACKNOWLEDGEMENT OF COUNTRY</b> .....	<b>3</b>
<b>3 ATTENDANCE</b> .....	<b>3</b>
<b>3.1 Attendance</b> .....	<b>3</b>
<b>3.2 Apologies</b> .....	<b>3</b>
<b>3.3 Approved Leave Of Absence</b> .....	<b>3</b>
<b>4 DELEGATED AUTHORITY BY COUNCIL</b> .....	<b>3</b>
<b>5 INTRODUCTION TO THE ACTIVE TRANSPORT ADVISORY GROUP</b> .....	<b>4</b>
<b>6 APPOINTMENT OF CHAIRPERSON AND DEPUTY CHAIRPERSON</b> .....	<b>4</b>
<b>7 DISCLOSURE OF INTEREST SUMMARY</b> .....	<b>4</b>
<b>8 CONFIRMATION OF MINUTES</b> .....	<b>4</b>
<b>9 TERMS OF REFERENCE</b> .....	<b>5</b>
<b>10 REPORTS</b> .....	<b>7</b>
<b>10.1 Pathway Prioritisation Program</b> .....	<b>7</b>
<b>10.2 Guildford Road Signalised Pedestrian Crossing</b> .....	<b>20</b>
<b>11 CONFIDENTIAL ITEMS</b> .....	<b>22</b>
<b>12 GENERAL BUSINESS</b> .....	<b>22</b>
<b>13 NEXT MEETING</b> .....	<b>22</b>
<b>14 CLOSURE</b> .....	<b>22</b>

**1 OFFICIAL OPENING****2 ACKNOWLEDGEMENT OF COUNTRY**

The Director Infrastructure and Assets will deliver the Acknowledgement of Country.

Noongar Language

*Ngalla City of Bayswater kaatanginy baalapa Noongar Boodja baaranginy, Wadjuk moort Noongar moort, boordiar's koora koora, boordiar's ye yay ba boordiar's boordawyn wah.*

English Language Interpretation

*We acknowledge the Traditional Custodians of the Land, the Whadjuk people of the Noongar Nation, and pay our respects to Elders past, present and emerging.*

**3 ATTENDANCE****3.1 Attendance****Members**

Cr Elli Petersen-Pik – Deputy Mayor  
Cr Cale Black  
Cr Nat Latter  
Kate Bowker  
Clare Chamberlain  
Georgina Ker

**Officers**

Luke Botica                      Director Infrastructure and Assets  
Bryce Coelho                    Manager Infrastructure Projects  
Fatima Al Ghanimi              Transport Infrastructure Manager  
Siiri Clausnitzer                Executive Assistant - Infrastructure and Assets (Minute taker)

**3.2 Apologies**

Dan West

**3.3 Approved Leave of Absence**

Nil.

**4 DELEGATED AUTHORITY BY COUNCIL**

There are no item appearing in this agenda for which the Active Transport Advisory Group has been granted delegated authority by Council in accordance with section 5.23(1)(b) of the *Local Government Act 1995 (WA)*; this meeting is closed to the Public.

## **5 INTRODUCTION TO THE ACTIVE TRANSPORT ADVISORY GROUP**

Luke Botica, Director Infrastructure and Assets, will welcome new members and provide a brief introduction to the Active Transport Advisory Group, including the Terms of Reference.

## **6 APPOINTMENT OF CHAIRPERSON AND DEPUTY CHAIRPERSON**

In accordance with the Terms of Reference, the members of the Advisory Group are to elect a Chairperson and Deputy Chairperson at the first meeting, both of whom must be an Elected Member of Council.

The Chairperson will preside at all meetings. In the absence of a Chairperson, the Deputy Chairperson will assume the Chair, and in their absence, a person is to be elected by the Advisory Group to assume the Chair.

## **7 DISCLOSURE OF INTEREST SUMMARY**

In accordance with section 5.65 of the *Local Government Act 1995*:

A member who has an interest in any matter to be discussed at a Council or Committee meeting that will be attended by the member must disclose the nature of the interest -

- (a) in a written notice given to the CEO before the meeting; or
- (b) at the meeting immediately before the matter is discussed.

## **8 CONFIRMATION OF MINUTES**

### **OFFICER RECOMMENDATION**

**That the Active Transport Advisory Group notes the minutes of the Active Transport Advisory Committee meeting of 4 August 2025 and recommends to Council that these minutes be confirmed as a true and accurate record.**

## 9 TERMS OF REFERENCE

City of  
**Bayswater**

# Terms of Reference



### Active Transport Advisory Group

#### Purpose

The purpose of the Active Transport Advisory Group is to provide advice and input to Council on initiatives, programs and infrastructure improvements that promote sustainable and healthy active transport options, including walking, running, cycling, electric-assisted bicycles, electric scooters and other e-Rideables. The Group aims to foster community engagement and collaboration to encourage active travel as part of everyday life across the City.

In addition, the Group will advise on active transport matters affecting people with a disability, ensuring that accessibility and inclusion are integrated into active transport planning and design. This includes providing feedback on infrastructure, path networks and crossings to support safe and equitable access for all community members.

Through its inclusive and consultative approach, the Active Transport Advisory Group will help Council advance connected, safe and accessible transport choices that contribute to a healthier, more sustainable and inclusive community.

#### Membership

Three Elected Members as appointed by Council.

Up to eight community representatives who reside in the City of Bayswater or represent a service provider or organisation within the City of Bayswater. Priority will be given to ensure diverse representation of different transport needs.

Community Members will be appointed and paid in accordance with the *Independent Advisory Group Member Policy*.

All Councillors are appointed as Deputies.

Members must abide by the *City of Bayswater Code of Conduct for Council Members, Committee Members and Candidates*.

#### Chairperson

The Advisory Group members are to elect a Chairperson and Deputy Chairperson at the first meeting, both of whom must be an Elected Member of Council.

The Chairperson will preside at all meetings. In the absence of the Chairperson, the Deputy Chairperson will assume the Chair, and in their absence, a person is to be elected by the Advisory Group present to assume the Chair.

The Chairperson is responsible for the proper conduct of the Advisory Group.



## Active Transport Advisory Group

### Delegated Authority

This Group performs an advisory function and does not have any delegated authority.

### Meetings

The Group shall meet three times per year, or as required, at the City of Bayswater Civic Centre.

### Administration

Notification of the meeting will be provided at least a fortnight prior to the meeting date.

An agenda shall be provided to members one week before the meeting. Minutes of the meeting will be provided to all members, and all City Councillors, within 14 calendar days following the meeting date.

### Liaison Officer

Director Infrastructure and Assets

## 10 REPORTS

### 10.1 Pathway Prioritisation Program

#### SUMMARY

Council has endorsed a Pathway Master Plan, including updated Footpath Prioritisation Assessment scoring criteria, which now form part of the City's *Footpath Policy*. The Policy therefore needs to be updated to align with the Master Plan.

The City is seeking the Active Transport Advisory Group's feedback on the proposed amendments to the *Footpath Policy* before it is presented to Council for adoption.

#### KEY POINTS FOR ATAG FEEDBACK

- The Pathway Master Plan introduces an updated prioritisation methodology and revised scoring system to better distinguish between projects across the network.
- Additional criteria have been included, such as connectivity to public transport, schools, parks, shopping areas and the number of properties served, reflecting earlier feedback from the former Active Transport Advisory Committee (ATAC).
- The Policy has also been refined to clarify: provision of paths on cul-de-sacs and arterial roads, and how footpaths will interact with driveway surface treatments on different road types.

A copy of the existing *Footpath Policy* is provided at **Attachment 1**; the revised Policy showing the proposed amendments is included in **Attachment 2**, and a modified version for ease of reading is included in **Attachment 3**.

The ATAG is invited to:

- Comment on the updated prioritisation criteria and scoring.
- Identify any gaps or additional considerations for active transport users, including people with disability.
- Any other feedback on the proposed revised *Footpath Policy*.



# Footpath Policy

<b>Responsible Division</b>	Infrastructure and Assets
<b>Responsible Business Unit/s</b>	Transport and Buildings
<b>Responsible Officer</b>	Manager Transport and Buildings
<b>Affected Business Unit/s</b>	Parks and Environment; Development and Place; Project Services
<b>Document Ref</b>	4028313

## Purpose

To provide a consistent and transparent process for dealing with the construction of footpaths and cycleways within the road reserve under the care, control and management of the City of Bayswater.

## Objectives

The City will provide a 'fit-for-purpose' strategic contiguous footpath network to enable safe pedestrian access, free of discrimination for all users, within the community, to local, district, and regional destination facilities and linking to the wider public transport network.

To provide a consistent and transparent process for dealing with construction within the road reserve under the care, control and management of the City of Bayswater.

## Scope

This policy applies:

1. To all new paths undertaken within the road reserve under the care, control and management of the City of Bayswater as defined by the *Local Government Act 1995*.
2. To all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians as outlined in the Austroads Guide to Road Design – Part 6A (Pedestrian and Cyclist Paths).

## Policy Statement

1. All streets within the City (excluding cul-de-sacs) are to have a footpath on at least one side and to provide a contiguous footpath network.
2. A road that is a Local Distributor and above should have a footpath on each side where there is a residential or commercial pedestrian frontage access, or it is providing a strategic contiguous footpath network.
3. New and reconstructed paths are to be adjacent to the kerb and constructed through existing crossovers, wherever possible, to maintain the visual and physical continuity of the path along the street. In exceptional circumstances paths may be located closer to the property boundary to suit existing path provision or streetscapes.

4. Community Interests - The City will endeavour to ensure that all construction undertaken within the road reserve under the control and management of the City does not, as far as is practicably possible, negatively impact the safety, amenity, accessibility or future use, serviceability, or enjoyment of the road reserve for the community as a whole. The individual needs of a particular developer, existing or proposed community group or individual, shall not take precedence over the interests of the wider community.
5. All works within the road reserve shall, to the extent permitted by current legislation, be designed, planned, executed and where appropriate, tested, supervised, inspected, and maintained to a minimum standard to be determined by the City.
6. The City shall review the existing new path program whereby new path provision is prioritised based on the following criteria and ranking:

Criteria	Ranking
<b>Road Hierarchy</b>	
District Distributor	3
Local Distributor	2
Local Access	1
<b>Bus Route and Bike Plan Connectivity</b>	
High Frequency Route/Direct Connection	2
Low Frequency Route/Indirect Connection	1
<b>Community Facility</b>	
Regional facility	2
Local Park	1
<b>School/Aged Care</b>	
Adjacent	3
Direct Connection	2
Next Connection to direct	1
<b>Shopping Centres</b>	
Regional Centre	2
Neighbourhood	1

7. Consultation with the community will be undertaken in the year prior to construction to ensure that those who are affected by or who are likely to have an interest in a decision are informed and have an opportunity to provide comment and feedback.

### Definitions

**Short Cul-de-Sacs** for the purposes of this policy definition, are a road that has an exceptionally low volume of traffic and operating speed and are generally less than 200m in length. As such, it is deemed to be a 'safe' pedestrian and cycling environment and does not require the provision of a path.

**Local Distributor road** is classified by the Main Roads WA road hierarchy as a road that distributes traffic within a suburb to and from, higher and lower category roads. Indicative traffic volumes are from 3,000 to 7,000 vehicles per day.

### Related Legislation

- *Local Government Act 1995 (WA)*
- *Land Administration Act 1997.*
- *Road Traffic Code 2000.*
- *Disability Discrimination Act 1992.*
- *Austrroads Guide to Road Design Part 6A: Pedestrian and Cycle Paths.*

### Related Documentation

Nil.

#### Relevant Delegations

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#### Risk Evaluation

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<b>Council Adoption</b>	25 May 2021	Item 10.6.1.5
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#### Review/Modified

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#### Review/Modified

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#### Review/Modified

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# Footpath Policy

<b>Responsible Division</b>	Infrastructure and Assets
<b>Responsible Business Unit/s</b>	<del>Transport and Buildings-Infrastructure Projects</del>
<b>Responsible Officer</b>	Manager <del>Transport and Buildings-Infrastructure Projects</del>
<b>Affected Business Unit/s</b>	<del>Transport and Buildings;</del> Parks and Environment; <del>Development Place;</del> <del>Project Services-Statutory Planning and Compliance</del>
<b>Document Ref</b>	4028313

## Purpose

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## Objectives

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To provide a consistent and transparent process for dealing with construction within the road reserve under the care, control and management of the City of Bayswater.

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This policy applies:

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2. To all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians as outlined in the *Austrroads Guide to Road Design – Part 6A (Pedestrian and Cyclist Paths)*.

**Policy Statement**

1. The City shall review the path program whereby new path provision is prioritised based on the following criteria and score system:

<u>Category</u>	<u>Footpath Prioritization Criteria</u>	<u>Score Weighting</u>
<u>Safety Risk</u>	<u>Road Hierarchy</u>	<u>5</u>
	<u>Traffic Volume</u>	<u>15</u>
<u>Usage</u>	<u>Number of Properties</u>	<u>5</u>
	<u>Train Station</u>	<u>10</u>
	<u>Bus Stop</u>	<u>2</u>
	<u>Schools</u>	<u>10</u>
	<u>Aged Care</u>	<u>2</u>
	<u>Childcare</u>	<u>2</u>
	<u>Shopping Centres</u>	<u>5</u>
	<u>Recreational facilities</u>	<u>4</u>
	<u>Community facilities</u>	<u>3</u>
	<u>Connectivity (incl. Cul-de-sac with Connection)</u>	<u>2</u>
<u>Cycle Network</u>	<u>Parks and Reserves</u>	<u>5</u>
	<u>Safe Route to School</u>	<u>4</u>
	<u>WABN (LTCN Routes) DIMT (DoT) Co-Funding</u>	<u>5</u>
	<u>Bike Plan</u>	<u>1</u>
<u>Current Condition</u>	<u>New Path</u>	<u>15</u>
	<u>Existing Path (Upgrade)</u>	<u>5</u>
<b><u>TOTAL</u></b>		<b><u>100</u></b>

- A 400-metre walking catchment shall be applied around each amenity. Any potential pathways located within this catchment will receive the corresponding score weighting as outlined in the table above.

4.2. All streets within the City (excluding cul-de-sacs with traffic volumes less than 600 vehicles per day or no connection to pedestrian access ways (PAWs) or nearby amenities such as parks and reserves) are to have a footpath on at least one side and to provide a contiguous footpath network.

2.3. A road that is a Local Distributor and above should have a footpath on each side where there is a residential or commercial pedestrian frontage access, or it is providing a strategic contiguous footpath network. All District Distributor Roads (District Distributor A and B) are to have a footpath on each side of the road.

4. This policy does not apply to the provision of new path within reserves, parks or public open spaces.

5. ~~Priority should be given to roads that currently have no footpaths. Roads with an existing path on one or both sides will be considered following the completion of the new path network across the City.~~

6. ~~New and reconstructed paths are to be adjacent to the road kerb.~~

- ~~Shared paths on District Distributor A and B Roads are to be -and-constructed through existing crossovers, wherever possible, to maintain the visual and physical continuity of the path along the roadstreet.~~

~~Paths on Local Distributor and Local Access Roads can be constructed between crossovers.~~

3. ~~In exceptional-some circumstances, paths may be located closer to the property boundary to suit match existing path provision, -or- streetscapes or services.~~

4.7. ~~Community Interests - The City will endeavour to ensure that all construction undertaken within the road reserve under the control and management of the City does not, as far as is practicably possible, negatively impact the safety, amenity, accessibility or future use, serviceability, or enjoyment of the road reserve for the community as a whole. The individual needs of a particular developer, existing or proposed community group or individual, shall not take precedence over the interests of the wider community.~~

5.8. ~~All works within the road reserve shall, to the extent permitted by current legislation, be designed, planned, executed and where appropriate, tested, supervised, inspected, and maintained to a minimum standard to be determined by the City.~~

6. ~~The City shall review the existing new path program whereby new path provision is prioritised based on the following criteria and ranking:~~

<b>Criteria</b>	<b>Ranking</b>
<b>Road Hierarchy</b>	
District Distributor	3
Local Distributor	2
Local Access	4
<b>Bus Route and Bike Plan Connectivity</b>	
High Frequency Route/Direct Connection	2
Low Frequency Route/Indirect Connection	4
<b>Community Facility</b>	
Regional facility	2
Local Park	4
<b>School/Aged Care</b>	
Adjacent	3
Direct Connection	2
Next Connection to direct	4
<b>Shopping Centres</b>	
Regional Centre	2
Neighbourhood	4

7.9. Consultation with the community will be undertaken ~~in the year~~ prior to construction to ensure that those who are affected by or who are likely to have an interest in a decision are informed and have an opportunity to provide comment and feedback.

## Definitions

**Short Cul-de-Sacs** for the purposes of this policy definition, are a road that has an exceptionally low volume of traffic and operating speed and are generally less than 200m in length. As such, it is deemed to be a 'safe' pedestrian and cycling environment and does not require the provision of a path.

**Cul-de-sac** means a local access road that is closed to through-traffic at one end and provides only a single point of vehicular entry and exit. It typically includes a turning head, such as a circular bulb or hammerhead to allow vehicles to turn around safely. Cul-de-sacs generally serve residential areas, carry low traffic volumes, and may provide pedestrian or cyclist connections to adjoining streets, reserves, or public open spaces.

**Local Distributor road** is classified by the Main Roads WA road hierarchy as a road that distributes traffic within a suburb to and from, higher and lower category roads. Indicative traffic volumes are from 3,000 to 7,000 vehicles per day.

**Road Hierarchy** is classified by Main Roads WA and includes the following categories: Primary Distributor, District Distributor A, District Distributor B, Regional Distributor (only non-built up area), Local Distributor, and Access Road. For further details, refer to Main Roads Western Australia document D10#10992.

**WABN** means Western Australian Bicycle Network.

**LTCN** means long-term cycle network, classified as Primary Route, Secondary Route and Local Routes.

**DTMI** (formerly DoT) means Departments of Transport and Major Infrastructure.

## Related Legislation

- *Local Government Act 1995 (WA).*
- *Land Administration Act 1997.*
- *Road Traffic Code 2000.*
- *Disability Discrimination Act 1992.*
- *Austrroads Guide to Road Design Part 6A: Pedestrian and Cycle Paths.*
- *City of Bayswater Crossover Application Booklet.*

## Related Documentation

Nil

- *Main Roads Western Australia document D10#10992 – Road Hierarchy for Western Australia Road Types and Criteria.*

**Relevant Delegations**

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**Risk Evaluation**

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**Council Adoption**                      25 May 2021                      Item 10.6.1.5

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**Review/Modified**                      ~~Dec~~ ~~Nov~~ 2025

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**Review/Modified**

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**Review/Modified**

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# Footpath Policy

<b>Responsible Division</b>	Infrastructure and Assets
<b>Responsible Business Unit/s</b>	Infrastructure Projects
<b>Responsible Officer</b>	Manager Infrastructure Projects
<b>Affected Business Unit/s</b>	Transport and Buildings; Parks and Environment; Statutory Planning and Compliance
<b>Document Ref</b>	4028313

## Purpose

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## Objectives

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To provide a consistent and transparent process for dealing with construction within the road reserve under the care, control and management of the City of Bayswater.

## Scope

This policy applies:

1. To all new paths undertaken within the road reserve under the care, control and management of the City of Bayswater as defined by the *Local Government Act 1995*.
2. To all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians as outlined in the *Austrroads Guide to Road Design – Part 6A (Pedestrian and Cyclist Paths)*.

**Policy Statement**

1. The City shall review the path program whereby new path provision is prioritised based on the following criteria and score system:

Category	Footpath Prioritization Criteria	Score Weighting
Safety Risk	Road Hierarchy	5
	Traffic Volume	15
Usage	Number of Properties	5
	Train Station	10
	Bus Stop	2
	Schools	10
	Aged Care	2
	Childcare	2
	Shopping Centres	5
	Recreational facilities	4
	Community facilities	3
	Connectivity (incl. Cul-de-sac with Connection)	2
	Parks and Reserves	5
Cycle Network	Safe Route to School	4
	WABN (LTCN Routes) DIMIT (DoT) Co-Funding	5
	Bike Plan	1
Current Condition	New Path	15
	Existing Path (Upgrade)	5
<b>TOTAL</b>		<b>100</b>

- A 400-metre walking catchment shall be applied around each amenity. Any potential pathways located within this catchment will receive the corresponding score weighting as outlined in the table above.
2. All streets within the City (excluding cul-de-sacs with traffic volumes less than 600 vehicles per day or no connection to pedestrian access ways (PAWs) or nearby amenities such as parks and reserves) are to have a footpath on at least one side and to provide a contiguous footpath network.
  3. All District Distributor Roads (District Distributor A and B) are to have a footpath on each side of the road.
  4. This policy does not apply to the provision of new path within reserves, parks or public open spaces.

5. Priority should be given to roads that currently have no footpaths. Roads with an existing path on one or both sides will be considered following the completion of the new path network across the City.
6. New and reconstructed paths are to be adjacent to the road kerb.
  - Shared paths on District Distributor A and B Roads are to be constructed through existing crossovers, wherever possible, to maintain the visual and physical continuity of the path along the road.
7. Paths on Local Distributor and Local Access Roads can be constructed between crossovers.  
  
In circumstances paths may be located closer to the property boundary to match existing path provision, streetscapes or services.
8. Community Interests - The City will endeavour to ensure that all construction undertaken within the road reserve under the control and management of the City does not, as far as is practicably possible, negatively impact the safety, amenity, accessibility or future use, serviceability, or enjoyment of the road reserve for the community as a whole. The individual needs of a particular developer, existing or proposed community group or individual, shall not take precedence over the interests of the wider community.
9. All works within the road reserve shall, to the extent permitted by current legislation, be designed, planned, executed and where appropriate, tested, supervised, inspected, and maintained to a minimum standard to be determined by the City.
10. Consultation with the community will be undertaken prior to construction to ensure that those who are affected by or who are likely to have an interest in a decision are informed and have an opportunity to provide comment and feedback.

## Definitions

**Cul-de-sac** means a local access road that is closed to through-traffic at one end and provides only a single point of vehicular entry and exit. It typically includes a turning head, such as a circular bulb or hammerhead to allow vehicles to turn around safely. Cul-de-sacs generally serve residential areas, carry low traffic volumes, and may provide pedestrian or cyclist connections to adjoining streets, reserves, or public open spaces.

**Road Hierarchy** is classified by Main Roads WA and includes the following categories: Primary Distributor, District Distributor A, District Distributor B, Regional Distributor (only non-built up area), Local Distributor, and Access Road. For further details, refer to Main Roads Western Australia document D10#10992.

**WABN** means Western Australian Bicycle Network.

**LTCN** means long-term cycle network, classified as Primary Route, Secondary Route and Local Routes.

**DTMI** (formerly DoT) means Departments of Transport and Major Infrastructure.

**Related Legislation**

- *Local Government Act 1995 (WA).*
- *Land Administration Act 1997.*
- *Road Traffic Code 2000.*
- *Disability Discrimination Act 1992.*
- *Austrroads Guide to Road Design Part 6A: Pedestrian and Cycle Paths.*
- *City of Bayswater Crossover Application Booklet.*

**Related Documentation**

- Main Roads Western Australia document D10#10992 – Road Hierarchy for Western Australia Road Types and Criteria.

**Relevant Delegations**

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**Risk Evaluation**

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<b>Council Adoption</b>	25 May 2021	Item 10.6.1.5
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<b>Review/Modified</b>	Dec 2025
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**Review/Modified**

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**Review/Modified**

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## 10.2 Guildford Road Signalised Pedestrian Crossing

### SUMMARY

The City is proposing a targeted amendment to the Long-Term Cycle Network (LTCN) in the Maylands Peninsula area to better align with a proposed signalised mid-block pedestrian crossing on Guildford Road.

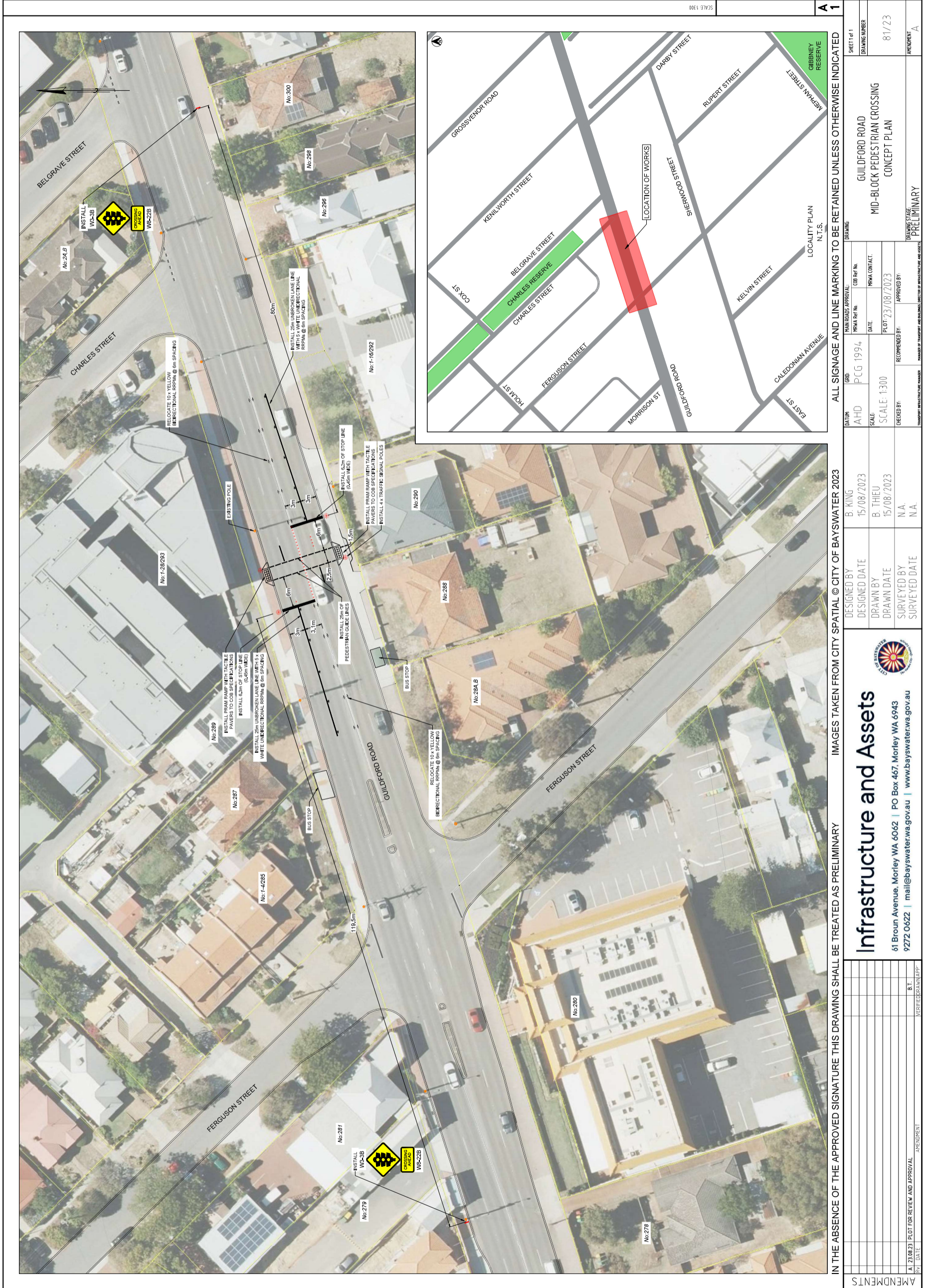
The proposed crossing location aligns with pedestrian desire lines and improves access to Maylands Peninsula Primary School and surrounding destinations.

### KEY POINTS FOR ATAG FEEDBACK

- The City is proposing to remove cycle routes along Grosvenor Road and Caledonian Avenue (north of Guildford Road) and replace them with a consolidated route along Charles Street.
- The amendment would consolidate existing cycle routes north of Guildford Road into a single route along Charles Street. This approach reduces impacts on residential verges, makes better use of City-owned land, and supports delivery of a signalised crossing between Ferguson Street and Charles Street - the location most strongly supported by community feedback.
- The proposed crossing location aligns with pedestrian desire lines and improves access to Maylands Peninsula Primary School and surrounding destinations.

ATAG is invited to:

- Comment on the proposed modification to the LTCN route along Charles Street
- Comment on the proposed mid-block pedestrian crossing on Guildford Road between Ferguson Street and Charles Street.
- Identify any gaps or additional considerations for active transport users, including people with disability.
- Any other feedback on the proposed pedestrian crossing.



**11 CONFIDENTIAL ITEMS**

Nil.

**12 GENERAL BUSINESS**

**13 NEXT MEETING**

The next meeting of the Active Transport Advisory Group will take place in the Committee Room, City of Bayswater Civic Centre, 61 Broun Avenue, Morley, on a date to be confirmed, commencing at 6.30pm.

**14 CLOSURE**