

Shire of Williams



Local Bike Plan

2005 – 2020

Reviewed & Endorsed October 2018

Shire of Williams Local Bicycle Plan

2005-2020

***Original Plan was for 2005-7 and was endorsed 2004*

*Plan comprehensively reviewed and revised 2009 for 2005-2014
and endorsed by Council in December 2009*

*Plan reviewed and revised 2011 for 2005-2014
and endorsed by Council in November 2011*

*Plan reviewed and revised 2014 for 2005-2015
and endorsed by Council in October 2014*

**Plan has been reviewed and revised 2018 for 2005-2020
and endorsed by Council in October 2018**

*The car inhibits human contacts.
The bicycle generates them;
Bikes talk to each other like dogs,
They wag their wheels and tinkle their bells,
The riders let their mounts mingle.*

Daniel Behrman

It is well recognised that cycling is an important mode of transport and form of recreation for many Australians. It is an easily accessible form of transport and has significant health and environmental benefits. The Australian Transport Council has endorsed a strategy entitled "Australia cycling – A national strategy" which has nominated its main objective as being *safety for cyclists, on and off road, needs to be continuously improved.*

The Shire of Williams is endeavouring to address this need for continuous improvement by developing a Local Bike Plan that will outline the path network upgrade over a fifteen year time period. Over the years, the Shire has either sought funding assistance, received funding assistance or totally funded the path network currently in place. The Shire is keen to see the continued development and eventually establishment of an integrated and well planned shared use path network within the town precinct of Williams. The eventual comprehensive path network will link residential areas to the school, main shopping precinct, playgrounds, skatepark, BMX track and other recreational areas. A comprehensive network will encourage cycling and walking for all members of the community. It will provide a safe and accessible shared use pathway for pedestrians, cyclists, gophers, disabled users and parents with prams.

This plan outlines the proposed network establishment from 2005 to 2020. It is anticipated that the network will strategically link all areas of the townsite, enabling safe transit for all users.

Route Plan

1. *Safe routes to schools*

School children and parents need special consideration in bicycle path network development. According to the National Strategy, each year 200 children are killed or seriously injured on Australian roads whilst travelling between their home and school. The majority of these are unfortunately hit by a motor vehicle while walking or riding a bicycle. These frightening statistics are an important reminder that travelling to and from school exposes children to serious risks and needs to be managed responsibly by parents and local government.

The Shire of Williams has identified the favoured routes school children and their parents use within the townsite of Williams, and have developed an integrated path network designed to make travelling a safer experience for all concerned. Linking residential areas to the school (as well as main shopping and recreation facilities) will ensure that the users have a specially designed path network to utilise as opposed to using gravel shoulders or road networks, which pose considerable risks.

Speed restrictions within the school precinct have already been implemented (40km/h on all adjoining roads before and after school) as well as a 50km/h speed limit within the townsite all other times.

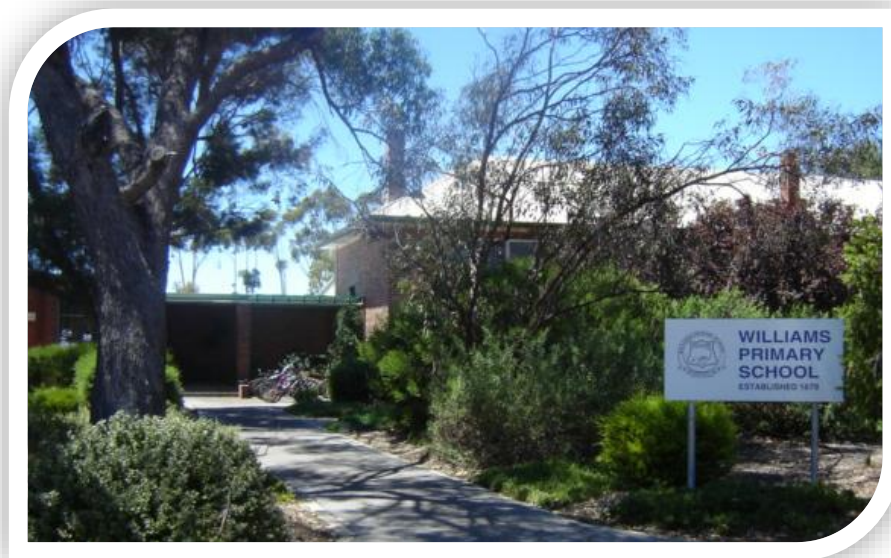


Figure 1: Williams Primary School

2. *Identification of trip attractors*

Whilst developing this plan, the Shire nominated a number of destination points for cyclists within the townsite of Williams. The origin for the majority of the users is the residential areas, ie their own homes. Destination points identified are as follows: Recreational facilities (town oval, playgrounds, skatepark, basketball court, BMX track, swimming pool);

school; main shopping precinct (includes post office, newsagency/greengrocer, general store), shire offices and amenities; Community Resource Centre (includes telecentre, library, community paper); and other local businesses.



Figure 2: Williams Community Resource Centre

3. *Signage*
Within the townsite of Williams, minimal directional signage would be required. Street signs and identification of major trip attractors are already in place and are considered adequate at this stage for the townsite. In time, the Shire may consider additional signage along major recreational routes (such as the path network along the river and linking major recreational facilities). Length of path network and average time to travel may be considered for these signs as part of a future Physical activity plan. This would encourage exercise within the townsite utilising the comprehensive path network. This would also be an added benefit from a tourism point of view.
4. *Travel demand*
The Shire has identified routes travelled by the community within the townsite by simple measures such as word of mouth, knowing where people live and travel to, and through community members contacting the Shire with concerns for particular streets and traffic/pedestrian issues. All these combined have led the Shire to develop a proposed plan for the years to address these issues. It is well recognised that given that the Williams town precinct is relatively small, all roads are going to be utilised by users at some point in time. Therefore a comprehensive path network needs to be developed to address this. It is important that areas immediately adjacent to the school are addressed first and foremost and then the preferred routes of travel to and from residential areas.

5. *Analysis of crash statistics*

In recent times, there have been no known cyclist/pedestrian incidents involving a motor vehicle within the townsite of Williams. This is mainly due to the relative small size of the townsite of Williams and the low traffic speed required within the townsite (40-50km/h). Notwithstanding this, it is still imperative that the Shire addresses the lack of shared use pathways in some areas to ensure that this statistic remains true.

“Road Safety in Australia” – a document produced by the Australian Transport Safety Bureau (2004) notes that the ratio of seriously injured to deaths is extremely high amongst cyclists nationally. For the two years that serious injury data is available it can be evidenced that for every cyclist killed on the road, there are around 65 seriously injured. Not a good statistic by any measure. Therefore it is paramount that all local and state authorities address this issue to improve the safety for all users, whether it is on road or off road.

The document further identifies that almost 44% of those seriously injured are in the 0-16 age group. This relatively high proportion is due mostly to the number of young people who cycle relative to the rest of the population; as well as reflecting children’s vulnerability on the roads due to their limited level of cognitive development and lack of experience as road users.

The development of a comprehensive path network within the townsite of Williams, will ensure the continued safety of all users, but most importantly our younger users who may not be as well equipped at traffic management as their parents may be. The continued safety for all users is paramount in ensuring that the crash statistics for the townsite of Williams continues as it has in the past.

6. *End of trip facilities*

As the Williams Primary School is the main end point for the majority of users, the Shire has noted that the School already has in place a safe bicycle parking area to encourage school children to ride to school where they are able. The School also has a Bicycle and road-safety training course available to its students annually. Many students have taken the opportunity to attend this course, undertaken by the representatives from the local police and other emergency service personnel.

Other end points identified have been as the recreational precincts, shopping precincts/local businesses and shire amenities. At this stage, the Shire has undertaken that end trip facilities will be developed on an as needs basis to cater for users who travel between their home and these areas by bicycle.



Figure 3: Williams' main shopping precinct – Brookings Street

7. *Issues specific to Williams townsite*

The major issue for the Shire is traversing the Albany Highway safely as the main townsite containing the majority of the recreational facilities, shire amenities; local businesses and shopping precinct are all located on the eastern side of the Albany Highway. The main attraction on the western side is the town recreational precinct containing the town oval, swimming pool, tennis courts, basketball/netball court and two playgrounds (Lions Park – main town playground and the playground adjacent to the swimming pool). The Shire has been in negotiation with Main Roads for many years in regards to the replacement of the significantly ageing Williams River Bridge as well as to provide safe access for children wishing to cross the highway from the town side to the recreational ground via the Williams Lions Park.

In late 2018, the replacement of the bridges will commence, which is anticipated to take approximately 10-12 months. As part of the bridges renewal project, the Shire has been negotiating with MRWA and the designers to ensure that the plans included a safe pedestrian access point, with refuge islands as part of the design, to ensure that all users can safely cross the Park at the entrance to the Park.

The Shire has recently completed a significant upgrade of the Williams Lions Park and the local and visitor usage has increased exponentially. This strengthens the need to have safe access across the highway to this park for all users.



Figure 4:
Lions Park
Playground
(west of
main
townsite
on Albany
Highway)



In terms of recreational pursuits, the Shire has ensured that the young people have plenty to do within the main townsite of Williams. End points include BMX track, town hall playground, skatepark and basketball court. This Plan links the recreational areas with the residential areas to ensure the continued safety for all users.



Figures 5 & 6:
Main street
recreational
precinct –
Brooking
Street



8. *Community involvement in plan*
The proposed path network upgrade has been developed over a number of years in consultation with a number of representative user groups. These groups have included the *Williams Pride in Your Town group (formerly known as the Williams Tidy Towns group)*, the *Williams Primary School and P & C*, and Williams Shire Councillors (representing the general community of Williams). Over time, all these groups have had input into the proposed development of the path network to ensure the safety of all users.

Schedule of Works

The Shire continues to build on and enhance the existing path network within the townsite of Williams. The Plan outlines a fifteen-year schedule of works to link residential areas with the main trip attractors (shopping precinct, shire amenities, recreational facilities and the School). The existing path network was commenced a number of years ago with financial assistance provided by Bikewest, Main Roads (jointly with the Shire) and the Shire. The first and original pathway is along the Williams River from the Bridge Roadhouse (at the Williams River Bridge) to Fry Street.

The schedule of works as detailed in the original 2005-7 plan were as follows:

Year one (Proposed & Completed 2005/6) – as per original plan

- Fry Street from roundabout to Richardson Street to Rosselotty Street (500m).
This section was estimated to cost \$42,000. Actual cost \$42,945



Figures 7 & 8: 2005 Pathway 'before'

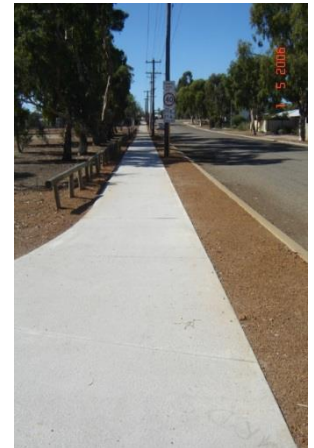


Richardson Street (rear school)



Richardson St enr Adam St

Figure 8a: Completed pathway Richardson St between Adam St & Rossellotty St



Year two (Proposed 2006 – Completed 2008/9) – as per original plan

Fry Street from Richardson Street to Piesse Street and along Piesse Street to Rossellotty Street (thereby completing the network around the school precinct). This section is 565m and was estimated to cost \$47,000. Actual cost \$63,970



Fry St looking north

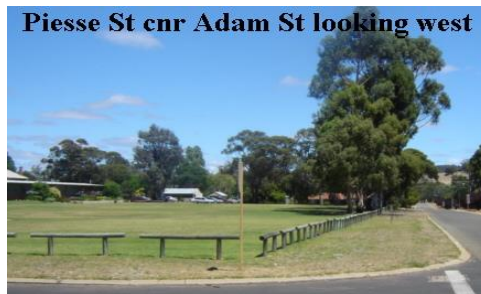
Figures 10, 11, 12 & 13 Proposed 2006 pathway



Fry St looking south



Piesse St looking west to school



Piesse St cnr Adam St looking west



Figures 12a & 13a: Completed pathway



Year three (Originally Proposed 2007 – Pathway has been postponed until realignment of Albany Highway – this is on hold until after MRWA have completed their upgrade – as per original plan

Around trotting track from Lions Park to recreational facilities on western side of highway (swimming pool, town oval, basketball/netball etc). This section is 365m and is estimated to cost \$35,000.

The original plan endorsed in 2004 was for three years from 2005-2007 proposed to complete the comprehensive network being developed for the townsite of Williams, and therefore connecting all residential areas with the main end trip attractors as outlined in this plan. Additional pathways were to be considered as more residential areas were developed (Landcorp subdivision in town, as well as additional proposed land releases) and trip attractors are identified.

The Shire has a paved path network along Albany Highway and Brooking Street designed to beautify the town as well as providing a safe path network for all users. The Shire to date has completed a path network linking the main shopping precinct with the aged persons homes in New Street and Growse Street. A paved pathway was completed for the front of the Williams Woolshed, now that the carpark has been sealed. This network will also be added to as required. It is anticipated that in time the entire township of Williams will have either dual-use pathways or paved pathways to ensure the continued safety of all users, both residents and visitors alike.



Figure 14: Paved pathways in front of Shire of Williams – cnr Growse Street & Brooking Street.

Since the plan was initiated in 2004, a number of factors have contributed to the pathways either completed as proposed, delayed due to funding constraints or altered due to change in plans for townsite.

The Shire applied unsuccessfully for infrastructure funding in 2004/5

Funding was successful in 2005/6 to complete the pathway along Fry and Richardson Streets (Year 1 of original plan). The Shire was granted \$19,520.55 towards the construction of this 500m pathway. The Shire constructed a pathway that was 550m due to the entrance to the Landcorp subdivision being in the middle of the pathway.

The Shire applied unsuccessfully for infrastructure funding in 2006/7 and 2007/8.

Funding was successful in 2008/9 to complete pathway along Fry & Piesse Streets (Year 2 of original plan). The Shire was granted \$24,000 towards the construction of this 565m pathway.

Year 3 of the original plan proposed a pathway around the trotting track from the Lions Park to the recreational facilities, on the proviso that Main Roads would construct an underpass at the Lions Park for the safe crossing of the Albany Highway. Since the plan was originally prepared (2004), Main Roads have commenced planning to replace the Williams River Bridge at the Williams Lions Park. Therefore, until such time as these works are progressed and completed, the Shire cannot make plans for any future pathways in this vicinity.

As a consequence of this delay in completion of pathways, the Shire has resolved to review the Local Bike Plan and include additional pathways that have arisen since the initial plan was developed. These have been identified as follows:

Proposed pathway 2010/11 – funding successful in 2011/12

New Shared pathway from Growse Street (Shire Administration) to corner of Richardson Street; Richardson Street from Albany Highway to Rosselloty Street. Total distance of pathway – 474m. Estimated cost \$57,316. The Shire has been granted \$28,658 to construct this shared pathway.



Figure 15 & 16:
Proposed 2010/11 pathway

15: Growse Street looking north to Richardson
(path to deviate away from existing power pole)

16: Growse Street looking south to Shire
administration





Figure 15a: Completed pathway –
Growse St looking north to
Richardson



Figure 16a: Completed pathway –
Growse St looking south to
Shire administration



Figure 17 & 18:
Proposed 2010/11 pathway

17: Richardson Street looking west to
Growse Street



18: Richardson Street looking east to
Rossellotty Street
(tree to be removed)



Figure 17a: Completed pathway –
Richardson looking west to Growse St



Figure 18a: Completed Pathway -
Richardson St looking east to
Rossellotty St
(tree has been removed)



Figure 19 & 20: Proposed 2010/11
pathway

19: Richardson Street looking west to
Albany Highway



20: Richardson Street looking east to
Growse Street (from Woolshed corner)



Figure 19a: Completed pathway - Richardson St looking west to Albany Highway

Figure 20a: Completed pathway – Woolshed corner

(Albany Highway/Richardson St)



Figure 20: Intersection of Rosselotty and Richardson Streets (Williams Primary School on north-east corner)

Proposed pathway 2012/13 – funded in 2012/13

Pathway is proposed from for Adam Street from the existing pathway on Piesse Street to the existing pathway on Rosselotty Street, to complete the pathway around the Williams Primary School. Total distance of pathway – 205 metres.

This proposed pathway will complete the link around the Williams Primary School and encourage physical activity for the school and wider community.



Figure 21 & 22: Proposed 2012/13 Pathway

21: Adam Street looking south to Richardson Street (stop sign to be relocated)

22: Adam Street looking south to Richardsdn Street



Figure 21a: Completed pathway – Adam St looking south to Richardson St
 Figure 22a: Completed pathway – Adam St looking south to Richardson St

The pathway extended from the intersection of Rosselotty Street & Adam Street to the intersection of Adam Street and Brooking Street. This pathway connects the Williams Medical Centre with an existing pathway network back to the commercial/administrative hub of town. The total distance of this pathway is 217m.

The completion of this important link ensured that all community members have a comprehensive network of pathways linking all the important facets of the community – residential, school, medical centre, administrative, commercial and sporting areas.



Figure 23: Proposed 2012/13 pathway (intersection of Richardson St & Adam Street – looking south towards Brooking Street – give way sign to be relocated)
 Figure 23a: Completed pathway – Adam St looking south to Richardson St



Figures 24 & 25: Proposed 2012/13 pathway
24: Adam Street looking north to Richardson St
25: Adam Street looking south to Brooking St



Figure 24a: Completed pathway – Adam St looking north to Richardson St



Figure 26: New Williams Medical Centre with concrete shared use path

Community feedback has indicated that this pathway is a necessity for the community – with particular recognition of the aged, especially those who are reliant on motorised

transport mechanisms such as gophers. Currently there is a gravel shoulder, however this is unsuitable for gophers, so are forced to use the roadway which is unsafe and unsuitable.

These combined pathways total 422m, at an estimated cost of \$56,126. A funding submission was made to the Regional Bicycle Networks Grants program 2012/13 for \$28,063. Funding received totalled \$25,536 (cost of pathway was less than anticipated).

***2014/15 pathway – RBN Application 2015/16 – Growse St (Richardson St to Piesse St) and Piesse St (Growse St to Rossellotty St) – total path length 383m
Total cost \$57,172 – funding received \$28,585***

The Shire received community feedback that a pathway linking these residential streets to Williams Primary School has become a necessity due to the increased number of students attending the school who reside in this area as well as future children to attend in the coming years.

Previously parents would either walk on the gravel shoulder with their children, or on the road with prams and scooters/bikes. Neither of these are suitable from a safety perspective, which has resulted in the Shire updating the comprehensive network of pathways and received funding from RBN in 2015/16 to construct the 390m shared path.



Figure 27: ‘Before’ & ‘After’ – Growse St looking south from Richardson St to Piesse St
Proposed 28: ‘Before’ & ‘After’ – Growse St looking north from Piesse St to Richardson St



Figure 29: ‘Before’ & ‘After’ Piesse St looking east to Rossellotty St
Figure 30: ‘Before’ & ‘After’ Piesse St looking west to Growse St

Future proposed pathway – timeline unknown

Pathway is proposed to be from existing pathway on Brooking Street to townsite boundary. Distance of pathway yet to be determined.



Figure 31 & 32: Future proposed shared use pathway Richmond Street
31: Richmond Street looking east
32: Richmond Street looking west

2019/20 Proposed Pathway connector – Albany Highway

With the current Main Roads project to replace the two Williams bridges and upgrade the highway between the two has enabled consideration of the construction of an important connector path that has strategic benefits for a range of stakeholders.



As part of the bridge replacement, Main Roads have included pedestrian access as part of the design, with a shared use pathway to be added to the bridge development. This enables the Shire to be able to consider linkages either side of the bridge and ensure that the path connects to strategic locations such as the Caltex Roadhouse (the Westrail bus stop is located here) and the main shopping and commercial precinct of town, the post office and around to the Community Resource Centre. The 324m proposed path will commence just north of town in line with an existing residence and business, and then link into the bridge path and the into town to connect to an existing paved and concrete path network at Richardson Street.

Left: Proposed location of connector path looking south towards town & Coalling Creek Bridge that MRWA is replacing with a new bridge and pedestrian path



Photo 1: Current state of proposed pathway location – looking north to Coalling Creek and out of town
Photo 2: Current state of proposed pathway location – in front of Caltex Roadhouse
Photo 3: Current state of proposed pathway location – in front of Caltex Roadhouse
Photo 4: Current state of proposed pathway location – Western Power power pole stay to be relocated and dome to be relocated
Photo 5: Current state of proposed pathway location – rocks and trees to be removed as required to enable construction of pathway.

Maintenance Schedule

In the Shire's Annual Budget, the Council sets aside funds to maintain the existing path network. For the 2018/19 financial year, the Shire has budgeted \$7,386 to maintain this comprehensive path network. Maintenance undertaken includes regular sweeping of paths to remove hazardous debris (sand, glass, leaves and gravel) and repairs and maintenance as required. Lighting is undertaken jointly between Western Power and the Shire. Annually the Shire also allocates funds to construct / undertake significant repairs on the network of pathways as required. The projects are budgeted for in the year that they are proposed to be completed.

Ensuring an ongoing Bicycle Friendly Road Network

Where new residential areas are being developed, the Shire will pay particular attention to the needs of the community – whether they are cyclists, pedestrians, gopher-users, parents with prams or disabled persons. By providing a network of shared use pathways, the Shire will continue to ensure the safety of all members of the community.

Encouraging Cycling

Council is committed to providing a safe network of pathways throughout the townsite, therefore encouraging increased physical activity for our residents. Walking and cycling are a part of this physical activity plan.

Council welcomes comments from residents and visitors alike where pathways may need attention, improving or additional pathways constructed. This is an important part of local governance. As the Shire of Williams is only a small rural local government, appointing a specific Cyclist liaison officer is not entirely feasible. Instead, all council staff, including the Works Supervisor, are excellent contact people should the community wish to discuss any aspect of the Local Bike Plan or the path network development.

Council supports the notion that “all streets are bicycle streets” and therefore the cycling part of the community should be considered when proposing road maintenance and upgrades (especially where traffic calming measures may be implemented). Community consultation will be considered when major road upgrades or changes are proposed that may affect the cycling community.

The Shire continues to provide support and encouragement to the local Primary School who provide cyclist awareness training annually through the school program. This is available to town based and farm based school children. This program is run collaboratively with the Williams station of the WA Police Service.

Council continues to liaise with local cyclists to ensure that the Local Bike Plan continues to be an up to date document and is appropriate for addressing local needs of the cycling community.

Council is committed to providing end of trip facilities (such as ‘U’ rails etc) should the need arise. At this stage of the plan, the facilities provided are the basic path network and proposed extension of it when funds become available.

Summary

It is well recognised that cycling is a great all ages activity that everyone can participate in, no matter the fitness level. It is also fun, relatively inexpensive and fantastic for the environment. To be fit and healthy, we all need to be physically active and regular physical activity has long term health benefits such as:

- ✓ increasing cardiovascular fitness
- ✓ increased muscle strength and flexibility
- ✓ improved joint mobility
- ✓ decreased stress levels
- ✓ improved posture and coordination
- ✓ strengthened bones
- ✓ decreased body fat levels
- ✓ prevention and management of disease
- ✓ reduced anxiety and depression

(Source: <https://www.betterhealth.vic.gov.au/health/healthyliving/cycling-health-benefit>)

In conclusion, the Shire of Williams’ Local Bike Plan is a comprehensive plan for the future development of the path network in the townsite of Williams. It is a detailed analysis of what currently exists and where development needs to be directed in the over a fifteen year period. Council is committed to undertaking this plan, and will be seeking financial assistance from the Department of Transport to share the cost of the path development. The plan is reviewed annually to reflect work completed and revise future planned pathways.