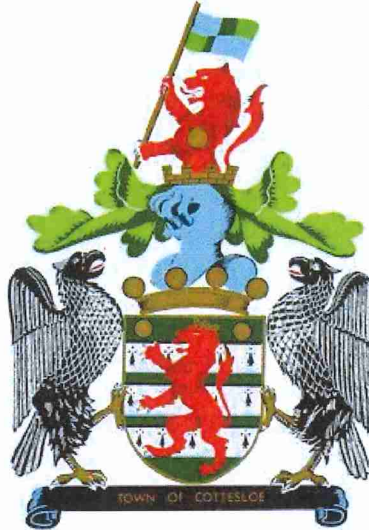


TOWN OF COTTESLOE



ACTIVE TRANSPORT WORKING GROUP NOTES

MAYOR'S PARLOUR, COTTESLOE CIVIC CENTRE

109 BROOME STREET, COTTESLOE

4:30pm, 10 April 2025

A handwritten signature in black ink, appearing to be "Matthew Scott", written in a stylized, cursive script.

Matthew Scott
Chief Executive Officer

17 April 2025

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ACTIVE TRANSPORT WORKING GROUP

PURPOSE

To increase active transport within the Town by providing access to appropriate infrastructure and activities.

TERMS OF REFERENCE

To advise Council on the infrastructure and policy requirements to increase active transport within the Town.

CONFIDENTIALITY

These papers are not confidential on the whole; however, they will not be published on the Town's website or made available for public distribution. Elected Members/Committee Members are not prevented from discussing any topic raised in these papers in general terms; however, they should not be distributed as there are parts that are confidential for a host of reasons (e.g. the presence of legal advice).

The purpose of the meeting is for Members to provide informal feedback / raise issues with the progress of nominated projects. No decisions can be made at this forum and any matter that ultimately requires a Council decision will be presented to a Council meeting.

As no decisions can be made at the meeting and many of the topics could be considered confidential at this stage, the forum will not be open to the public.

The notes contained within these papers are in note form, they are not finalised reports. Members have an opportunity to ask for information to be considered for inclusion in reports on these matters, which will be considered by the officers when reports are finalised.

Officers are very aware of the need to maintain transparency in the decision-making process. As noted in the departmental guidelines on such forums, the best way to maintain transparency in decision-making is to ensure that all decisions are made in public meetings. With this in mind, officers have deliberately omitted any recommendations from these notes, instead noting how we suggest we proceed with the matter at hand. Members will be free to provide feedback on these suggestions; however, no specific direction should be given or debated.

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1 DECLARATION OF MEETING OPENING

4.31pm

1.1 ACKNOWLEDGEMENT OF COUNTRY

I would like to begin by acknowledging the Whadjuk Nyoongar people, Traditional Custodians of the land on which we meet today, and pay my respects to their Elders past and present. I extend that respect to Aboriginal and Torres Strait Islander peoples here today.

2 DISCLAIMER

Refer to the Disclaimer on the inside of the cover page.

3 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

The meeting will be recorded, solely for the purpose of confirming the correctness of the Minutes.

4 ATTENDANCE

Members

Cr Helen Sadler	Presiding Member
Cr Michael Thomas	Elected Member
Mr Mark Powell	Community Representative

Staff

Mr Shaun Kan	Director Engineering Services
Mr Renuka Ismalage	Manager Projects and Assets
Ms Rachel Cranny	Executive Services Officer
Ms Tin May	Coordinator Infrastructure

Apologies

Mayor Lorraine Young	Elected Member
Ms Kirsty Barrett	Community Representative
Cate Pattison	Community Representative

Mr Matthew Scott	Chief Executive Officer
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Visitors

Nil

5 DECLARATION OF INTEREST

Cr Helen Sadler	Board of Westcycle
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6 PRESENTATIONS

Nil

7 REPORTS OF OFFICERS

7.1 MARINE PARADE SHARED PATH UPGRADE (CURTIN AVENUE TO NORTH STREET) – DRAFT CONCEPT DESIGN

Item by: Shaun Kan, Director Engineering Services

SUMMARY

The Active Transport Working Group (ATWG) is asked to provide feedback on draft concept plans (Attachment 7.1.1 and 7.1.2) attached with this report. The ATWG to note the draft concept plan will be referred to the Council for consideration for public consultation.

The ATWG is requested to not distribute the attachments externally prior to the Council approval for the formal public consultation process.

BACKGROUND

In August 2019, a draft Long Term Cycle Network (LTCN) was developed based on the results from a community consultation survey and Marine Parade was identified as a primary route for long-term cycling infrastructure.

In April 2020, the Council unanimously supported the LTCN plan that was endorsed by the State Government and subsequently, the Administration developed the order of priority for the LTCN with the guidance of ATWG.

In January 2025, the Administration submitted the Active Transport Funding grant application to Federal Government which has since then successful with funding to commence detailed design and construction works.

OFFICER COMMENT

In preparation for the grant, the Administration has developed a draft concept plan for the shared path. The ATWG is asked to discuss and provide feedback on the proposed draft concept design and options, its alignment and the shared path opportunities. The proposed works are intended to proceed in three stages as follows:

- Stage 1 – Curtin Avenue to Forrest Street (2026/2027)
- Stage 2 – Napier Street to North Street (2027/2028)
- Stage 3 – Forrest Street to Napier Street (2028/2029)

Attachment 7.1.2 outlines three alternative options for Stage 3, which was developed in consideration of the timing and status of the Foreshore Masterplan Marine Parade component (Forrest to Napier Street) and Indiana Teahouse Redevelopment. The following summarises these options that address the pending elements should they remain incomplete when the time comes to build stage 3:

- Option 1 – Build the Marine Parade Foreshore Masterplan scope (road alignment) between Forrest Street and Napier Street (Note: This section will be converted to a shared zone.)
- Option 2 – A temporary path is built over the most eastern bays of Carpark 1 such that these lots are removed indefinitely

- Option 3 – The stage 1 and 2 completed paths connect to the existing footpath west of the parking bays

Though sacrificial works are unavoidable, for option 1, the works are predominantly the temporary asphalt used to build the raised intersection to avoid damaging the final concrete surface.

The Council has been briefed on the proposed shared path alignment and three options, with the feedback from the elected members as follows:

- General preference for proposed option 1
- Requested ATWG's feedback on the proposed alignment and options
- Path along North Cottesloe Surf Life Saving Club to follow existing alignment back of the club. This section will be converted to shared zone.

The ATWG to also note the draft concept plan for the shared path has also been referred to Department of Transport (DoT) for review. Please refer to Attachment 7.1.3 for the DoT feedback.

The anticipated timeframes for the design development are as follows:

- | | |
|--|----------------------------|
| • Public Consultation | May 2025 |
| • Public Tender for Design Development | Mid-April 2025 to May 2025 |
| • Appointment of Consultant | May 2025 |
| • Design Phase | June 2025 to February 2026 |

INTENDED OUTCOME FROM MEETING

- Feedback on the Marine Parade Shared Path Upgrade draft concept plan and three options
- Any other feedback on information to be included in public consultation

ATTACHMENTS

- Attachment 7.1.1 – Marine Parade Shared Path Upgrade Proposed Draft Concept (Curtin to North Street)
- Attachment 7.1.2 – Marine Parade Shared Path Options (Forrest to Napier Street)
- Attachment 7.1.3 – DoT's Feedback on draft concept design

SUMMARY OF DISCUSSION

Presiding member, Cr Helen Sadler opened the meeting at 4.31pm

Cr Helen Sadler handed over to Mr Shaun Kan who introduced and explained the background summary of the Marine Parade Shared Path Upgrade – Draft Concept Design report.

Mark Powell

- Provided feedback prior to the meeting
- Keep things separated in busy areas
- What we can do around the paths and particularly around landscaping
- Playground – separate path to the bike path – Dutch Inn
- The Cove – insufficient room, it's a busy place because people hang around there – may need to lose parking near the road – constraint point
- Going behind the SLSC – blind spot and how to make it less blind
- NCSLSC
 - connection to the Eric Street shared path – there is the opportunity to use the magic apple carpark as the connection point
 - Not beneficial for the shared path to go down to the ocean front and the preferred route is to go to the front of the surf club
- Yellow line at T intersections along Marine Parade – can these be turned into green spaces
- Is landscaping for the preferred option includes trees as part of the FMP

Cr Michael Thomas

- Make it a slower speed path – slow down around nodes etc
- Split the path at locations to provide pedestrian and bike path (separate)
- Consider young cyclist when designing shared on road facilities – is it safe for the young cyclist to use the road
- Texture
- Would be beneficial to engage a community engagement consultant?
- Need to be clear on the vision to the community
- Supports slight tweaks to Option 1

Cr Helen Sadler

- Pinch points along the movement area and place area principles within the DoT WABN guidelines
- Subserve the principles of place – SLSC, NCSLC, SxS
- Straight and red = speed
- Pair this with posted speed of Marine Parade
- Consider whole road corridor not only shared path when designing
- Design needs to consider all ages and abilities
- Foreshore highly valued site – parking, green space and existing path – need to ask in the consultation what they are prepared to give up
 - Identify how much green space we will lose and how much green space has been gained
- Tender – understanding of the Foreshore MP – how this integrates with the precinct
- Informing First Nation people – works going through the site (Mudurup Rocks) and naming of the path
- Would prefer on the design to use dotted lines rather than a solid line

General Comments

- Aspirational only – no visual makes it difficult to imagine
- Visual summary + aspirational survey (preferred)
- Full concept – worried that there may be push back on certain points and kill the whole concept

8 GENERAL BUSINESS

Nil

9 MEETING CLOSURE

5.32pm