

TOWN OF COTTESLOE



BIKE PLAN REVIEW WORKING GROUP MINUTES

HELD IN THE
Mayor's Parlour, Cottesloe Civic Centre
109 Broome Street, Cottesloe
5:00PM, TUESDAY 23 MAY 2017

MAT HUMFREY
Chief Executive Officer

7 June 2017

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BIKE PLAN REVIEW WORKING GROUP

1 DECLARATION OF MEETING OPENING & ANNOUNCEMENT OF VISITORS

The Chair announced the meeting open at 5:02 PM, and commenced proceedings by delivering an Acknowledgement of Country.

Thanks were extended to the Town of Cottesloe administration for setting up the meeting room as requested previously.

2 ATTENDANCE

Present

Cr Sandra Boulter (Chair)
Mayor Jo Dawkins (5:20 PM)
Cr Sally Pyvis
Cr Rob Thomas
Dr Helen Sadler

Officers Present

Mr Mat Humfrey	Chief Executive Officer
Mr Nick Woodhouse	Manager Engineering Services
Ms Melissa Rachan	Sustainability Officer
Ms Samantha Hornby	Governance Coordinator

In Attendance

Mrs Sue Freeth	Cottesloe Coastcare
Mr Jacob Martin	Team Leader Transport Planning, Cardno

2.1 APOLOGIES

Nil.

3 RATIFICATION OF THE PREVIOUS MINUTES

Note: This item is not a standing order of business on the Agenda for this Working Group, however at the determination of the Chair, ratification of the previous minutes shall be added to the Agenda hereon.

All present Working Group members confirmed that the Minutes of the previous meeting (28 April, 2017) are a true and accurate record.

Proposed: Rob Thomas
Second: Helen Sadler

CARRIED
ALL IN FAVOUR

BUSINESS ARISING

LOCAL BIKE PLAN 2015 – 2025

Following the previous meeting of the Bike Plan Review Working Group, Jacob Martin from Cardno addressed the various issues raised by the Working Group relating to the Local Bike Plan 2015-2025 ('the Plan') document. Particular points addressed by Jacob Martin were as follows;

-) **Speed differential;** the 20 km/hr speed differential referred to in the Plan is at the outer limit of what would be adopted in areas of mixed traffic under normal circumstances. The Plan recommends this differential be removed either by reducing the speed limit on Marine Parade, OR be maintained but with full separation of vehicles and cyclists/pedestrians. The reason for this is to show a variety of options amid three different user groups; recreational riders, sports riders travelling in groups and pedestrians. A location such as Marine Parade should ideally aim for a speed differential of 0 km/hr. Therefore, in areas where vehicles and cyclists integrate they are travelling at the same speed, increasing safety. The current speed limit of 40 km/hr on Marine Parade is ideal.
-) **Areas not addressed by the Plan;** the Plan itself covers a cross section of the Town and a portion of Marine Parade that is most heavily trafficked. The scope of this project was never intended to cover all of Cottesloe and the full length of Marine Parade, rather, to map out and design a bicycle plan which can then be carried throughout the Town as needed. The current Plan meets the project brief as delivered.
-) **Bordering towns existing infrastructure;** the Town of Claremont's bike plan was developed by Cardno in 2009. Some of this plan has been implemented currently but not all. Nick Woodhouse has been in touch with all of the bordering Towns to obtain the contact details for relevant engineering/development staff to discuss how our draft Plan will integrate with theirs.
-) **Pending Foreshore Precinct Implementation Plan;** whilst it may seem logical to amalgamate the Plan with the pending Foreshore Precinct Implementation Plan (FPIC), they are two very separate things with very different timelines. It is possible that the expenditure and design approval etc. may never eventuate for FPIC. Therefore does the Town hold off on implementing the Plan, perhaps for years, to achieve integration with another plan which is still in early development phase?
-) **Treatment of Roundabouts;** as roundabouts perform a traffic function, guiding vehicles in various directions at an intersection in the road, they are currently subject to a Mainroads WA (MRWA) standard. Implementing a European style of treatment for roundabouts (under which the centre island radius is reduced creating a wider space for circulating traffic) can be achieved quite simply and is presented in the Plan as an option, however would require ongoing support from MRWA to amend the current standard.

The Working Group thanked Jacob Martin for providing comment as requested on the matters raised in the previous minutes. Further discussion at the meeting raised various points as follows:

- J Despite the placement of Stirling Highway, it would be ideal if the final Plan could do more to incorporate access to the river as well as the ocean, allowing cyclists to safely traverse east-west as well as north-south. It would be helpful also to learn what other neighbouring councils are doing in regards to river-to-ocean cycleway access.
- J As the long term goal is to invite fewer vehicles and more cyclists/pedestrians onto Marine Parade, closing off the southern end of the road (making the street one-way) would open up all kinds of new options for the Plan.
- J In order to conduct research on and encourage adherence to the speed limit on Marine Parade, it was suggested that the Town may consider investing in a handheld speed gun.
- J In respect of the \$30,000 already spent by the Town on developing the Plan, is Cardno in a position to continue working on the design until it satisfies what the Working Group have requested? Or is this unlikely as the Bike Plan developed by Cardno was based on a project brief written almost two years ago, and the current Plan as it stands satisfies that design brief?
- J It was suggested that if Cardno are ultimately not able to deliver what we require without additional costs, the Town may be able to engineer the final plan in-house, without the use of a consultant.

Resolution

THAT the Town of Cottesloe formally enquire with Cardno as to how much more work can be done on the Plan under the current brief, without additional funding on this project.

**CARRIED
ALL IN FAVOUR**

Actions

- J *Sustainability Officer*: To contact each of the neighbouring Councils with regards to any current infrastructure or future plans they may have for a river-to-ocean cycleway.
- J *Manager Engineering Services*: To liaise with Cardno as per the Resolution of this meeting.

3 GENERAL BUSINESS

Nil.

4 NEXT MEETING

All present Working Group members agreed to reconvene in approximately three weeks' time to discuss the response from Cardno.

5 MEETING CLOSURE

The Chair announced the meeting closed at 6:00 PM