

TOWN OF COTTESLOE



BIKE PLAN REVIEW WORKING GROUP MINUTES

MAYOR'S PARLOUR, COTTESLOE CIVIC CENTRE
109 BROOME STREET, COTTESLOE
11:00 AM, FRIDAY 28 APRIL 2017

MAT HUMFREY
Chief Executive Officer

10 May 2017

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BIKE PLAN REVIEW WORKING GROUP

1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS

The Chief Executive Officer (CEO) announced the meeting open at 11:04 AM.

The CEO called for nominations from those present to the position of Chair for the April 2017 meeting of the Bike Plan Review Working Group. Cr Sandra Boulter appointed as Chair through self-nomination.

Cr Boulter commenced the meeting by delivering an Acknowledgement of Country.

All present Working Group members and those in attendance introduced themselves by way of name and title.

Cr Boulter requested that an email distribution list be set up for the Bike Plan Review Working Group.

2 ATTENDANCE

Present

Cr Sandra Boulter
Cr Sally Pyvis
Cr Rob Thomas

Officers Present

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

In Attendance

Mrs Sue Freeth	Cottesloe Coastcare
Dr Helen Sadler	Resident, Town of Cottesloe
	Board Member, Bicycling WA

2.1 APOLOGIES

Mayor Jo Dawkins

3 BUSINESS ARISING: LOCAL BIKE PLAN 2015 – 2025

BACKGROUND

With expiry of the previous Local Bike Plan in 2014, the Bike Plan Review Working Group ('Working Group') convened in October 2015 to discuss strategies to develop a new plan.

The Working Group identified key strategic corridors within the Town in need of improvement. The following primary corridors were selected as the focus for the new bike plan:

1. Marine Parade
2. Broome Street
3. Grant Street
4. Eric Street
5. Salvado Street
6. Forrest Street
7. Railway Street

Marine Parade was named a priority, in particular, resolving the cyclist-pedestrian conflict along the Raia Roberts path. As such, the Working Group concluded to engage a consultant to develop a new detailed and specific bike plan.

LOCAL BIKE PLAN 2015 – 2025 DOCUMENT (See Attachment)

The primary objective of the Local Bike Plan 2015 – 2025 is to improve accessibility and connectivity of the cycle network throughout Cottesloe, in turn, enhancing cyclist safety through upgrades to infrastructure along key cycle corridors.

Comprehensive analysis of the seven primary corridors was undertaken in order to determine the requirements for infrastructure improvements. Recommendations to the on and off-street environment have been provided where existing infrastructure does not adequately meet the needs of cyclists.

The proposed changes to the cycling network intend to complement and enhance the existing network by considering cyclists of all confidence levels. On whole, the Bike Plan is consistent with the Town's purist to encourage cycling as a legitimate and sustainable form of transport. Therefore, it is proposed that the Local Bike Plan 2015 – 2025 be recommended to Council for consideration.

OFFICER RECOMMENDATION

That the Bike Plan Review Working Group recommend the Local Bike Plan 2015 – 2025 to Council for adoption.

Working Group Discussion

Cr Boulter queried how much the development of the Local Bike Plan 2015 - 2025 ('the Plan') has cost the Town of Cottesloe so far, how much more we can expect to outlay and if Cardno (the contractor) are still engaged.

The Sustainability Officer, Ms Rachan confirmed that a lump sum payment of \$30,500 (excluding GST) was paid to Cardno at the commencement of the project. The CEO added that there are no further payments due to Cardno for this work, and confirmed that the contractor is still engaged for amendments and follow up purposes.

Cr Boulter queried if there any unspent funds remaining in the current budget allocation for the Plan.

The CEO confirmed that there are no funds remaining in the current budget specifically for the Plan, as this funding allocation was made in a previous financial year's budget. Cardno are obliged to make any amendments to the Plan that are deemed reasonable at no further cost to the Town.

Cr Boulter enquired as to why Cardno were not present at the April 2017 meeting of the Bike Plan Review Working Group.

The CEO responded that this meeting was called as an opportunity for the Working Group to provide feedback and conduct discussion on the Plan without Cardno being in attendance. A follow up meeting with Cardno may take place if the Working Group determines it to be necessary.

Dr Sadler thanked the Town of Cottesloe for recognising the importance of active transport and setting aside funds to develop the Local Bike Plan document for its residents and visitors.

The following summary points were identified in discussion relating to the Local Bike Plan 2015 – 2025 as submitted by Cardno:

-) The design principles employed by Cardno and the level of expertise they bring to developing cycle plans on the whole are sound.
-) Notwithstanding that, there is discrepancy between the principles identified in the Plan, and the adherence to and implementation of these principles throughout the Plan.
 - Example:* The Plan refers repeatedly to the 20km speed differential principle; where the difference between bicycle and motor traffic speeds is less than 20km/hr, full integration may be acceptable and bicycles and motor traffic can usually share the road. However on Marine Parade the Plan recommends as much separation as possible.
-) Separation of cars and cyclists via a two-way, buffered bike lane on Marine Parade (as recommended by the Plan) will likely increase cyclist's inclination to speed through this area by creating the illusion of a broad, unobstructed pathway.

-) The new infrastructure will only attract new cyclists if all elements have been planned out correctly from end to end. Currently there are certain elements missing and some that are incomplete.
-) Treatment of roundabouts in the Plan is lacking. This should be one of the key principles for improvement.
-) Information on current cycle plans employed by surrounding suburbs has not been included in the document. Cyclists come to Cottesloe via other adjacent areas and the Plan should integrate with existing infrastructure wherever possible.
-) The proposal of a principal shared pathway on Broome Street is both extremely costly and unlikely to 'purchase' cyclists.
-) There are certain sections of Marine Parade and various other streets/intersections thought to be key to cyclists that are not addressed at all by the Plan.
-) If the Town is hoping to attract new cyclists in large numbers, then realistically the end-of-trip facilities in regards to bicycle parking etc. as proposed by the Plan are not sufficient.
-) Elizabeth Quay foreshore pathways are an ideal model of what would serve well for Marine Parade – i.e. broad, mixed use paths with no markings, changing in width where applicable. Similarly, the infrastructure in place at Claremont Quarter in regards to treatment of roundabouts should also be considered.

It was agreed by all present Working Group members that a meeting with the Cardno engineers will be necessary to follow up on the various concerns as above, and discuss possible amendments. The proposed date for this meeting is 23 May.

Resolutions

THAT the Working Group resolve to meet again in the presence of Cardno engineers to discuss the points raised in the minutes of the 28 April Bike Plan Review Working Group.

Moved Cr Pyvis, seconded Cr Thomas

THAT the Working Group recommend to Council the formal appointment of Dr Helen Sadler to the Bike Plan Review Working Group.

Moved Cr Pyvis, seconded Cr Thomas

Actions

-) *Governance Coordinator*: To create an email distribution list for the Bike Plan Review Working Group.
-) *Sustainability Officer*: To consult with Cardno in regards to their availability on 23 May following provision of the minutes from today's meeting.

4 GENERAL BUSINESS

Nil.

5 NEXT MEETING

Tuesday 23 May 2017 – to be confirmed.

6 MEETING CLOSURE

The Chair announced the meeting closed at 12:01 PM