

# TOWN OF COTTESLOE



## ACTIVE TRANSPORT WORKING GROUP NOTES

**MAYOR'S PARLOUR, COTTESLOE CIVIC CENTRE**

**109 BROOME STREET, COTTESLOE**

**10:00am, 7 October 2024**

**Matthew Scott**  
**Chief Executive Officer**

8 October 2024

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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These papers are not confidential on the whole; however, they will not be published on the Town's website or made available for public distribution.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.

**CONTENTS**

1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS ..... 2

    1.1 ACKNOWLEDGEMENT OF COUNTRY..... 2

2 DISCLAIMER ..... 2

3 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION ..... 2

4 ATTENDANCE ..... 2

5 DECLARATION OF INTEREST ..... 2

6 PRESENTATIONS..... 2

7 REPORTS OF OFFICERS ..... 3

    7.1 INTEGRATED TRANSPORT STRATEGY INFORMING PLANS..... 3

8 GENERAL BUSINESS..... 7

9 MEETING CLOSURE ..... 7

## 1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS

### 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

Mayor Lorraine Young	Elected Member
Cr Helen Sadler	Presiding Member
Cr Michael Thomas	Elected Member
Ms Kirsty Barrett	Community Representative
Mr Mark Powell	Community Representative
Ms Pele Reeves	Community Representative

### Staff

Mr Matthew Scott	Chief Executive Officer
Mr Shaun Kan	Director Engineering Services
Mr Renuka Ismalage	Manager Projects and Assets
Ms Tin May	Coordinator Infrastructure
Mr Varinder Singh	Asset Engineer

### Apologies

Cr Michael Thomas	Elected Member
Ms Kirsty Barrett	Community Representative
Ms Cate Pattison	Community Representative

### Visitors

## 5 DECLARATION OF INTEREST

Nil

## 6 PRESENTATIONS

Nil

## 7 REPORTS OF OFFICERS

### 7.1 INTEGRATED TRANSPORT STRATEGY INFORMING PLANS

**Item by: Shaun Kan, Director Engineering Services**

#### SUMMARY

The Active Transport Working Group (ATWG) is asked to provide feedback on the various plans attached with this report.

- Note that this will be referred to the Council for its consideration to determine whether to put this out in the future for public consultation.
- Note that information within the various plans will be used to inform the Asset Management Plan.

#### BACKGROUND

- March 2023 OCM – Adoption of current Asset Management Plan
- December 2023 OCM – Adoption of Council Plan
- March 2024 OCM – Adoption of Council Plan Priorities
- April 2024 OCM – Adoption of Asset Management Strategy covering various modules including integrated transport strategy.
- Further information can be found within the respective Minutes – [HTTPS://WWW.COTTESLOE.WA.GOV.AU/COUNCIL-MEETINGS/PAST](https://www.cottesloe.wa.gov.au/council-meetings/past)
- Since then:
  - the Integrated Transport Strategy containing a number of informing plans was developed (refer to Officer Comment)
  - Elected Members have provided feedback on these and requested for comments from the ATWG
- Included is also the Administration's response to an April 2021 OCM Councillor Motion pertaining to Ride Share. The Notice of Motion can be found within the Council Minutes link earlier provided.

#### OFFICER COMMENT

##### 1. Integrated Transport Strategy Informing Plans

The order of priority within the various plans are developed based on a number of service levels benchmarks covering:

- asset condition and service gaps
- community expectations
- their inter-relationship with one another and the capital program from other asset portfolios e.g public open space (Foreshore Redevelopment)

The following informing plans within the Integrated Transport Strategy are attached. Each plan details the capital works (renewal, upgrade and new infrastructure) for the various transport asset classes.

- **Drainage Management Plan**  
Immediate priority is given to known flood prone locations and a future whole of network drainage analysis will identify longer term works needed
- **Footpath Management Plan**  
This covers 2 elements, namely pedestrian footpaths and the approved Long Term Cycle Network (LTCN). Generally the Town has a well connected pedestrian footpath network and the capital renewal is the main asset management requirement where priority has been given to those that have been visually assessed to be in a poorer condition. Given the Western Australia Bike Network (WABN) Funding Program only funds paths within a 2km radius of a Metronet Station, the endorsed LTCN no longer qualifies for Government contributions. For this reason, the attached plan is limited to a timeless order of priority, i.e. aspirational and will be reconsidered should funding become available.
- **Parking Management**  
A Parking Strategy is currently in development to consider all parking elements and the Integrated Transport Strategy will be updated accordingly once this is completed.
- **Public Transport Management Plan**  
A gap analysis undertaken has identified a number of areas within Cottesloe that do not have public bus service coverage. The intent is to engage with PTA for them to investigate the need to expand their service to cover these missing links.
- **Road Network Management Plan**  
This covers 3 key road classifications (distributors, access and laneways) funded through different sources (grants and Municipal Reserves). The renewal priority for distributor and access roads are rationalised based on both condition and their strategic significance. Available external funding are generally MRRG for the Distributor Roads and Roads to Recovery for Access Roads. Laneways are funded through Council sources and priority is given to asphaltting unsealed surfaces first before renewing those that are already sealed (appear to be in acceptable condition).
- **Traffic Safety and Performance Management Plan**  
This identifies a number of possible blackspot funding locations (high crash) prioritised using benefit to cost ratios. It also suggests traffic calming for locations where speeding has been determined to be an issued (raised plateaus). From a Network Performance perspective, Eric Street, Jarrad Street and Congdon Street are the only known congested links that will be addressed by the State Government's upgrade of the network (Eric Street Bridge, Curtin Avenue and Congdon Street Bridge)



## 2. Rideshare Arrangements

At the April 2021 OCM, Council considered a Councillor Motion relating to Ride-Share Arrangements on the Foreshore. The working group is asked to provide feedback on the research conducted by the Administration on the ride-share facilities.

***OCM066/2021***

### ***COUNCILLOR MOTION AND COUNCIL RESOLUTION***

***Moved Cr Sadler Seconded Cr Barrett***

***THAT Council:***

- 1. REQUESTS that the administration brings a report to an elected member workshop regarding recommendations for ride-share arrangements in the Foreshore Precinct by October 2021;***
- 2. REQUESTS that the administration uses priorities of the Foreshore Masterplan design brief as background to the report, including the desire to create a safe, low speed pedestrian friendly environment;***
- 3. REQUESTS that the report address ride-share challenges faced by other coastal suburbs in Perth and possible solutions used in other locations;***
- 4. REQUESTS that the option of designated ride-share pick-up locations be investigated with information regarding how this works in practice;***
- 5. REQUESTS that information is sought from ride-share operators and the management of the Ocean Beach and Cottesloe Beach Hotels as part of the report;***
- 6. NOTES that this report may be used as the basis for the Town developing a rideshare policy for the Foreshore Precinct or be integrated into the Town's Parking Strategy.***

***Carried 7/0***

The Foreshore Redevelopment Project road design is based on safe active street principles that aims to provide a low speed and pedestrian friendly environment for active transport users, particularly cyclist to share the road with vehicles. Following recent discussions with MRWA on a number of safety issues at existing pedestrian crossings, the road authority has provided in principle support to reduce the posted speed limited along Marine Parade (Forrest Street to Grant Street) to 30km/h as a partial and initial solution to address this risk, subject to a formal Council application.

Below are responses to the Notice of Motion Council Resolution:

- Resolution 3: challenges faced by other coastal suburbs in Perth and along with the possible solutions:
  - The City of Rockingham do not have rideshare related challenges but are having problems accommodating more parking bays within carparks to meet the demands generated by developments. They have utilized increasing the number of on-street rideshare bays as a form of justification to reduce the number of parking bays required, i.e. higher reliance on ride share oppose to use of private vehicles;

- The Town of East Fremantle have indicated that they do not encounter any challenges relating to rideshare. They have suggested considering drop-off-only bays in carparks and main streets to accommodate the use of rideshare;
- The City of Cockburn are experiencing problems with rideshare utilizing taxi bays to drop off their passengers. This is against their parking local laws and a number of operators have been infringed. Converting taxi ranks to pick-up and set-down bays allows the use by all vehicles;
- Given the limited challenges mentioned by these Local Governments, research extended to the City of Boston in the United States where they have mentioned the following points:
  - Dedicated pre-existing parking spots to pick-up/drop-off from 5pm to 8am.
  - Signage should indicate that during these hours the driver must stay with the vehicle and can only stay in the spot for up to five minutes.
  - Lyft and Uber apps should send ride requests to these pick-up spots.
  - Problems they encounter are as follows:
    - ❖ Drivers only partially pulled their vehicles to the curb, hanging out into the travel lane and forcing traffic to slow down.
    - ❖ Differing use cases such as food pick-up or delivery resulted in drivers leaving the vehicle in the PU/DO zone beyond the allowed five minutes.
- Resolution 5: discussion with management of the Cottesloe Beach and Ocean Beach Hotels on the implementation of ride-share facilities and feedback from these managements are listed below.
  - (i) **The Cottesloe Beach Hotel (CBH)**
    - Have suggested converting the 2 bays in front of their building and the 2 across the road to pick-up and set-down bays. However, these pick-up and set-down bays will need to be relocated to John Street after the Foreshore Masterplan is completed. (Refer Attachment 7.1.2 – Suggested Rideshare Pick up and Drop Off Bays for CBH and OBH)
    - This approach will prevent them from being used by beachgoers and also eliminate the need for northbound rideshare having to make a U-turn to access the bays on the eastern side directly in front of the CBH.
    - Their view is that this will be highly used given the bars and restaurants open till late each night.
  - (ii) **The Ocean Beach Hotel (OBH)**
    - Two parking bays on the hotel side in front of 142 Marine Parade and another two parking bays on the opposite side of the road can be converted into pick-up and drop-off bays with a 15 minute restriction. (Refer Attachment 7.1.2 – Suggested Rideshare Pick up and Drop Off Bays for CBH and OBH)
    - Their view on how it works in reality is similar to that of the CBH.

Diagrams are attached.

Note: Resolution 4 pertaining to option of designated ride-share pick-up locations be investigated with information regarding how this works in practice are covered within the responses to resolution 3 and 5. Rideshare operators have also been contacted but have not responded.

#### **INTENDED OUTCOME FROM MEETING**

- Feedback on the Marine Parade (Forrest Street to Grant Street) posted speed reduction
- Feedback on the various informing plans within the integrated transport strategy
- Feedback on the rideshare research findings

#### **ATTACHMENTS**

- Attachment 7.1.1 – Integrated Transport Informing Plans
- Attachment 7.1.2 – Suggested Rideshare Pick up and Drop Off Bays for CBH and OBH

### **8 GENERAL BUSINESS**

Nil

### **9 MEETING CLOSURE**

11.08am

## SUMMARY OF DISCUSSION

Presiding member, Cr Helen Sadler opened the meeting at 10.04am

Cr Helen Sadler handed over to Mr Shaun Kan who introduced and explained the background summary of the Integrated Transport Strategy Informing Plans report.

Cr Sadler mentioned that the Working Group should follow the Intended Outcomes :

- **Feedback on the Marine Parade (Forrest St to Grant St) posted speed reduction**

Mayor Young – would like to see the speed reduction go further, extend to Curtin Ave and North St with clear sign posts about the change in speed ‘Entering Residential and High Traffic Area’  
– due to the new restaurant opening on the corner of Marine Parade and Gibney Street this area is now quite congested at times

Pele Reeves – supports the Mayors request and included that the medical centre will be opening around end of October 2024

Mark Powell – Social Media poll conducted on this topic resulted in 56% Absolutely, 31% Yes and 10% No

Cr Sadler – Strong advocate to Main Roads is Curtin Heritage Living, the former Deaf School and Lady Lawley Cottage  
– Whole suburb investigation into speed reduction and community engagement

- **Feedback on the various informing plans within the Integrated Transport Strategy**

Mayor Young – There have been concerns from residents on Little Marine Parade regarding flooding with water runoff from Marine Parade. 2 residences have had to put in insurance claims due to flooding damage. Shaun Kan advised that this flooding issue has been addressed.  
Also there was a flooding issue Western side of Daisies in the laneway, sandbags were being used? Manager of Parks and Operations advised that the laneway has been resurfaced with more drains installed.

Shaun Kan – Advised that in 2018, 2019, 2020 Council spent a lot of money on upgrading footpaths.

Cr Sadler – Upgrades to footpaths , if funding becomes available should prioritise pedestrians first.

Mark Powell – LTCN should have synergy with the rest of the Strategy – How can it be intergrated?

Cr Sadler – Is Marine Parade on the LTCN list ?

Shaun Kan – We have submitted a grant through DoT but we will can add Marine Parade to the list as either priority 0 or priority 1 with an explanation about the grant.

Pele Reeves – More public transport would be beneficial for the Curtin Heritage Living residents

Mayor Young – The area that requires a bus route is quite tight, a community consultation question could be “Where do you think a bus could travel in this area”?

Cr Sadler – A hybrid minibus instead of a diesel bus for the Cott Cat service would be good

Shaun Kan – We will liaise with PTA

Mayor Young – As the Cott Cat is only available during Sculptures by Sea , it should probably be removed from Public Transport Management Plan.

Mayor Young – At grade crossings, Mosman Park & Victoria St pending decision from Main Roads.

Mayor Young – 7 year MRRG program, is it possible to tie in the LTCN ?

Mark Powell – Maintaining roads is great to make a significant difference in reducing speed

Cr Sadler – No treatments on North St, can this please be considered also there is no speed assessment of Grant St ?

Mayor Young – Concerns with through traffic speeding on Sydney St, Marine Pde to Curtin Ave also residents on McArthur St would like a barrier of some kind as there are a lot of accidents and near misses on Curtin Ave – Shaun Kan will speak with MRWA

Cr Sadler – Could we look into cycle symbol decals for the LTCN

Mark Powell – Wellington St in Mosman park has raised plateau’s but they are too far apart so easy to pick up speed inbetween

Cr Sadler – What intervals between plateau’s do you need to slow speed?

- **Feedback on the ride share research findings**

Cr Sadler – requests to have more 5 minute bays so they can be used more broadly like drop off for Nippers, Uber Eats etc

Shaun Kan – proposed ‘Pick Up and Set Down’

Cr Sadler – Need to also keep in mind cars idling out the front of Alfresco areas, is there legislation that requires them to turn off engines ?

Mark Powell – There are 3 taxi rank bays in the Railway St Carpark that are not well utilised and could be changed to ride share bays.

Feedback email from Cr Michael Thomas – 4 October 2024:

Hi all

I'm unable to attend (I'll be in rotto 😊).

My comment as follows

- There needs to be consideration of the East-West connectivity issue as part of this strategy, as per the council priorities.
- My suggestions is to include a list of key connection and accessibility issue. See Table 1 below for some of the examples that I'm aware of.
- I understand that many of these issues are not within the direct control of the Town of Cottesloe. Nonetheless it is important that they are captured, and if they are not within our control then we can look how to address them through other means. This will then become a key input into other strategic work.
- Given there is no longer funding available through the WABN grants for the LTCN, it would be good to explore alternative approaches to completing the LTCN
  - Based on success of the Healthy Streets project, this concept could be applied more broadly
  - It would also be good to see if the Roads to Recovery plan could be aligned with the LTCN, and safe street treatments could be rolled out as part of this program.
- It would also be good to capture how the other feedback from the Healthy Streets project will be addressed (see Table 2 below).
- Unless I am missing something, the current Integrated Transport Strategy seems to be a collection of plans. I think there needs to be a high level document explaining how these link together and describing how these will be implemented and any other strategic considerations. Have I missed this, or is this coming later?

**Table 1 - List of Key Connection and Accessibility Hot Spots**

<b>Location</b>	<b>Issue</b>	<b>Suggested Solution</b>
Curtin Ave & Napier St	Difficult crossing for pedestrians	Install traffic island
Curtin Ave & Mosman Park Station	Difficult crossing for pedestrians - narrow traffic island	Widen traffic island / signalled crossing
Curtin Ave & Victoria St Station	Difficult crossing for pedestrians - narrow traffic island	Widen traffic island / signalled crossing
Curtin Ave & Salvado St intersection	Crash hot spot	Improved design Or close level crossing & build Wellington St underpass
Curtin Ave & Victoria St intersection	Crash hot spot	Improved design Or close level crossing & build Wellington St underpass
Pearse St to Cottesloe Primary Footbridge	Stairs inaccessible to many users, and lack of connection to PSP bike path	Install accessible ramps and connection to PSP bike path
Eric St & Curtin Ave	Poor connection from PSP bike path to Eric St bike path	Signalled crossing on southern side of Eric St across Curtin Ave

Railway St near Jarrad St	Unsafe crossing for pedestrians across Railway St for key entrance into Cottesloe Village	Pedestrian priority crossing
Marine Pde (general)	High speed and unsafe for bicycles due to risk of dooring	Lower posted speed limits And target Healthy street treatments Foreshore Masterplan
Marine Pde - Dutch Inn playground	Lack of safe crossing for Marine Pde	Install raised plateau (in plan for 2024)
Broome St between Forrest & Grant St	High speed and unsafe	Health Streets Project (in plan for 2024)
Broome St south for Forrest St	High speed and unsafe	Future Healthy Streets style treatments
Marmion St between Forrest & Grant St	High speed and unsafe	Health Streets Project (in plan for 2024)

**Table 2 - Healthy Streets Report recommendation & how they will be addressed**

<b>Report recommendation / community feedback</b>	<b>Recommended Course of Action</b>
Footpath quality, missing footpaths, insufficient width, unmanaged plants obstructing footpath	Town's Asset Management Regime (renewal and upgrade). Considered as part of Integrated Transport module within Council's adopted Asset Management Strategy Planting overhangs can be addressed through routine maintenance.
Lack of shade, more trees	Town's street tree planting program
More seating. No seating at bus stops.	Request can be made to PTA for seating at bus stops.
Lower speeds	Integrated Transport Strategy
Bike symbol on entrance to roundabout	Request to Main Roads WA after works have been completed

Kind regards

Michael

CR Michael Thomas

Councillor