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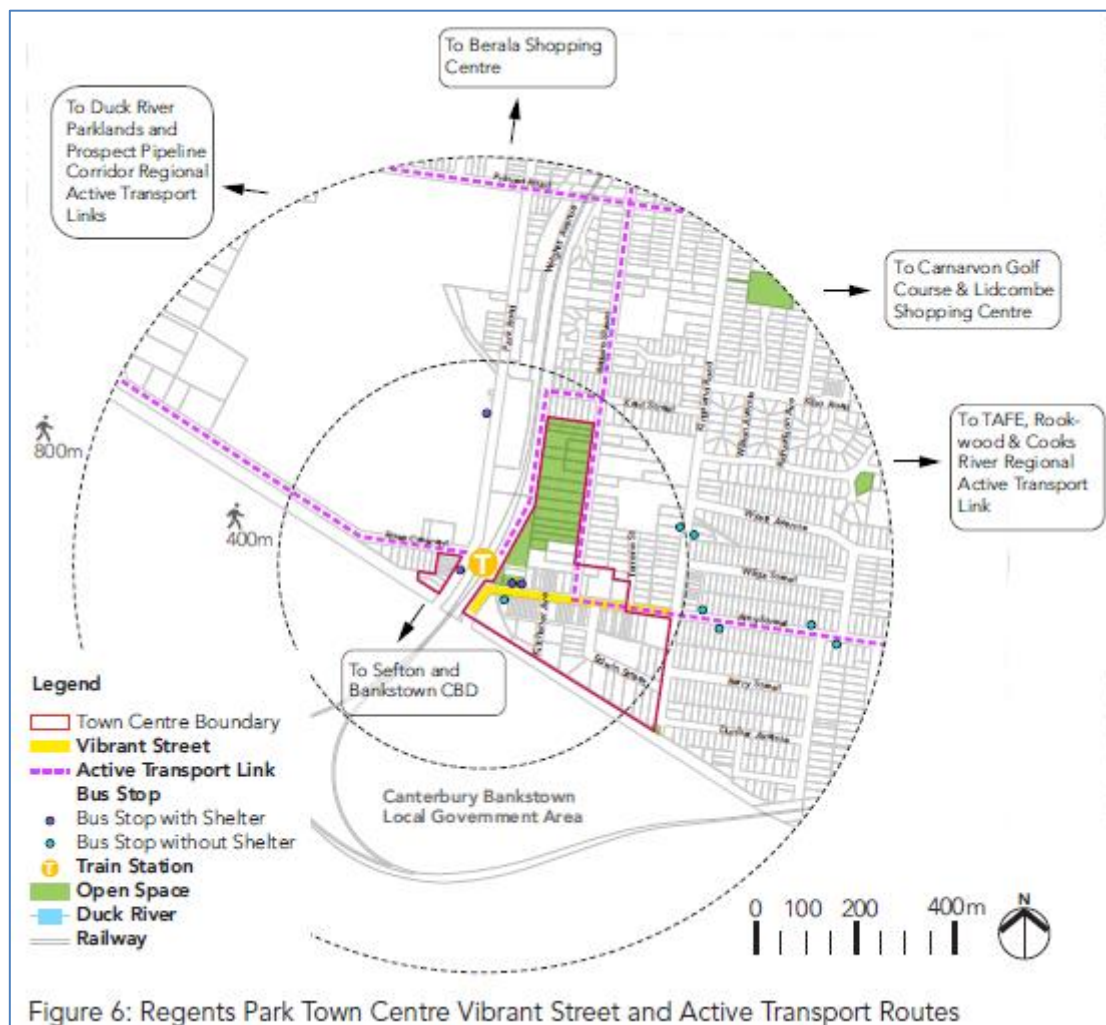
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06/10/2023

Regents Park Town Centre Public Domain Plan Feedback

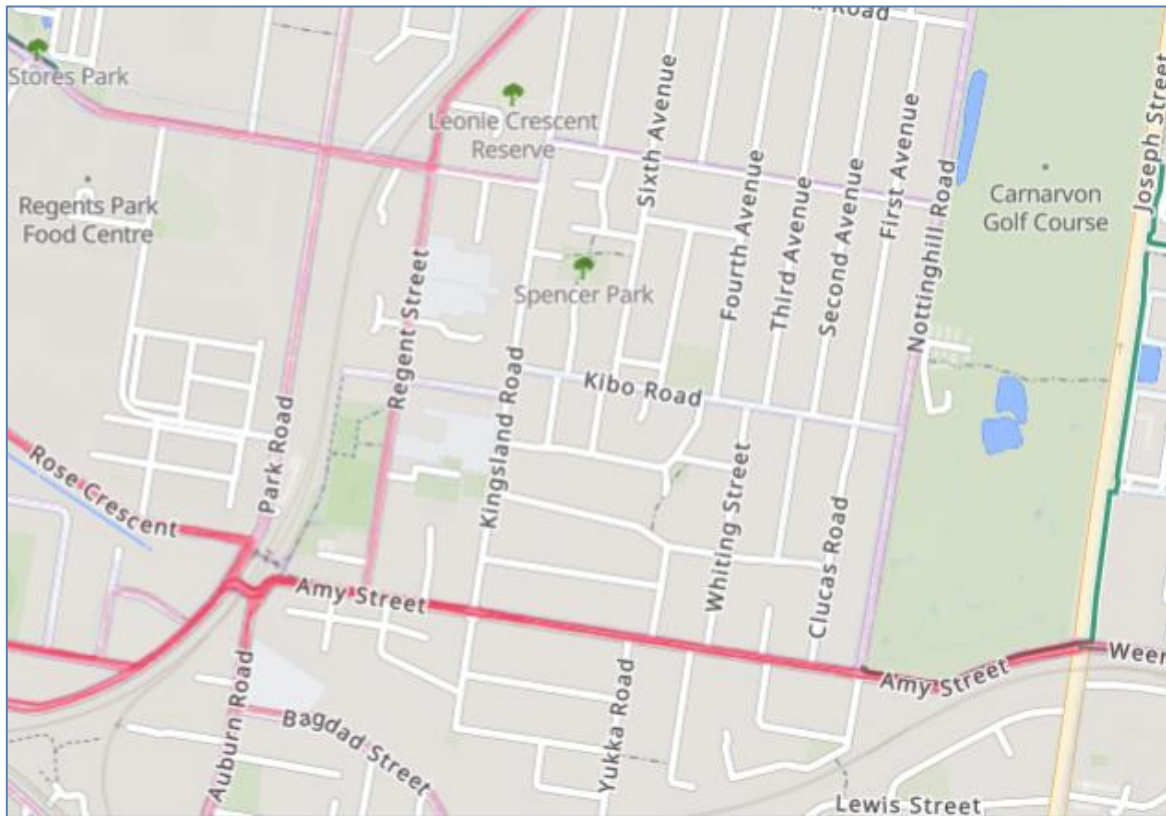
Thanks for the opportunity to comment on the Regents Park Town Centre Public Domain Plan. The following comments are focused on traversing the Plan area and beyond by bicycle.

From figure 6 of the Public Domain Plan (copied below), it would appear that most of the active transport connectivity falls outside the scope of the Public Domain Plan area. While recognising this, we believe it is also important to look slightly beyond the immediate Plan area and consider how cyclists ride around the area and into the town centre.

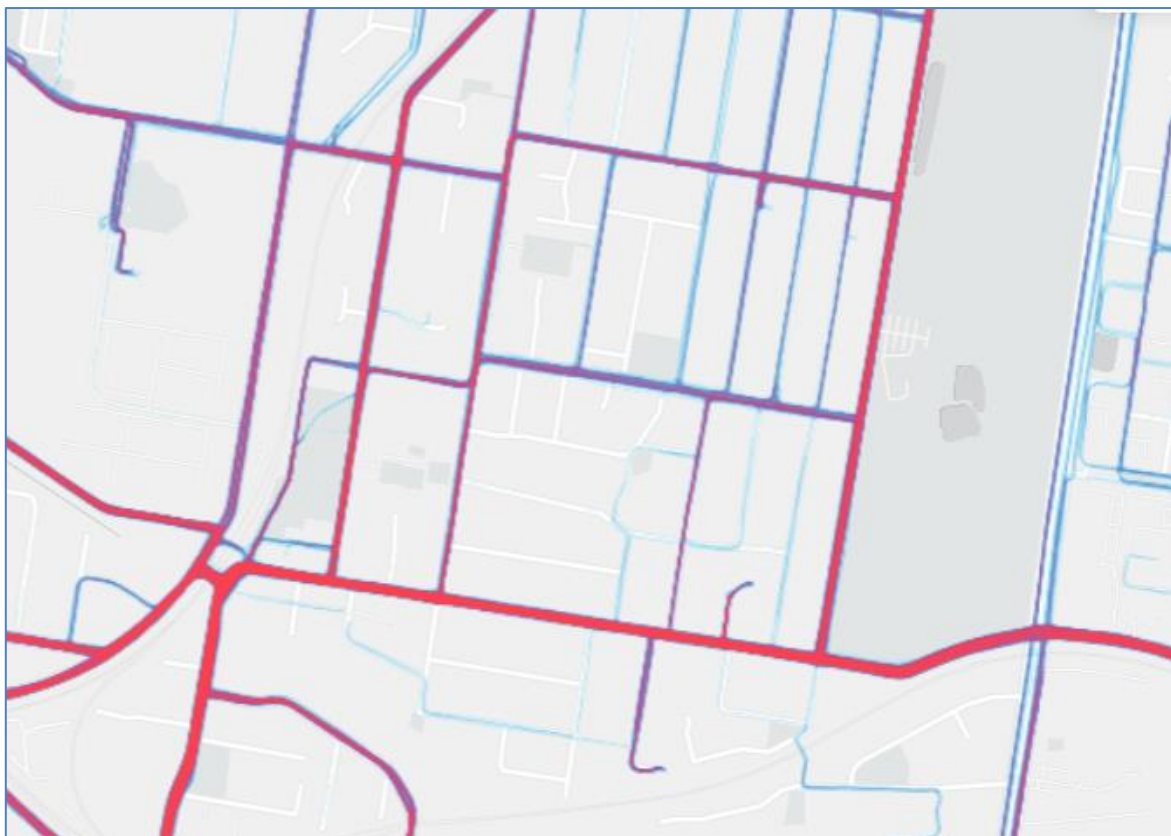


From the Regents Park Town Centre Public Domain Plan

Both the Strava and RWGPS Heat Maps indicate the majority of riders utilizing those platforms currently use the road bridge across the railway line and Amy St to traverse east-west. We believe this route is only suitable for the more experienced and confident on-road riders, as it is a state road used by heavy vehicles with no viable shoulder or buffer where there are parked cars along the road.



RWGPS Heat Map^[1]



Strava Cycling Heat Map^[2]. Some riders are using the station pedestrian overpass, path alongside Guilfoyle Park and the streets parallel to Amy St.



Marked-up Google Satellite image showing off-road East-West route from Rose Crescent across the Park Rd pedestrian crossing and using the station overbridge into Guilfoyle Park.

Park Rd Crossing

We note that in Figure 8 of the Plan there is a comment to ‘Liaise with RMS for future signalised crossings’ at the intersection of Park Rd and Rose Crescent. If this doesn’t come to fruition or if it’s delayed, another option to consider would be to convert the current pedestrian crossing of Park Rd opposite the station overbridge to a combined cyclist and pedestrian crossing.

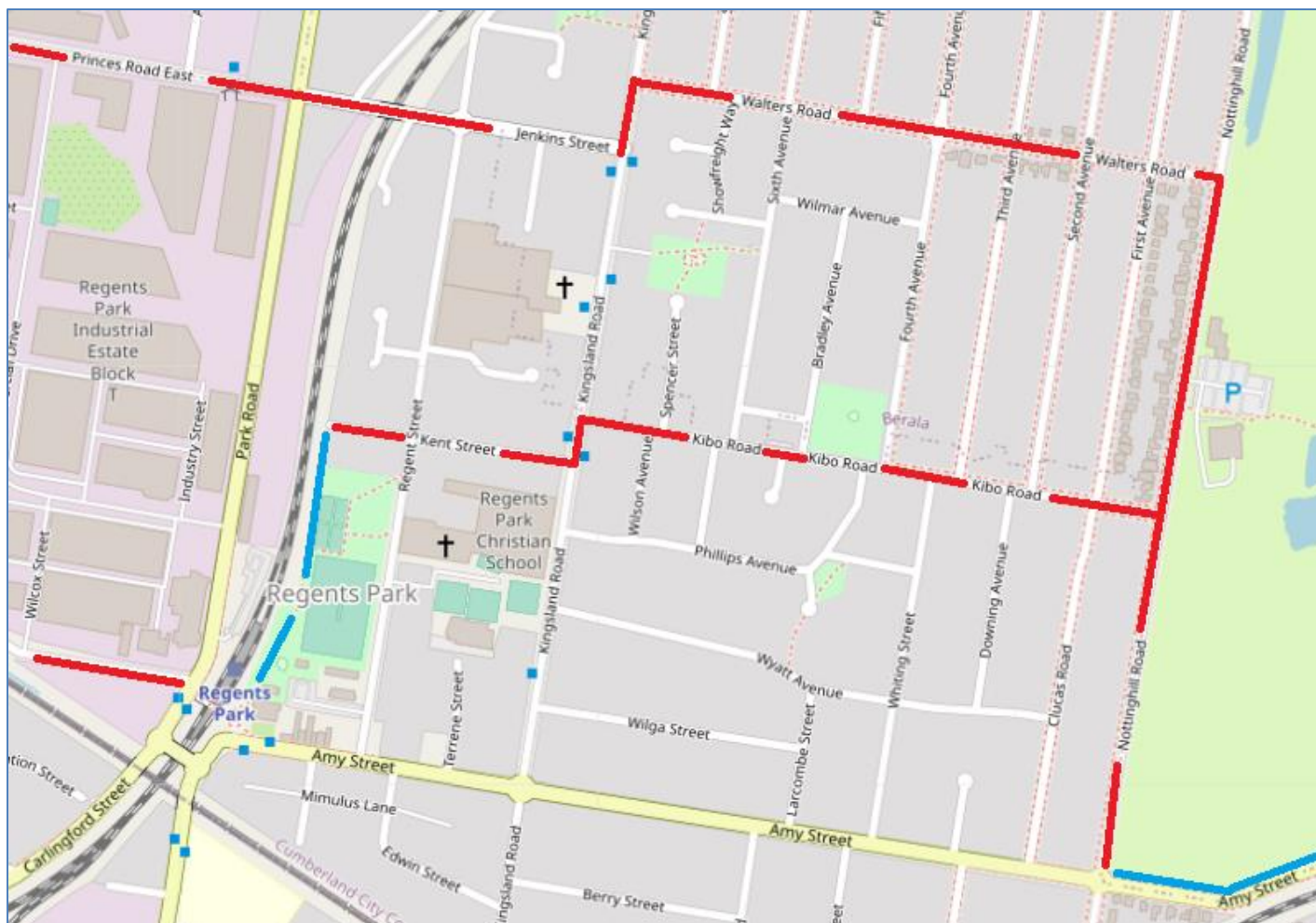
Railway Crossing

We understand the intended way for non-road riders to cross the railway line near Regents Park station is to actually dismount and cross the station overbridge. Whilst acknowledging that the ramps are nowhere near as steep or as long as at some other stations, the act of dismounting the bike to cross is a disincentive for many and a real barrier for some. Although not easy, we would encourage council to investigate other options, such as a separate bridge across the railway line or a cantilever bridge attached to the road crossing.

We would anticipate an increased number of riders wanting to cross the railway line at this location in the future once the pipeline corridor path to Rose Crescent has been constructed.

Guilfoyle Park path

The path from Amy St to Kent St alongside the railway corridor through Guilfoyle Park is shown on Figure 6 as an active transport link. At present a section of this path is around 2.5m wide, however the majority of it falls well short of recommended shared path widths. Pedestrians have also been observed utilising the path. Widening of the path needs to be undertaken before this can be considered a viable Active Transport link.



Marked-up map of suggested East-West routes parallel to Amy St. Red lines are on-road, with the blue line along the border of Guilfoyle Park indicating the path mentioned above, and the blue line alongside Amy St at the Carnarvon Golf Course is currently a 2.5m wide path which is not officially marked as a shared path.

Please contact us if any of the above requires further clarification or if extra detail is required.

Prepared by Rob Kemp, on behalf of CAMWEST Bicycle User Group Inc.

References:

- [1] <https://ridewithgps.com/heatmap>
- [2] <https://www.strava.com/heatmap#15.38/151.02746/-33.88073/bluered/ride>