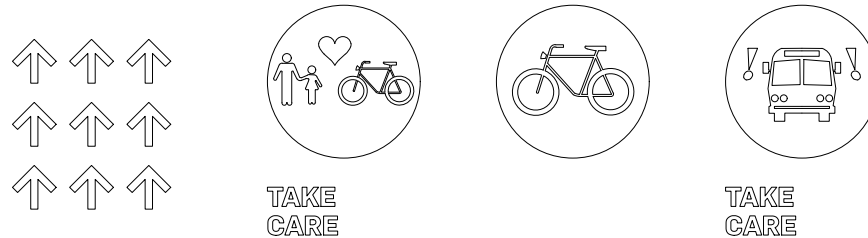


c) Custom Advisory Symbols:

City of Perth custom advisory symbols applied to the surface of the shared path shall be provided at the start and end of shared paths and also be provided at points of significance along the shared path such as vehicle crossings and areas of increased pedestrian activity. Example of commonly used advisory symbols:



d) Slow Points (Chicane):

If unavoidable a slow point for cyclists can be provided on regional routes, where they are approaching a hazard, by creating a chicane using two barriers. The barriers shall be installed to create a sharp double bend to slow cyclists. Where practical a sign panel shall be attached to the barriers warning cyclists of the upcoming hazard.

For more detail regarding the chicane and installation refer *Design and Construction Note: Book 500*.

e) Service Pits and Drainage:

To minimise the impact on the surface of the shared path, service pits that are placed within an asphalt shared path shall have infill lids. Infill material is to be black asphalt to match the surface.

The shared path should be designed so that runoff from rain falls towards a road or verge. If this is not practical drainage structures can be installed. The preferable drainage solution for shared paths is a trench drain that runs along the lower side of the shared path. Where an open drainage gully pit is required, it must be installed with a cycle friendly grate.

3) City Cycle Routes

City Cycle routes will be typified by dedicated cycle lanes in a number of forms and will connect regional routes and major destinations.

The typical treatment for City Cycle Routes in the City of Perth is on-street cycle lanes with black asphalt and white line-marking. Cycle lanes shall be placed along the kerb and where on-street parking is provided a 500mm buffer between parking and cycle lanes shall be provided.

a) Intersections & Crossings:

At signalised intersections cycle lanes shall have cycle detection loops, cycle symbols, cycle head-start boxes and cycle lanterns. Cycle head-start boxes provide cyclists with a queuing area and cycle lanterns provide priority to cyclists to allow cyclists to proceed through the intersection prior to vehicular traffic. The size and layout of loops, symbols and head-start boxes must comply with the MRWA standards.