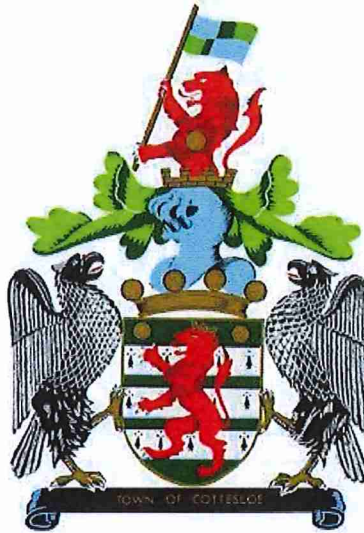


TOWN OF COTTESLOE



ACTIVE TRANSPORT WORKING GROUP

Meeting Notes

MAYOR'S PARLOUR, COTTESLOE CIVIC CENTRE

109 BROOME STREET, COTTESLOE

4:00pm, Tuesday 27 October 2020

A handwritten signature in blue ink, appearing to read 'Matthew Scott', is positioned above the printed name.

Matthew Scott
Chief Executive Officer

9 November 2020

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These papers are not confidential on the whole; however, they will not be published on the Town's website or made available for public distribution.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

Cr Sadler declared the meeting open at 4:04pm and read the Acknowledgement of Country.

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

Cr Sadler referred members to the Disclaimer on the inside of the cover page of the meeting Agenda.

3 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

Cr Sadler advised the meeting will be recorded, solely for the purpose of confirming the correctness of the Minutes.

For Noting: Cr Sadler advised a change to the meeting order stating Item 7.3 (as listed in the agenda) will be dealt with first and would be presented by Mr Mark Powell. Moving the item would provide information that would assist discussion of the other items. Members agreed to the change.

4 ATTENDANCE

Members

Cr Helen Sadler	Elected Member
Cr Lorraine Young	Elected Member
Cr Kirsty Barrett	Elected Member
Mr Michael Thomas	Community Representative
Mr Mark Powell	Community Representative

Staff

Mr Matthew Scott	Chief Executive Officer
Mr Shaun Kan	Executive Manager Engineering Services
Ms Adeline Morrissey	Coordinator Environmental Projects
Ms Ann-Marie Donkin	Governance Officer

Visitors

Nil

5 DECLARATION OF INTEREST

There were no declarations of interest made.

6 PRESENTATIONS

Nil

7 ITEMS FOR DISCUSSION

7.1 Item for Discussion - Learnings from the Subiaco/Nedlands Site Visits

Item requested by Active Transport Working Group Chairperson – Cr Helen Sadler

This item was listed at 7.3 in the meeting Agenda.

The Active Transport Working Group are seeking feedback from the administration about how the administration feel about the treatments noted/gathered on the site visits, and whether they align with the Town's current community strategic plan, budgets, existing grants and grant opportunities and our Long Term Cycle Network.

ATTACHMENT

- Active Transport Working Group Field Trim Summary.
-

SUMMARY OF DISCUSSION

Cr Sadler introduced this item and handed over to Mr Mark Powell to speak about the various treatments from the site visit and how they could be implemented in Cottesloe.

The following points were made:

- Raised plateaus at intersections slowed traffic for all road users – lower rises didn't make it difficult for vehicles or cyclists to navigate and less noisy for the residents.
 - Railway Street, Cottesloe has this treatment.
- Residential street entrance treatments provide a visual signal of a slower residential area – transitioning from a busy road to a less busy street.
- Entrance by the Subiaco Library has a threshold treatment that prioritises pedestrians (continuous footpath) clearly showing a driver the road they are turning into crosses over a pedestrian space (footpath).
 - This treatment is present at the intersection of Railway and Station Street in Cottesloe Village.
- Discussion of implementing various treatments (as per the attachment) to identified Cottesloe streets over time (staged), starting with the basic change to surface treatment (to identify shared space), and building up to include raised plateaus and road markings.

At the conclusion of this item the meeting returned to the order of the agenda – Item 7.1.

7.2 LONG TERM CYCLE NETWORK PRIORITISATION

Item by Executive Manager Engineering Services – Mr Shaun Kan

This item was listed at 7.1 in the meeting Agenda.

SUMMARY

Council and the State Government have recently endorsed the attached LTCN. The Administration has developed a 10 year plan on how the delivery should be staged. The working group is asked to consider the draft delivery strategy and provide feedback. This will then be considered and incorporated as part of the Town's corporate business plan and long term financial plan. This will also guide the application for future DoT funding.

BACKGROUND

In 2018, DoT prepared a draft LTCN for WA. The Town was approached for feedback and subsequently advertised the proposal in 2019 to determine the community's aspiration. The State Government subsequently considered all submissions received and in 2020 with the support of Council confirmed the LTCN for implementation. Funding submissions will be made based on this with a high chance of applications being successful. The attached plan provides a 10 year approach towards delivering this LTCN.

PROPOSED APPROACH

It is intended that:

- Working group provides feedback on what is being produced
- Information will be considered by the Administration to finalise the delivery strategy for adoption into various corporate documents
- Information will then be used by the Administration to apply for yearly grant funding

INTENDED OUTCOME FROM MEETING

- (1) Understanding of what is being proposed
- (2) Provide feedback to allow the Administration to finalise the plan

ATTACHMENT

- Connectivity Map – Cottesloe Long Term Cycle Network.
-

SUMMARY OF DISCUSSION

Cr Sadler introduced this item and handed over to Mr Shaun Kan who advised the following:

- Cottesloe is leading the surrounding LGA's in moving forward with the delivering the first network pathways.
- Mosman Park is looking at providing more connectivity between their border with Cottesloe and the river.

- A grant application was submitted to DoT in August for Eric St, Corner Marine Parade to Curtin Ave.
 - DoT fund 50% over 2 years with a requirement for the design to be done in the first year and construction undertaken in the second year.

Cr Sadler asked for feedback about the priorities (as per the attachment) from each member.

Member Feedback

Mr Michael Thomas

- Proposal is good.
- Map would be better on a plain background to make it obvious what is proposed.
- Basically priority order makes sense.
- Suggested highlighting points of interest on maps.

Mr Mark Powell

- Agree with Priority one (Eric St)
- Priority 2 should be the Town Centre to Leake
 - Understand why Grant is prioritised where it is but should it be avoided at present – may be better to do Broome instead.
- Do Broome St in two stages (not 3) – Broome will be a popular North /South route.
- Do Marmion St at the same time as Grant St due to the linkages - East/West routes don't take as many people as the North/South routes.
- Focus on the Northern to Central areas first.
- Pearce, Salvado, MacArthur, Railway, Parry and Burt.

Cr Kirsty Barrett

- The Foreshore PSP is essential and must be the number one priority after Eric Street.
- Agree with Mr Powell about progressing Broome St including the use of the designs and treatments as discussed earlier (7.1).
- Suggestion to connect to Stirling Highway through Forrest St rather than Napoleon St.
- Pearce Street onwards, happy enough with the other orders.
- Grant Street could be left to second last.
- Suggestion to roll out low cost, high benefit routes first i.e. Broome St with bike symbols

Cr Lorraine Young

- Grant Street should be last, as it could be superseded by PSP
- Agree Eric Street first.
- Engage with the community before Broome to avoid pushback.
 - Good idea to stage treatments as suggested by Mr Powell (7.1).

Cr Helen Sadler

- Would like to see changes in the order
- There is merit in bringing Broome St forward with the Foreshore works commencing.
 - Putting the infrastructure in now to create a low speed environment before traffic diversion (off Marine Parade) will benefit Broome St residents.

- Consider doing through Council budget – check Active Transport Reserve for lines and decal symbols.

Throughout, the group discussed various elements and issues.

In conclusion Mr Kan advised that he would need to seek an opportunity to speak with DoT for any of the suggested changes discussed outside the LTCN, he will then be in a position to look at how to proceed, noting:

- Primary Routes such as Curtin Ave PSP have been funded by the Government; precedence as such has been set.
- There may be funds in the DoT budget for recreational routes – this is still being reviewed.
- The group may want to look at identifying other types of funding for other routes and create a priority list for these.

It was the agreed that the administration would send out a list of routes for members to prioritise, add their comments and return to Ms Morrissey.

7.3 BROOME STREET/ERIC STREET BLACKSPOT DESIGN - FEEDBACK

Item by Executive Manager Engineering Services – Mr Shaun Kan

This item was listed at 7.2 in the meeting Agenda.

SUMMARY

The working group is asked to consider the attached concept and provide feedback on the design to improve cyclist safety through these local area traffic management devices.

BACKGROUND

This project has received blackspot funding from the State Government. The attached concept is the approved design for implementation. The allocated funding is \$100,000 to which the Town is responsible for contributing to one third. This project must be completed before 30 June 2020 and any major variation to the approved scope would need to be funded by the Town.

PROPOSED APPROACH

4 Blackspot - Broome Street and Eric Street Intersection Improvements	70 days	Mon 14/09/20	Fri 18/12/20	
Design	40 days	Mon 14/09/20	Fri 6/11/20	
Procurement	15 days	Mon 9/11/20	Fri 27/11/20	105
Construction	15 days	Mon 30/11/20	Fri 18/12/20	106



INTENDED OUTCOME FROM MEETING

- (1) Provide feedback on the attached concept.

ATTACHMENT

- Eric St and Broome St – Concept

SUMMARY OF DISCUSSION

Cr Sadler introduced this item and handed over to Mr Shaun Kan who advised the following:

- Application for Black Spot funding was successful - \$100k.
- The concept provides for deflection on to Broome Street and warning signage.

Cr Sadler commented that the design raises serious concerns as there are still safety issues for cyclists. The following points were made during discussion:

- Width of meandering road, creating pinch points – cars vs cyclists
- Main issue is speed of vehicles coming down the hill (cyclists tend to speed through also)
- Query whether there is an opportunity to use a different design/change the design.
 - Mr Kan advised this was not possible as it is an approved Black Spot design.
- Query if the Town can put in raised plateaus and bike symbols before the 's' (chicane) to indicate shared space.
 - The group agreed this would be a good solution to the new issues raised by the Active Transport Working Group members.

- Query why the islands go on for a long time.
 - Aim is to provide a longer slowing process.
 - Short islands make the chicane sharper and less likely to reduce speed.
- Suggestion for speed detectors on Broome St to determine if humps should be installed.
- Query possibility of increasing the radius of the centre ring, also flatten for manoeuvrability of large vehicles (as in Claremont), textured surface to show variation.
- Noted obstruction to vehicles trying to access driveways (right hand access to properties) – multiple dwellings could impact considerable number of residents.
- Query if Main Roads would consider redesign – is it worth asking.
- Concern the change (as is) will create a false sense of security – extra needs to be done.
- Query if DoT would be able to provide advice related to design incorporating cycle safety and in how to deal with MR.
- Definite need to improve cycle safety once the design is implemented.
- Suggestion for a raised roundabout like in Claremont.
- Suggestion for raised plateaus to be installed before the roundabouts to slow traffic and enquiry as to whether Roads to Recovery can put funding towards this.
 - Mr Kan advised that plateaus are not part of the scheme for funding.
- The Grant/Broom roundabout is the least safe section
 - A vehicle slowing method may be more successful
 - Mr Kan advised that the cost to install raised plateaus and decals is approximately \$5k per roundabout – there are 16 roundabouts in Cottesloe.
- It was suggested that there be a policy to maximise the use of the budget/funding for road slowing treatments.

Mr Kan advised that he would take the groups suggestions on notice and investigate what is possible.

The following outcomes were agreed to:

- Prior to implementation Mr Kan will seek a meeting with MR to raise the groups concerns about the design and find if it is possible to amend the design to be more cyclist friendly (and also addresses the island blocking residents from entering their properties).
- After implementation Mr Kan will instigate a safety audit to see if there has been an improvement in road user behaviour.
 - A contingency of \$25k (unallocated funds) is to be set aside for possible treatments should there be no noted improvement – raised plateaus/cycle signage.
 - Cycle signage to be added to the road marking plan for MR approval.

8 GENERAL BUSINESS

There were no items of General Business.

9 MEETING CLOSURE

Cr Sadler called the meeting closed at 5:23pm.