



Town of Cottesloe

I hereby certify that the minutes of the Bike Planning Committee
meeting held on

Tuesday, 9 July 2019

were confirmed as a true and accurate record by committee
resolution.

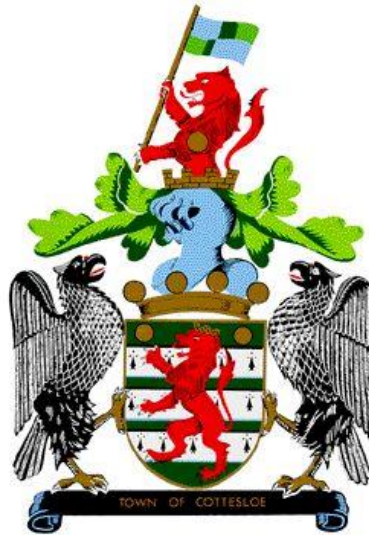
A handwritten signature in blue ink, appearing to read 'W. B. [unclear]', is positioned above the printed text.

Signed:

Presiding Member

Date: 13/8/19

TOWN OF COTTESLOE



BIKE PLANNING COMMITTEE MEETING

MINUTES

**BIKE PLANNING COMMITTEE MEETING
HELD IN THE
Mayor's Parlour, Cottesloe Civic Centre
109 Broome Street, Cottesloe
8:00am Tuesday, 9 July 2019**

MAT HUMFREY
Chief Executive Officer

12 July 2019

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Agenda and minutes are available on the Town's website www.cottesloe.wa.gov.au

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1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member announced the meeting opened at 8.03am.

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 the Administration confirming the correctness of the Minutes.

The Presiding Member acknowledged the Whadjuk Noongar people and their Elders past and present.

The Presiding Member acknowledged the Town's Administration and thanked them for their work.

4 ATTENDANCE**Members**

Cr Helen Sadler	Presiding Member, Elected Member
Mr Mark Powell	Deputy Presiding Member, Committee Member
Cr Lorraine Young	Elected Member
Mr James Atkinson	Committee Member <i>left the meeting at 9.14am</i>

Officers

Mr Shaun Kan	Manager Engineering Services
Ms Denise Tyler-Hare	Project Manager
Ms Adeline Morrissey	Environmental Projects Officer
Ms Elizabeth Nicholls	Senior Administration Officer

Apologies

Mr Mat Humfrey	Chief Executive Officer
Ms Ann-Marie Donkin	Governance Officer

5 DECLARATION OF INTERESTS

Cr Sadler declared an IMPARTIALITY INTEREST in item 8.1.1 by virtue 'Tim Judd from GTA is known to her externally'.

6 CONFIRMATION OF MINUTES

Moved Cr Young Seconded Mr Powell

That the Minutes of the Bike Planning Committee Meeting held on Tuesday 14 May 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 MARINE PARADE VERA VIEW SLOW POINT TO NORTH STREET ON ROAD CYCLE LANES TRIAL**

File Ref: SUB/2633
Attachments: 8.1.1(a) Marine Parade Cycle Lane Drawing - Final
Responsible Officer: Mat Humfrey, Chief Executive Officer
Author: Shaun Kan, Manager, Engineering Services
Author Disclosure of Interest: Nil

SUMMARY

The Committee is asked to re-consider recommending to council the implementation of a cycle lane trial along Marine Parade between Vera View Slow Point and North Street roundabout with consideration given to the trial duration and method of performance measure.

BACKGROUND

The Town has recently completed road resurfacing works along Marine Parade between Vera View Slow Point and North Street roundabout.

At the Bike Planning Committee meeting held 14 May 2019, the Committee resolved to install trial cycle lanes within this section based on a design developed by the Town's consultant, Edge Transport Solutions.

At the May 2019 Ordinary Council Meeting, it was resolved to defer the matter till the June 2019 Council Meeting for the Administration to seek further advice from a bike infrastructure specialist consultant on the design's consistency with the foreshore Master Plan.

GTA, the traffic consultants responsible for the Foreshore Masterplan and the Department of Transport (DoT), the State Government Agency specialising in bike infrastructure have been consulted on the proposed design.

Feedback from GTA and DoT

GTA's feedback is as follows:

- Proposed trial design is not consistent with the Foreshore Masterplan's Safe Active Street design principles that provide a lower speed environment for cyclist to safely share the space with vehicles;
 - There opportunity for this Foreshore Masterplan shared spaced philosophy to be applied to the other sections of Marine Parade;
-

- Proposed trial design is based on outdated standards that could potentially compromise Marine Parade cyclist safety.

DoT have provided the following suggestions to the trial design as shown on the attached diagram.

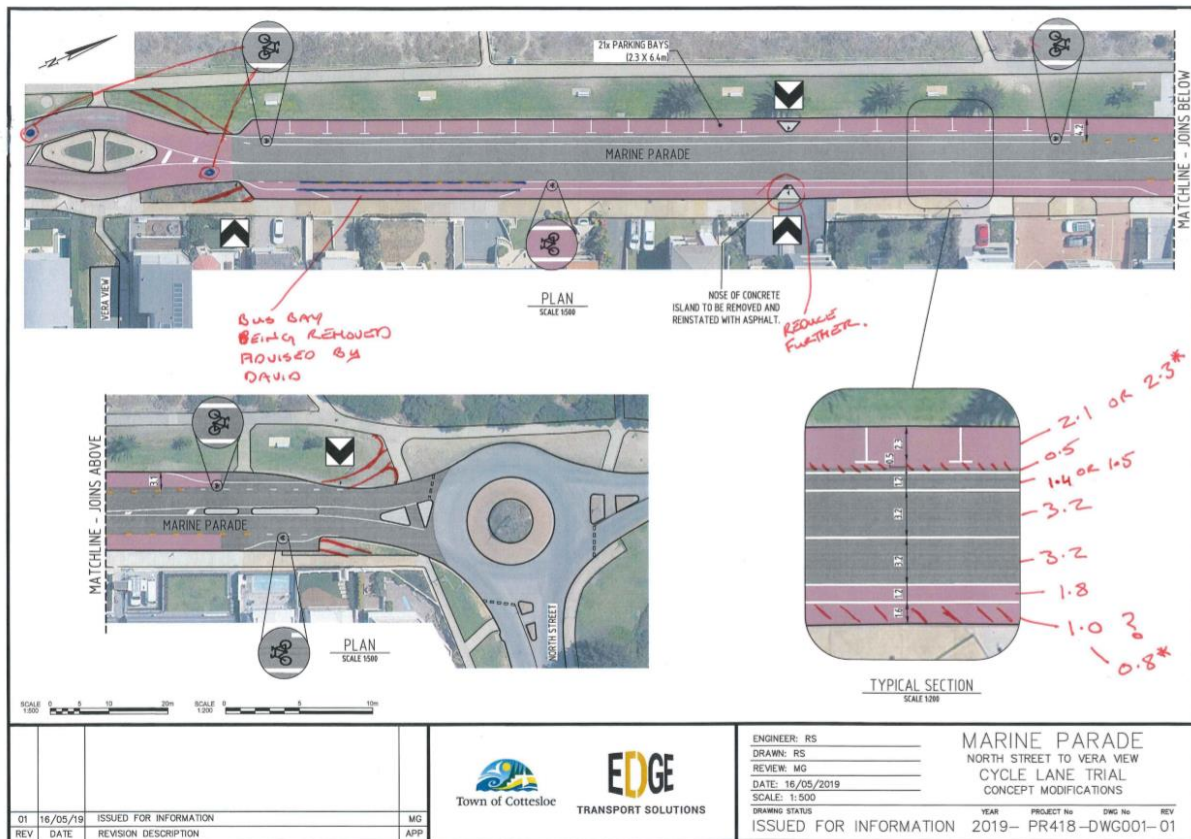
On the Western side of Marine Parade adjacent the northbound vehicle lanes

- Reduce the parking bays to 2.1
- Retain the 0.5 buffer and infill with chevrons (to prevent cars from using the area as parking)
- Increase the cycle lane to 1.4 or 1.5 preferably. (If you do the 1.5 there will only be a minor offset of the running lane towards the east side)
- Provide path to carriageway transition lanes at both ends for cyclist wishing to navigate around the roundabout and blister island.
- Additional cycle symbol at entry to blister island to inform that cyclist take the lane.

On the Eastern side of Marine Parade adjacent to the southbound vehicle lanes

- Increase cycle lane to 1.8
- Reduce buffer to 1.0 and infill with chevrons or yellow line carriageway edge (to prevent cars from using the area as parking)
- Remove the concrete island or reduce carriageway protrusion (retain concrete island completely in buffer area with 0.5 buffer from cycle lane)
- Provide path to carriageway transition lanes at both ends for cyclist wishing to navigate around the roundabout and blister island.
- Additional cycle symbol at enter to blister island.

Off road cycle path widths should be increased when this infrastructure is upgraded.



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.

POLICY IMPLICATIONS

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

STATUTORY ENVIRONMENT

Local Government Act 1995

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

By providing safer options for cyclists, it will encourage more people to ride, and hopefully reduce car use.

CONSULTATION

Bike Planning Committee

No community consultation has been undertaken at this time.

OFFICER COMMENT

The Administration has considered feedback provided and plans have been amended as follows:

- Cycle lanes have been increased to 1.5m based on Edge Transport's recommendation and being consistent with DoT's advice;
- The bus bay near Vera View Slow Point has been removed and the cycle lanes markings modified to solid white lines; and,
- Concrete Island on east side has been cut back to suit accordingly.

The central median hatched markings in place before resurfacing has also been removed to lower vehicle speed by reducing the separation between opposing traffic flow. A 500mm buffer zone between parking bays and cycle lanes, compliant with current Australian Standards, has also been incorporated to address the concerns of 'car dooring' previously raised.

It would be important to note that incorporating all suggestions would create difficulties achieving a low-cost cyclist safety improvement trial project.

As such, the 1.8m cycle lane width suggested by the DoT has not been implemented as Edge Transport has identified this as a potential safety issue with drivers mistaking this wide on road path for a traffic lane. The cycle lane on the western side has been maintained at 1.2m as any increase would require a lateral design shift toward the east, resulting in a localised 'pinch point' for vehicles travelling southbound along Marine Parade at Vera View.

The diagonal gore marking suggested by DoT within the buffer zone areas has been excluded as this does not appear to be a standard line treatment marking and would be difficult to remove, if required. The additional ramps from the existing off road shared path leading to the on road cycle lanes areas have not been included, as this permanent infrastructure would be difficult to remove and not consistent with the intent of the trial.

Temporary signage informing drivers of this trial will be installed in-lieu of on road cycle symbols at Vera View. These suggested markings can be installed at a later date.

Whilst the proposed trial is anticipated to improve cyclist safety, it is however inconsistent with the safe active street principles within the area of the foreshore master plan.

Additionally, there would still be the need to establish the trial duration and method of performance measure. Nonetheless, the amended plans are attached for Committee's consideration, should they wish to proceed.

Whilst Officer's do not support moving forward with this matter until due consideration is given to the above, a recommendation has been provided to guide the Committee in their recommendation to Council.

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION

THAT the Bike Planning Committee recommends;

That Council **ADOPTS** the attached bike lane trial along Marine Parade between Vera View slow point and North Street subject to the Committee considering:

1. Duration and method of performance measure of a third trial; and,
2. How the proposed trial will fit in with the foreshore master plan.

COMMITTEE RECOMMENDATION

Moved Mr Powell lapsed for want of a Seconder

The Bike Planning Committee recommends;

1. That Council investigate a road design for all sections of Marine Parade that is consistent with the Foreshores Safe Active Street design principles that provide a lower speed environment for cyclists to safely share the space with vehicles.
2. Based on current best road design practise to substantially increase cyclist and pedestrian safety and
3. Implemented as a resources become available through scheduled road maintenance grants, and the Town of Cottesloe active transport budgeted allocations.

COMMITTEE RECOMMENDATION

Moved Mr Powell **Seconded Cr Young**

The Bike Planning Committee recommends;

That Council:

1. **SUPPORT** the recommendations of GTA for the road treatment on Marine Parade north of Vera View to be based on Safe Active Streets Design by using on road bike symbols to reflect a shared bike and car environment.
2. **ADOPTS** an increased buffer width of 0.8 metres from the car bays to prevent 'dooring' (painted on the road).
3. **DEVELOPS** a design strategy for all sections of Marine Parade that provides a safe environment for cyclists to share the road with all road users.

Carried 4/0

Moved to item 9.2.1 – Wayfinding Project

8.2 ITEMS FOR DISCUSSION

8.2.1 ACTION ITEMS

Review of action list.

Not discussed due to time restraints.

8.2.2 SUPER SUNDAY BIKE COUNTS AND URBI BIKES**Attachments: 8.2.2(a) Super Sunday 2018 Report - Cottesloe**

The Coordinator Environmental Projects Officer, Ms Adeline Morrissey spoke to the below items for consideration by the Committee:

- Super Sunday Recreation Count conducted by Bicycle Network
- Urbi Bike Program – potential program for Cottesloe

That due to time constraints, the item be deferred and a report be presented to the next Committee meeting regarding the Urbi Bike Program.

Moved to item 12.

8.2.3 BIKE PARKING - CAFES

The Bike Planning Committee has asked the Administration to investigate bike parking at cafes across the Town. This has been completed with the exceptions of Marine Parade, Station Street and Napoleon Street. The exceptions are part of a different study.

The following areas have been identified:

1. Eric Street IGA has 5 double bike parking rails;
2. Daisy's has a bike rack that is not fixed in;
3. North Street Store has 2 double bike parking rails; and,
4. The Swanbourne shops currently have no bike parking.

There are opportunities for expansions/upgrades/installation of bike racks in these locations. It is recommended that the committee resolves to request the administration set aside a budget for these works and specify the extent of works.

COMMITTEE RECOMMENDATION

Moves Cr Sadler, seconded Mr Atkinson

That the Bike Planning Committee recommends;

That Council, by absolute majority,

1. **NOTES** the locations, Daisy's, North Street Store and the Swanbourne shops, require additional bike racks.
2. **APPROVES** a budget amendment to reallocated \$20,000 from the Active Transport Reserve to fund the works in point 1.
3. **ASK** the Administration to identify other possible locations requiring bike racks including parks and community facilities.

Carried 4/0

Mr Atkinson left the meeting at 9.14am.

Moved to item 8.2.2 Super Sunday Bike Counts and Urbi Bikes

9 GENERAL BUSINESS**9.1 COMMITTEE MEMBERS****9.2 OFFICERS****9.2.1 WAYFINDING PROJECT**

Ms Tyler-Hare spoke to the item with the Committee confirming as follows:

- Agree to put only the to and from stations, including Grant St, Cottesloe, Mosman Park and Victoria St, and the beaches, and one on Forrest St/Curtin Ave intersection with text 'Cottesloe Village'.
- Ms Tyler-Hare to speak to the Public Transport Authority about putting signage on their stations.
- All wayfinding to the Principal Shared Path, Civic Centre, cafes, shops and sports to be undertaken later, once the Council has agreed on a way forward with regard to symbology and signage. This will be discussed at the upcoming signage workshop.
- Committee is happy with the symbology for the station and the beach

Moved to item 8.2.3 – Bike Parking – Cafes

10 MEETING CLOSED TO PUBLIC**10.1 MATTERS FOR WHICH THE MEETING MAY BE CLOSED****11 NEXT MEETING**

To be determined.

12 MEETING CLOSURE

The Presiding Member announced the closure of the meeting at 9.29am.