

Where cyclists cannot cross a signalised intersection with vehicular traffic safely, there may be instances where cyclists transition to footpath level and merge with pedestrians. These areas are considered Pedestrian Priority Zones. In these situations, pedestrians and cyclists shall cross intersections using a shared crossing with lanterns provided.

At conflict areas such as intersections and driveways with high traffic, green surface treatment shall be applied to the cycle lanes. Typical use of the green surface treatment is listed below:

- Green surface treatment shall be provided for all cycle head-start boxes.
- 20m of green surface treatment shall be provided where a cycle lane approaches a signalised intersection.
- Green surface treatment shall be provided for the length of cycle lanes crossing unsignalised intersections.

At high conflict areas which required additional protection, raised cycle lane separators such as 'armadillos' can be installed between the cycle lane and vehicular traffic lane. These raised cycle lane separators provide extra protection from vehicles encroaching the cycle lane however cannot be used where vehicles are permitted to cross the cycle lane.

b) Drainage Pits:

Where an open drainage gully pit is required within the cycle lane, it must be installed with a cycle friendly grate. All new gully pits shall be supplied with a cycle friendly grate and all existing gully pits shall be retrofitted.

4) Integrated Cycling Routes

Integrated Cycling routes are characterised by slow-speed bicycle friendly routes that provide fine grain or direct connectivity to destinations in the urban environment.

The typical treatment for Integrated Cycling Routes in the City of Perth is wide on-street lanes to be used by both cyclists and vehicles, in areas with speeds no greater than 40km/h. Lanes to be provided shall be wider than standard traffic lanes and be black asphalt with white line-marking.

a) Intersections & Crossings:

At unsignalised intersections cyclists are to proceed through the intersection as a member of the general traffic.

At signalised intersections, if sufficient space is available cycle lanes shall be provided for 20m approaching the intersection, with cycle detection loops, cycle symbols, cycle head-start boxes, cycle lanterns and green surface treatment as per the intersection detail for City Cycle Routes.

b) Signage:

A blue 'Share the Road' sign (manufactured and installed by MRWA) and a white paint cycle symbol (placed centrally in the lane) shall be placed at the beginning of Integrated Cycle Routes and after signalised intersections. All regulatory signage required shall be provided as per MRWA Standards.