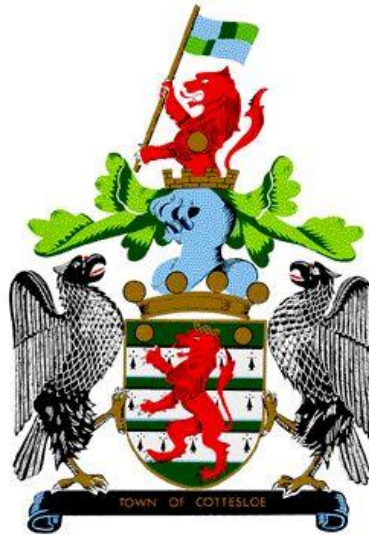


# TOWN OF COTTESLOE



## BIKE PLANNING COMMITTEE MEETING UNCONFIRMED MINUTES

BIKE PLANNING COMMITTEE MEETING  
HELD IN THE  
Mayor's Parlour, Cottesloe Civic Centre  
109 Broome Street, Cottesloe  
8:00AM Tuesday, 13 August 2019

**MAT HUMFREY**  
Chief Executive Officer

16 August 2019

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**1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS**

The Presiding Member announced the meeting opened at 8:02am.

**2 DISCLAIMER**

The Presiding Member drew attention to the Town's Disclaimer.

**3 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION**

The Presiding Member announced that the meeting is being recorded, solely for the purpose of confirming the correctness of the Minutes.

**4 ATTENDANCE****Members**

Cr Helen Sadler	Presiding Member, Elected Member
Mr Mark Powell	Deputy Presiding Member, Community Representative
Cr Lorraine Young	Elected Member
Mr James Atkinson	Committee Member

**Officers**

Ms Denise Tyler-Hare	Project Manager
Mr Shaun Kan	Manager Engineering Services (entered at 8:06am)
Ms Ann-Marie Donkin	Governance Officer

**Visitors**

Nil

**Apologies**

Mr Mat Humfrey	Chief Executive Officer
Ms Adeline Morrissey	Environmental Projects Officer

**5 DECLARATION OF INTERESTS**

Cr Sadler declared an IMPARTIALITY INTEREST by virtue of "On the West Cycles Advocacy Committee."

Mr Atkinson declared an IMPARTIALITY INTEREST by virtue of "lives on Hawkstone."

Mr Powell declared an IMPARTIALITY INTEREST by virtue of "daughter attends St Hilda's."

**6 CONFIRMATION OF MINUTES**

**Moved Cr Young Seconded Mr Powell**

**That the Minutes of the Bike Planning Committee Meeting held on Tuesday 9 July**

**2019 be confirmed as a true and accurate record.**

**Carried 4/0**

**7 PRESENTATIONS**

Nil

## 8 REPORTS

### 8.1 REPORTS OF OFFICERS

#### 8.1.1 LONG TERM CYCLE NETWORK

**File Ref:** SUB/2633  
**Attachments:** Nil  
**Responsible Officer:** Shaun Kan, Manager, Engineering Services  
**Author:** Denise Tyler-Hare, Project Manager  
**Author Disclosure of Interest:** Nil

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#### SUMMARY

The Bike Planning Committee is asked to review the proposed routes and make a recommendation to Council accordingly.

#### BACKGROUND

The Department of Transport is preparing a Long Term Cycle Network (LTCN) in consultation with 33 Perth and Peel LGAs, in order to agree long term aspirational cycle networks for the region. The aim is to provide a network of safe and attractive cycle routes that provide continuous routes along major corridors and establish links between strategic, secondary, district, specialised activity centres and public transport services.

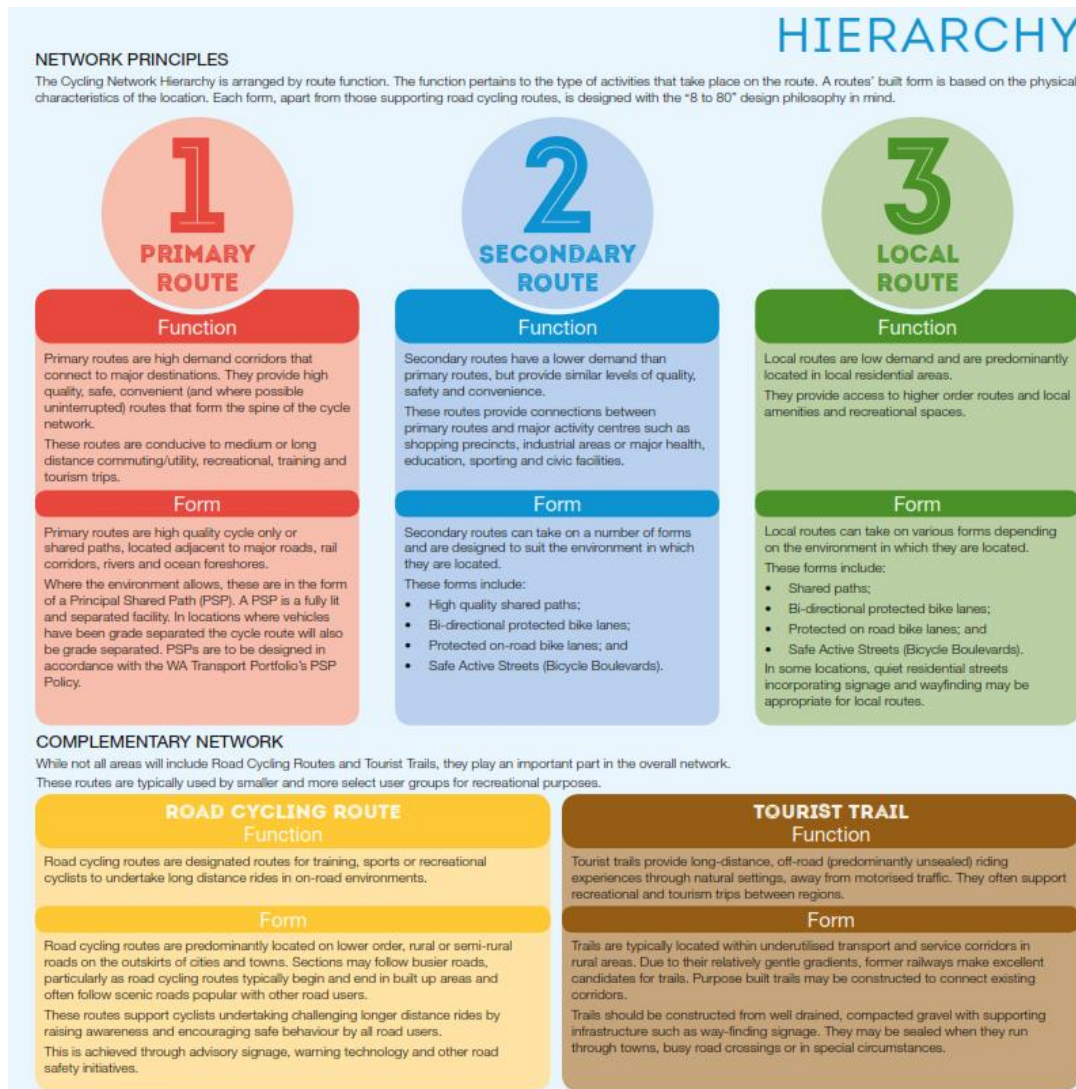
The project focuses on route identification and route hierarchy categorisation i.e. function, not form as per the sketch below. Function reflects the type of activities that take place on a route and what the route connects. Form is a route's built form based on the physical characteristics of the location.

The engagement will be carried out in 2 phases.

Stage 1 of the works has been completed. This involved community engagement to establish the Town's aspiration for the LTCN.

Stage 2 is expected to occur sometime between July 2019 and January 2020. This comprises of detailed engagement on the draft LTCN with various Local Governments and will include individual meetings and workshops with surrounding Councils to resolve any boundary connections. The community will then be consulted before the plan is recommended to Council for adoption.

The finalised plan is expected to be provided in May 2020 for Council's acceptance.



## STRATEGIC IMPLICATIONS

This report is consistent with the Town's *Strategic Community Plan 2013 – 2023*.

Priority Area 1: Protecting and enhancing the wellbeing of residents and visitors

Major Strategy 1.1: Develop an 'integrated transport strategy' that includes cycling, park and ride, Cott Cat, public transport and parking management strategies to meet the needs of pedestrians, cyclists and other non-vehicular traffic.

This report is consistent with the Town's *Corporate Business Plan 2017 – 2021*.

Priority Area 1: Protect and enhance the wellbeing of residents and visitors.

Major Strategy 1.1: Develop an 'integrated transport strategy' that includes cycling, park and ride, Cott Cat, public transport and parking management strategies to meet the needs of pedestrians cyclists and other non-vehicular traffic.

## POLICY IMPLICATIONS

There are no perceived policy implications arising from the officer's recommendation.



**STATUTORY ENVIRONMENT**

*Local Government Act 1995*

*Local Government Regulations 1996*

**FINANCIAL IMPLICATIONS**

There are no perceived financial implications arising from the officer's recommendation.

**STAFFING IMPLICATIONS**

There are no perceived staffing implications arising from the officer's recommendation.

**ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS**

The Long Term Cycle Network aims to improve sustainability as it encourages greener forms of transport.

**CONSULTATION**

Town of Cottesloe Staff

Elected Members

Bike Planning Committee

Community

**OFFICER COMMENT**

Town staff met with the DoT to discuss their findings from Stage 1, and to request clarification for some key routes moving forward as outlined below. A key consideration whilst reviewing the Town's LTCN comments/routes is that broadly the LTCN should be based upon a network spacing of:

- Primary routes density 5km \* 5km
- Secondary Routes density 2.5km \* 2.5km
- Local Routes density 1.5km \* 1.5km

The Town's proposed routes from Stage 1 do not necessarily meet these criteria, but the DoT are willing to be more flexible given the nature of our town.

The proposed Primary Routes are as follows:

- PSP as being built and future extensions to Fremantle; and,
- Marine Parade – all the way along the coastline.
  - Note with regard to proposed foreshore master plan, the proposal can still fit within the primary route form.

The proposed Secondary Routes are as per the below, with some commentary around issues the DoT would like the Town to consider:

- Eric St
  - The DoT supports the Town's request that Eric St is a secondary route because it connects a range of land uses that serve the community, including North Cottesloe SLSC, Cottesloe IGA retail precinct and North Cottesloe Primary School. They are going to discuss the extension of this route with the Town of Claremont over Stirling Hwy to the river, which will connect to the schools and hospital as well. There are landownership issues that need to be resolved along the river front. The implementation of this route will also address the safety issue at Eric Street and Stirling Highway intersection that has been identified as a black spot location at design.
- Grant St
  - The Town identified Grant St as a secondary route, but the DoT are recommending it is a local route, given its close 350 metre proximity to Eric St that do not meet the general guidelines for density of routes noted above. Additionally, to cross Stirling Highway at this location would be harder than at Eric St. The DoT would like the Town to determine the function that Eric Street and Grant Street would have within the Town's cycle network when identifying which corridor will be classified as a Local route. Consideration should also be given as to whether Hawkstone Street would be more appropriate to have as a local route in lieu of Grant St.
- Forrest St
  - Forrest St is accepted by the DoT as a secondary route on the west side of Curtin Ave. On the east side, it is yet to be determined which route is most appropriate. The decision would be reliant on whether to cross Stirling Highway at Forrest St, or to divert along Railway Street to Napoleon Street and Leake Street to access the riverfront. Forrest St provides school access, and Leake St provides connection to the commercial hub. The DoT are going to consult with the Town of Peppermint Grove on the Council's route preference. The Town needs to consider what cycling down Napoleon St and Railway St could look like, particularly given previous reviews of Railway St indicating having a safe cycling route along here was not feasible. The DoT would like the Town to provide comment on which route would be the preference.

The proposed Local Routes are as follows:

- Broome St
  - The DoT are happy with this, but would like the Town to consider whether Broome or Marmion would be best for a long route from South Cottesloe to Allen Park, with consideration to proximity to Allen Park, Cottesloe IGA retail precinct, Civic Centre and sports facilities.

- Another consideration in this is that the draft POS and Playgrounds Strategy, about to be presented to the Reserves, Parks and Playgrounds Committee, identifies Broome St as a key corridor through the heart of Cottesloe for greening, etc. This would tie in nicely with a local cycle route.
- Napier St
  - The Town has identified this as a local route, but given its proximity to Forrest and Eric St, the DoT are asking the Town to consider this being removed, as it doesn't tie into a station, the beach connections are provided for, it may place a burden on the Town's resources to have too many bike paths and also considering the crossing to the PSP has been removed from MRWA's construction plans.
- Salvado St is accepted by the DoT, in lieu of Princes St as it is too steep.
- MacArthur St
  - This was identified by the Town as a local route, however the DoT would like the Town to reconsider this in the context of asking whether the Town would actually install a ~200m section of cycle route, who would use it, can the Town justify it in the budget? The DoT's preference would be for it to be removed.
- The DoT accept Railway Street as a local route.
- Pearse St
  - The DoT would like the Town to consider agreeing to identify the existing pedestrian overpass adjacent to Cottesloe Primary School as a local route. This would mean that it could be upgraded in the future to provide better cycle access and consideration of school children using the route.

Once the DoT have updated the draft LTCN with the above information, and further workshops held with surrounding local governments, the intent is for the Town to proceed to community consultation on the proposed routes. This feedback will then be incorporated by the DoT into the final draft, before it is presented to Council for adoption

#### **VOTING REQUIREMENT**

Simple Majority

#### **OFFICER RECOMMENDATION**

THAT the Bike Planning Committee reviews the proposed routes and makes an appropriate recommendation to Council if required.

**COMMITTEE MOTION AND RESOLUTION**

**Moved Cr Young      Seconded Mr Powell**

**That the Committee endorse;**

- 1. The following routes for submission to the Department of Transport to progress the Long Term Cycle Network for local community consultation:**
  - **Primary routes being the PSP along the train line and Marine Parade**
  - **Secondary routes being Eric St, Forrest St (west of Curtin) and Napoleon St**
  - **Local routes as being Broome St, Marmion St (Eric St to North St), Grant St, Salvado St, Railway St and Pearse St including the pedestrian bridge.**
  - **Town of Cottesloe identified wayfinding routes as being MacArthur and Napier St**
- 2. That prior to going out to community consultation the administration prepares an engagement plan consistent with the Town's Engagement Policy outlining the consultation process for Council's approval.**

**Carried 4/0**

**8.2 ITEMS FOR DISCUSSION**

Nil

**9 GENERAL BUSINESS****9.1 COMMITTEE MEMBERS**

Cr Sadler advised that the discussion about URBI has been deferred until Ms Morrissey returns from leave, with 2 similar bike schemes being researched and included for committee discussion.

Cr Young made reference to the City of Vincent's current speed trial reform, querying the likelihood of something similar happening for Cottesloe. Administration will liaise with the City of Vincent regarding the specifics and outcomes of their trial and report back to the committee.

Mr Atkinson enquired as to the status of the Local Planning Strategy and was advised by Ms Taylor-Hare it was underway and that an update will be provided to the Planning Department regarding the proposed Long Term Cycle Network Routes.

**9.2 OFFICERS**

Nil

**10 MEETING CLOSED TO PUBLIC****10.1 MATTERS FOR WHICH THE MEETING MAY BE CLOSED**

Nil

**11 NEXT MEETING**

The next meeting is scheduled for 10 September 2019.

**12 MEETING CLOSURE**

The Presiding Member announced the closure of the meeting at 9:26am.