

Minutes

Active Transport Advisory Committee Meeting

7 April 2025

By signing these minutes, I certify that they were confirmed at the Active Transport Advisory Committee Meeting held on Monday 9 June 2025.

CR GEORGIA JOHNSON
PRESIDING MEMBER

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Minutes of the Active Transport Advisory Committee Meeting of the Bayswater City Council which took place in the Committee Room, City of Bayswater Civic Centre, 61 Broun Avenue, Morley on Monday 7 April 2025.

1 OFFICIAL OPENING

The Presiding Member, Cr Giorgia Johnson, declared the meeting open at 6:32pm.

2 ACKNOWLEDGEMENT OF COUNTRY

The Presiding Member, Cr Giorgia Johnson, acknowledged the Traditional Custodians of the land, the Whadjuk people of the Noongar nation, and paid respects to Elders past, present and emerging.

Noongar Language

Ngalla City of Bayswater kaatanginy baalapa Noongar Boodja baaranginy, Wadjuk moort Noongar moort, boordiar's koora koora, boordiar's ye yay ba boordiar's boordawyn wah.

English Language Interpretation

We acknowledge the Traditional Custodians of the Land, the Whadjuk people of the Noongar Nation, and pay our respects to Elders past, present and emerging.

3 ATTENDANCE

Presiding Member

Cr Giorgia Johnson

Members

Cr Elli Petersen-Pik, Deputy Mayor (arrived at 6:36pm)

Cr Assunta Meleca (left meeting at 9:02pm)

Dan West

Georgina Ker

Andrew Jaunzems

Kate Bowker (arrived at 6:45pm)

Officers

Luke Botica Director Infrastructure and Assets

Bryce Coelho Manager Infrastructure Planning

Wei Fan Acting Transport Infrastructure Manager

Siiri Clausnitzer Executive Assistant - Infrastructure and Assets (Minute taker)

3.2 Apologies

Nil.

3.3 Approved Leave of Absence

Nil.

4 DISCLOSURE OF INTEREST SUMMARY

In accordance with section 5.65 of the *Local Government Act 1995*:

A member who has an interest in any matter to be discussed at a Council or Committee meeting that will be attended by the member must disclose the nature of the interest -

- (a) in a written notice given to the CEO before the meeting; or
- (b) at the meeting immediately before the matter is discussed.

The following disclosures of interest were made at the meeting:


Name	Item No.	Type of Interest	Nature of Interest
Cr Giorgia Johnson	10.2	Proximity	I live on King William Street.

5 DELEGATED AUTHORITY BY COUNCIL

There are no item appearing in this agenda for which the Active Transport Advisory Committee has been granted delegated authority by Council in accordance with section 5.23(1)(b) of the *Local Government Act 1995 (WA)*; this meeting is closed to the Public.

6 TERMS OF REFERENCE

City of
Bayswater



Terms of Reference

Active Transport Advisory Committee (ATAC)

Purpose

The purpose of the Committee is to provide Council with advice on initiatives and programs to promote sustainable and healthy active transport options, such as:

- Bicycles
- Walking/running
- Electric assisted bicycles
- Electric scooters
- e-Rideables e.g. Segways, electric skateboards, hover boards.

Membership

Four Elected Members. A minimum of three is required under legislation.

Four Community Representatives.

The quorum for this Committee is four members.

All remaining Councillors are appointed as Deputy Members.

Members must abide by the *City of Bayswater Code of Conduct for Council Members, Committee Members and Candidates*.

Delegated Authority

This Committee does not have any delegated authority. The Committee will make recommendations to Council on report items. Report items will then be presented for Council's consideration at the next available Ordinary Council meeting.

Meetings

Committee meetings are to be held in accordance with the *City of Bayswater Standing Orders Local Law 2021*.

The Committee shall meet at least four times per year at the City of Bayswater Civic Centre.

Liaison Officer

Director Infrastructure and Assets.

7 CONFIRMATION OF MINUTES

The Minutes of the Active Transport Advisory Committee Meeting held on Monday, 10 February 2025 which have been distributed, be confirmed as a true and correct record.

Georgina Ker Moved, Dan West Seconded

CARRIED UNANIMOUSLY: 5/0

For: Cr Georgina Johnson, Cr Assunta Meleca, Georgina Ker, Dan West and Andrew Jaunzems.

Against: Nil.

8. METHOD OF DEALING WITH AGENDA BUSINESS

With the exception of items identified to be withdrawn for discussion, the remaining reports will be adopted by exception (enbloc).

An adoption by exception resolution may not be used for a matter:

- (a) in which an interest has been disclosed;
- (b) that has been the subject of a petition or deputation;
- (c) that is a matter on which a Member wishes to make a statement; or
- (d) that is a matter on which a Member wishes to move a motion that is different to the recommendation.

9 REPORTS

9.1 Pathway Prioritisation Program

Responsible Branch:	Infrastructure Planning
Responsible Directorate:	Infrastructure and Assets
Authority/Discretion:	Review
Voting Requirement:	Simple Majority Required
Attachments:	Nil
Refer:	Item 9.1: ATAC Meeting 10.02.2025
Officer Declaration:	<i>The officers involved in drafting and reviewing this report do not have any interests to disclose in the item.</i>

This item does not contain any information that is considered confidential in accordance with Section 5.23(2) of the Local Government Act 1995.

SUMMARY

The City is currently in the process of developing a Pathway Master Plan where it will provide the proposed ultimate pathway network for path users of all ages and abilities across the City. As part of this development, proposed new paths and upgrade projects are being assessed against the current pathway network. The prioritisation of new path projects is also being reviewed concurrently with the development of the Master Plan in particular on the City's Local Access Road Network.

This report is predominately for the Active Transport Advisory Committee (ATAC) to receive information on the revised Footpath Prioritisation Assessment scoring criteria and test example of the application of these criteria.

COMMITTEE RECOMMENDATION TO COUNCIL **(OFFICER'S RECOMMENDATION)**

That Council notes the following:

1. The input provided by the Active Transport Advisory Committee (ATAC) on the proposed amendments and test sample of the Footpath Prioritisation Assessment scoring criteria.
2. The feedback received from the ATAC on the scoring criteria will be taken into consideration in the development of the Pathway Master Plan and updates to the *Footpath Policy* review.

Cr Assunta Meleca Moved, Andrew Jaunzems Seconded

CARRIED UNANIMOUSLY: 7/0

For: *Cr Elli Petersen-Pik - Deputy Mayor, Cr Giorgia Johnson, Cr Assunta Meleca, Georgina Ker, Dan West, Andrew Jaunzems and Kate Bowker.*

Against: *Nil.*

ADDITIONAL INFORMATION

At its meeting on 7 April 2025, the Committee considered the point-scoring system table in the 'Officers' Comments' section of this report. They reduced the score weighting for 'Schools' from 12 to 10 and increased the 'Safe Routes to School' weighting from 2 to 4. The point-scoring system table has been amended to reflect these changes, as shown below.

Category	Footpath Prioritisation Criteria	Score Weighting (%)
Safety & Risks	Road Hierarchy	5
	Traffic Volume	15
Usage	Number of Properties	5
	Train Station	10
	Bus Stop	2
	Schools	10
	Aged Care	2
	Child care	2
	Shopping Centres	5
	Recreational facilities	4
	Community facilities	3
	Connectivity (Cul-de-Sac with Connection)	2
Cycle Network	Parks & Reserves	5
	Safe route to school	4
	WABN (LTCN Route)	5
	DoT co-funding	1
Current Conditions	Bike Plan	1
	New Path	15
	Existing Path (Upgrade)	5
TOTAL		100

BACKGROUND

The Pathway Master Plan provides an aspirational ultimate pathway network across the City. It comprises of various pathway types that make up a clear pathway hierarchy based on their function and is in line with the State's cycling network.

The Master Plan will take into account the current existing pathway network, which will enable the determination of pathway upgrades and new pathway projects, as well as any pathways that may be decommissioned entirely at end of life if it is identified that a path is not required under the Plan.

The prioritisation process will in turn enable identified projects to be prioritised for entry into a 10 Year Pathway Program that forms as part of the City's Forward Capital Works Program (FCWP).

The current priority-based system for the provision of footpaths within the City is based on a set of scoring criteria and ranking that are specified in the City's *Footpath Policy*. Given the City's annual footpath program is resulting in multiple footpaths containing equal scores and the same ranking, ATAC agreed that further refinement in the prioritisation criteria is required.

The current footpath program is based on a point score criteria where roads in a higher order of hierarchy classification or roads in close proximity to facilities such as parks, schools, aged care and shopping centres are given a higher priority. The existing point scoring system is shown in the following table:

Criteria	Ranking
Road Hierarchy	
District Distributor	3
Local Distributor	2
Local Access	1
Bus Route and Bike Plan Connectivity	
High Frequency Route/Direct Connection	2
Low Frequency Route/Indirect Connection	1
Community Facility	
Regional facility	2
Local Park	1
School/Aged Care	
Adjacent	3
Direct Connection	2
Next Connection to direct	1
Shopping Centres	
Regional Centre	2
Neighbourhood	1

Through the implementation of the above scoring system, the City was able to provide a footpath to majority of the distributor roads within the City. Given a considerable portion of the City's road network are local access roads however, this scoring system has resulted in numerous footpaths containing equal or very similar scores with the same priority ranking.

In order to prioritise further in particular to the Local Access Road network, additional scoring criteria was added to the point scoring system. This included traffic volume, the number of properties, proximity to train stations, childcare facilities, recreational facilities, connectivity to amenities, Safe Routes to School, and the Long-Term Cycle Network (LCTN).

A new point scoring system was therefore developed for this purpose and was presented at the last ATAC meeting; however, the Committee wished to receive further information on the prioritisation and examples of this prioritisation before providing feedback on the revision of the scoring criteria.

EXTERNAL CONSULTATION

No consultation has yet occurred with the public or other agencies on this matter.

OFFICER'S COMMENTS

A new point scoring system was developed in conjunction with the review of the current Pathway Master Plan. To provide further differentiation on the prioritisation and to place more emphasis on a particular amenity and end of trip facilities, the new system has taken into consideration higher scores on roads that service high traffic volume, proximity to bus stops and bus interchanges, schools, recreational facilities, town centres, shopping precincts and aged care facilities. It also provided further emphasis on new amenities based on initial feedback received at previous ATAC meetings. These include train stations, destination to parks and reserves, as well as Safe Route to School identified routes.

In addition, there was also a request for the Pathway Master Plan to consider the current pathway network in order to identify new paths against upgrades.

To factor in all the above, the following point-scoring system has been developed:

Category	Footpath Prioritisation Criteria	Score Weighting (%)
Safety & Risks	Road Hierarchy	5
	Traffic Volume	15
Usage	Number of Properties	5
	Train Station	10
	Bus Stop	2
	Schools	12
	Aged Care	2
	Child care	2
	Shopping Centres	5
	Recreational facilities	4
	Community facilities	3
	Connectivity (Cul-de-Sac with Connection)	2
	Parks & Reserves	5
Cycle Network	Safe route to school	2
	WABN (LTCN Route)	5
	DoT co-funding	1
	Bike Plan	1
Current Conditions	New Path	15
	Existing Path (Upgrade)	5
TOTAL		100

The redevelopment of the prioritisation scoring system has been separated into the following assessment criteria: Safety and Risks, Usage and Current Conditions.

Safety and Risks

This is a measure of risks to pedestrians and cyclists, considering the increased risks associated with higher traffic volumes. Criteria such as traffic volumes and road hierarchy can give indication of the risk level associated with pedestrians needing to walk on the road edge when there are no provisions of a path, or pedestrians needing to cross a road when the path is provided on the opposite side. The following scoring system has been applied under these criteria.

Road Hierarchy

The road hierarchy criteria are based on the City's road network hierarchy in accordance with the Main Roads WA (MRWA) Road Hierarchy Classification. The designation of the classification is based on factors including traffic volume, operating speed, predominant purpose, degree of connectivity and permitted vehicle type. Given roads of a higher order such as distributor roads pertain a higher volume of vehicles compared to a local access road, distributor roads will generally result in a higher priority ranking for a new path.

Road Hierarchy	Score
Primary Distributor	5
District Distributor A	4
District Distributor B	3
Local Distributor	2
Access Road	1
Laneway	0

Traffic Volume

This criterion consists of one of the highest weighting factors in the priority scoring system as it corresponds to the increased risks to pedestrians and cyclists associated with roads that have high traffic volumes.

This criterion was also critical in enabling further differentiation in the prioritisation of footpath provision in particular to the City's local access road network.

A breakdown of this criteria can be seen below:

Traffic Volume (veh/day)		
MAX	MIN	Score
200	0	0.0
400	200	5.0
700	400	8.0
900	700	10.0
1,200	900	12.0
1,500	1,200	14.0
3,000	1,500	15.0
5,000	3,000	16.0
10,000	5,000	17.0
15,000	10,000	18.0
20,000	15,000	19.0
>	20,000	20.0

It should be noted that the Path hierarchy network that forms the Pathway Master Plan is independent of the Road Hierarchy Network as they serve different users. Although there is some overlap and they influence on each other such as a higher level of activities and demand for paths on an arterial road compared to a residential road, they do not necessarily need to align with each other.

Usage

Usage is related to paths leading to specific destinations, end of trip facilities and walking catchments in close proximity to a destination or an amenity. It gives measure to paths that serve schools, shops, parks, community facilities and public transport connections as well as consideration to the demographics of path users. These include giving higher priority to the aged, disabled and children.

Number of Properties

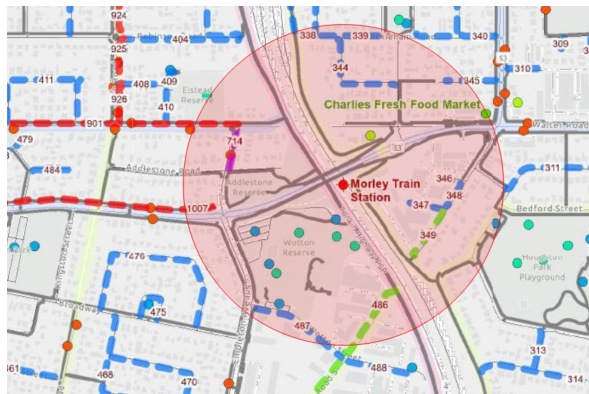
This criterion gives priority to providing paths where the most properties will be served. By including this factor, encouragement will be given to the community to walk to facilities rather than drive.

Similar to the Traffic Volume criteria, this enabled further differentiation in the prioritisation of footpath provision as well as taking into consideration the population density in relation to the number of properties the path will serve within that area.

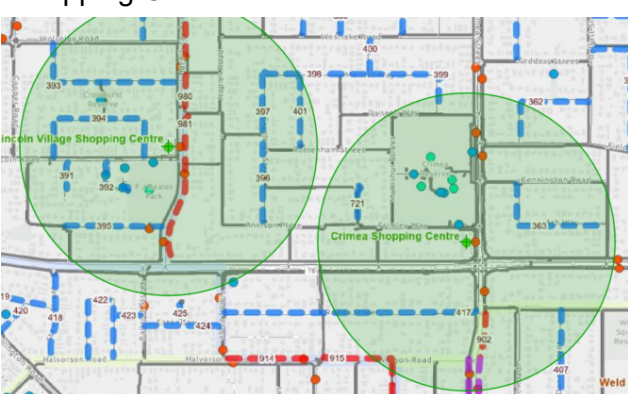
No. of Properties		
MAX	MIN	Score
25	0	1
50	25	2
80	50	3
110	80	4
150	110	5
250	150	6
350	250	7
>	350	8

A walking catchment of 400m radius around a specific amenity has been applied to each of the facilities. Any potential pathways that fall within the catchment area will be given the corresponding score weighting. The following shows the catchment analysis for the respective amenities:

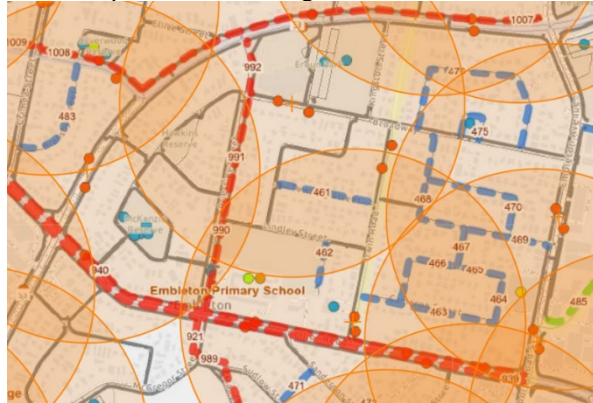
Train Stations



Shopping Centres



Bus Stops & Interchanges



Schools



The bus stops take into account each individual bus stop along roads with bus routes as well as bus interchanges such as Galleria Bus Station and Morley Bus Station. Schools include primary as well as high schools.

Aged Care



Child Care



Aged care included nursing homes as well as retired village facilities.

Recreational Facilities

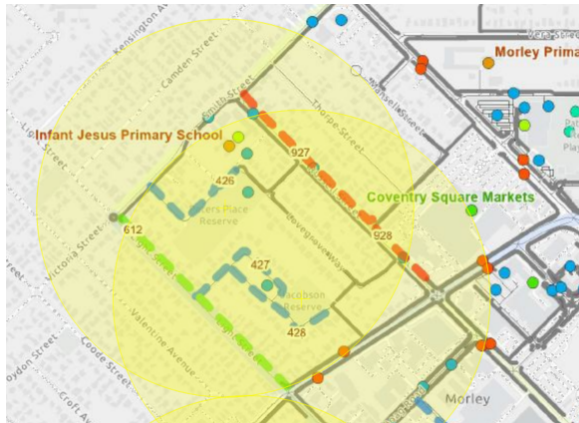


Community Facilities



Recreational facilities included all sports and recreational centres, sporting grounds, skate parks and active reserves such as Bayswater Waves and the RISE whilst Community facilities included town halls, scout halls, libraries, memorials, family & health centres, churches and religious places.

Parks and Reserves



This is applicable to any parks and passive reserves within the City including public playgrounds.

The above proposed scoring system has been applied to a nominated area of road network as a test sample to check its efficacy. It is proposed for this sample to be presented at the meeting for ATAC to provide feedback on.

Given the purpose of the Committee is to provide Council with advice on initiatives and programs to promote active transport options which includes the provision of pathways for all users such as cyclists, pedestrians, wheelchair users and more, feedback on the new scoring system is requested from the Committee.

LEGISLATIVE COMPLIANCE

City of Bayswater Footpath Policy.

RISK MANAGEMENT CONSIDERATION

The table below shows the level of risk for each impact category, if the officer's recommendation is not adopted by the Council.

Impact Category	Appetite	Risk Rating
Workplace, Health and Safety	Low	Low
Financial	Medium	Medium
Reputation and Stakeholders	Medium	Medium
Service Delivery	Medium	Medium
Environment	Low	Low
Governance and Compliance	Low	Low
Strategic Risk	SR01 - Inability to plan, provide and support socially connected, healthy and safe neighbourhoods. SR02 - Failure to strategically plan, deliver and maintain infrastructure and assets.	

FINANCIAL IMPLICATIONS

Although the adjustment of the prioritisation methodology and amendment of the City's footpath policy will have an impact on the Forward Capital Works Program, the financial implications will be dependent on the budget allocation for each financial year.

STRATEGIC IMPLICATIONS

In accordance with the City of Bayswater Strategic Community Plan 2021-2031, the following applies:

Theme: Community

Goal C1: Create safe and inviting places for people to come together.

Theme: Environment and Liveability

Goal E3: Improve the City's walking and cycling network and create safer streets.

CONCLUSION

The Pathway Master Plan is currently in development. During this process it was found that the current priority-based system for the provision of new footpaths in particular within the City's local access road network requires updating. Input from the Active Transport Advisory Committee on the formulation of the priority scoring criteria is therefore needed.

Any feedback received from the ATAC on the path prioritisation process will be taken into consideration as part of the review of the Pathway Master Plan. This will enable the prioritisation of future path provisions to be ranked in an objective, fair and equitable manner. Following the completion of this review, the Master Plan will be presented to ATAC for endorsement at a future meeting.

Council will subsequently be required to review and update the *Footpath Policy* following the finalisation of the path prioritisation process and the Pathway Master Plan.

Active Transport Advisory Committee

ATAC - APRIL 2025

Footpath Prioritisation



Active Transport Advisory Committee

ATAC – APRIL 2025

Pathway Prioritisation Sample

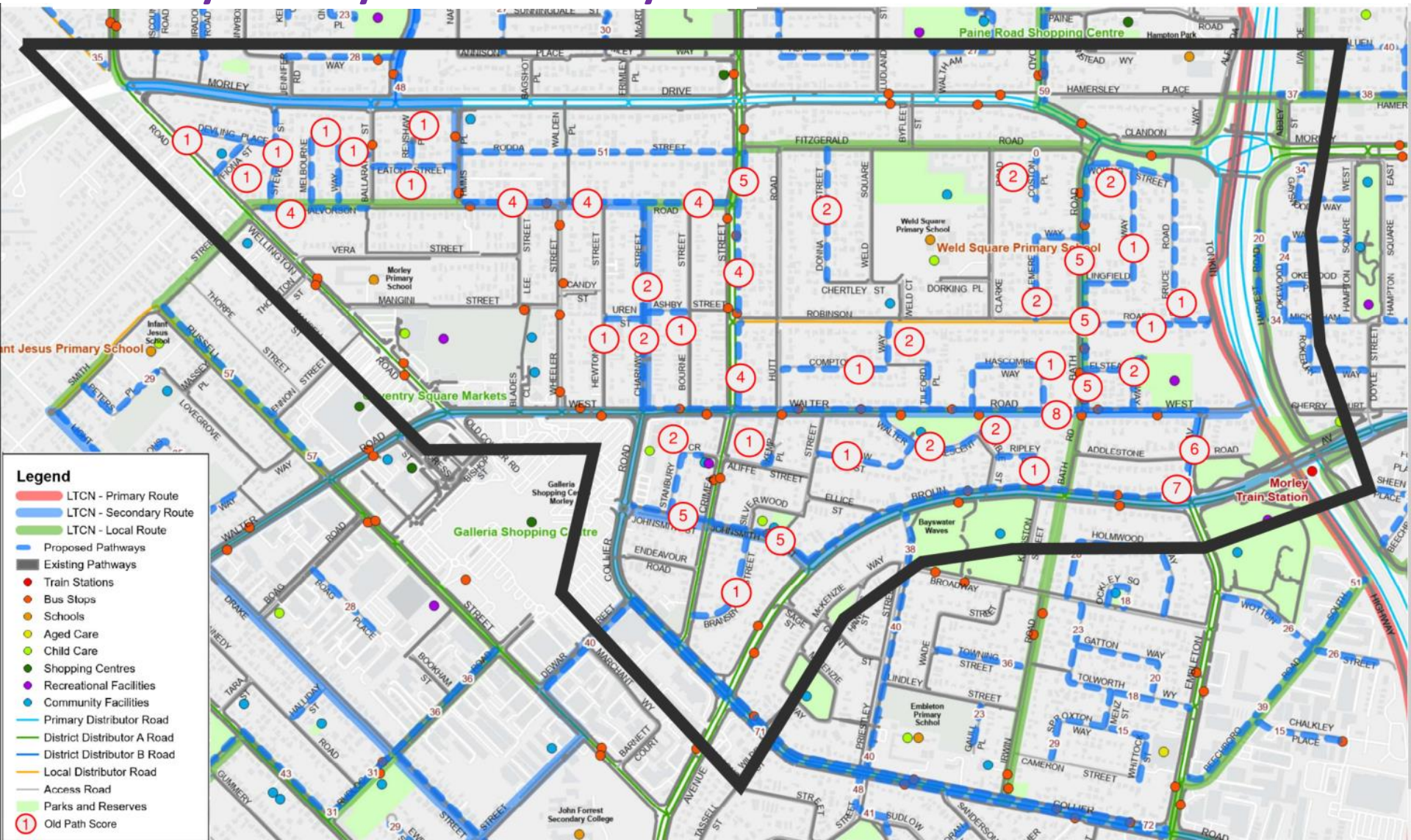
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	Child care	2
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	Community facilities	3
	Connectivity (Cul-de-Sac with Connection)	2
	Parks & Reserves	5
	Safe route to school	2
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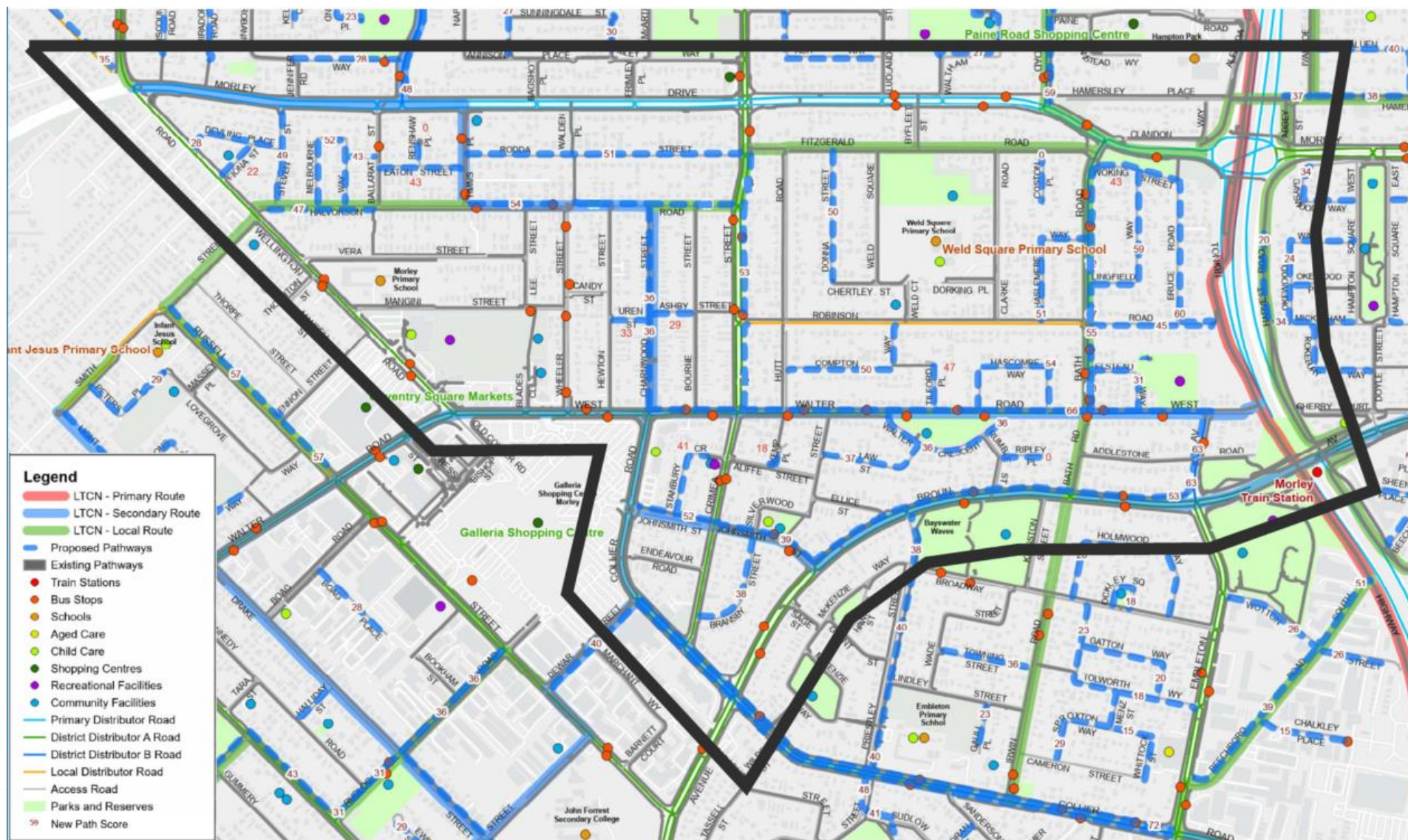
Pathway Priority – Old Score System



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Pathway Priority – New Score System

ATAC – APRIL 2025



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ATAC – APRIL 2025

Walter Road – Connecting Morley Train Station to Morley Galleria



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Benara Road – Connecting Noranda Train Station to Noranda Shopping Centre



King William Street – Tree Planting Project



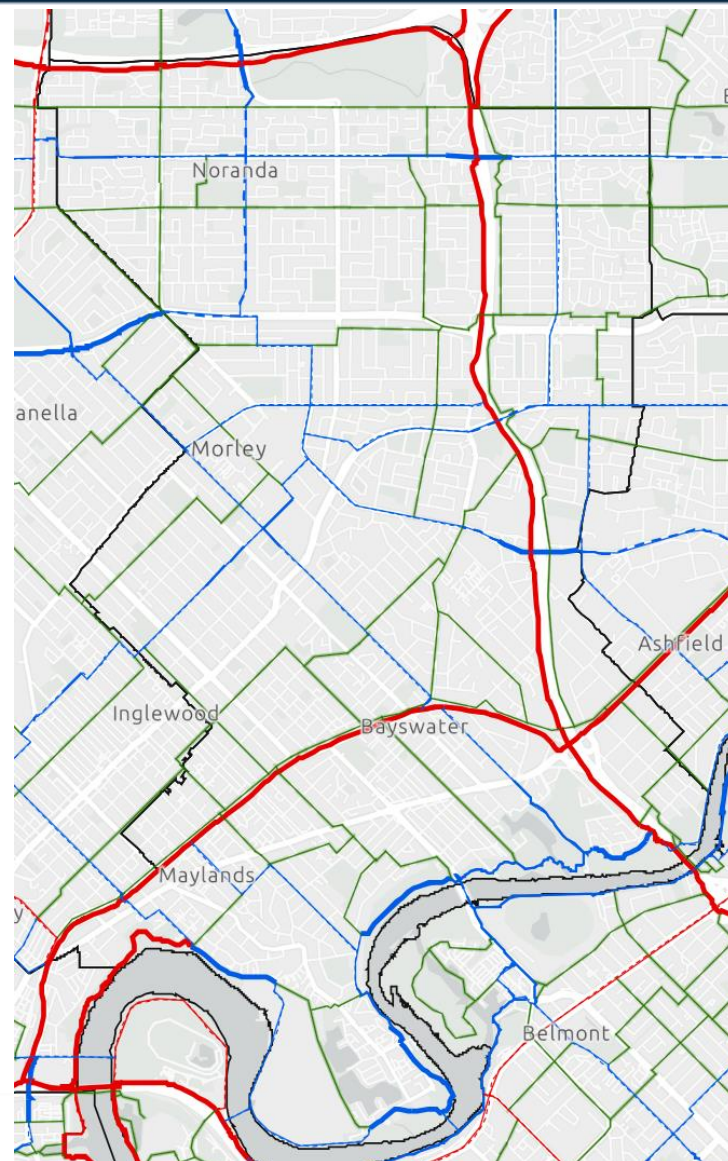
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ATAC – APRIL 2025

LTCN – Long Term Cycle Network

- WA Cycling Network
- Developed by DoT with input from LG
- Routes – **Primary**
 Secondary
 Local
- WA Bicycle Network Funding (WABN)

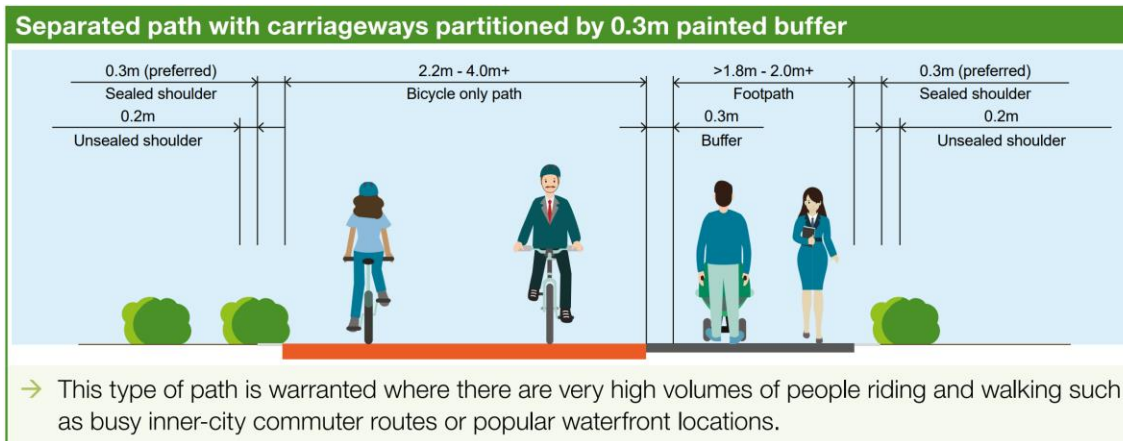
[Perth and Peel Long-Term Cycle Network](#)



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ATAC – APRIL 2025

Tier 1 Path – LTCN Primary Cycling Route

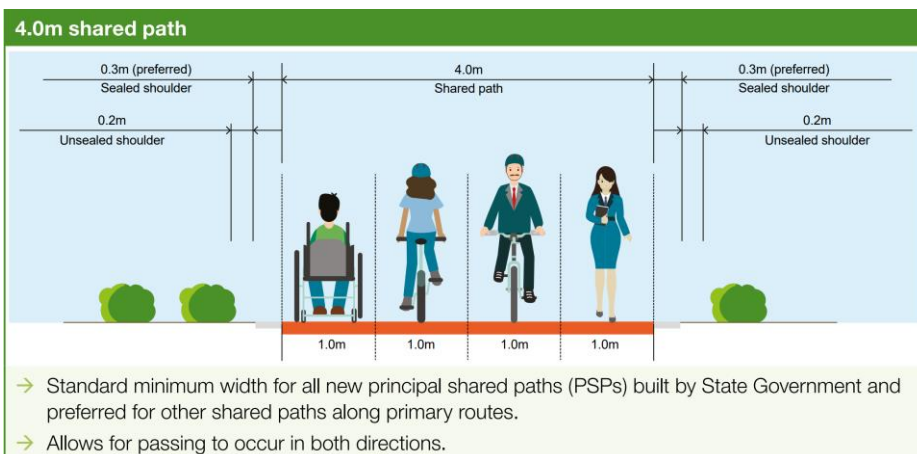


Function

- High Demand
- Connects major regional destinations
- Often located adjacent to major roads and rail corridors

Eg

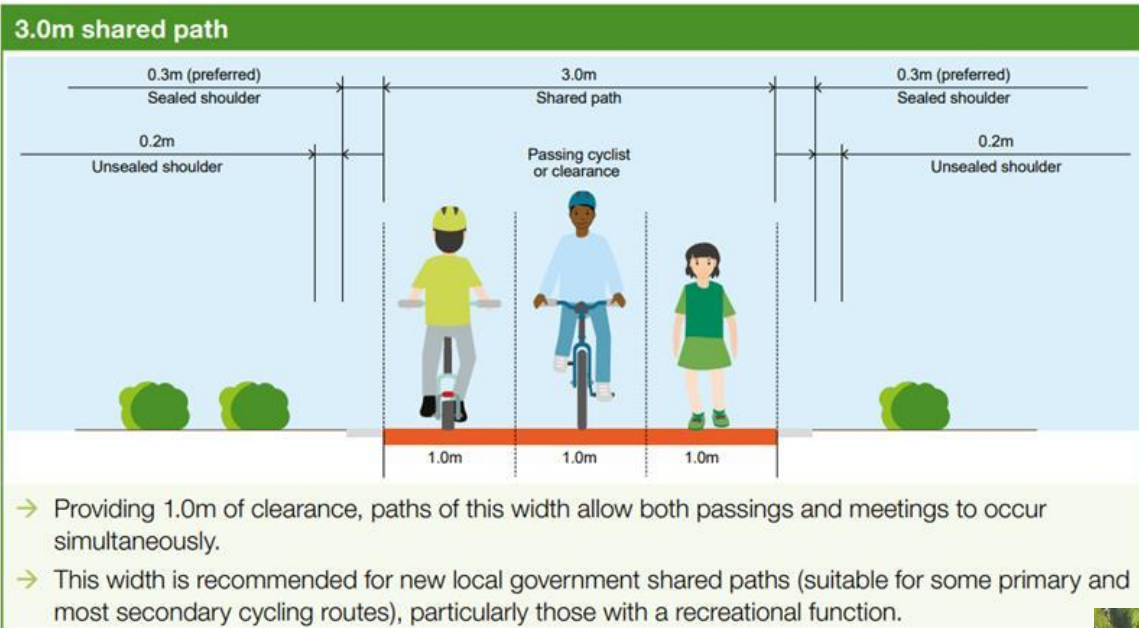
- Tonkin Hwy
- Along Rail line – Whatley Cr



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ATAC – APRIL 2025

Tier 2 Path – LTCN Secondary Cycling Route



Function

- Moderate Level of Demand
- Connectivity between Primary Routes and major activity centres (eg Shopping Centres, sport facilities ..etc)

Eg

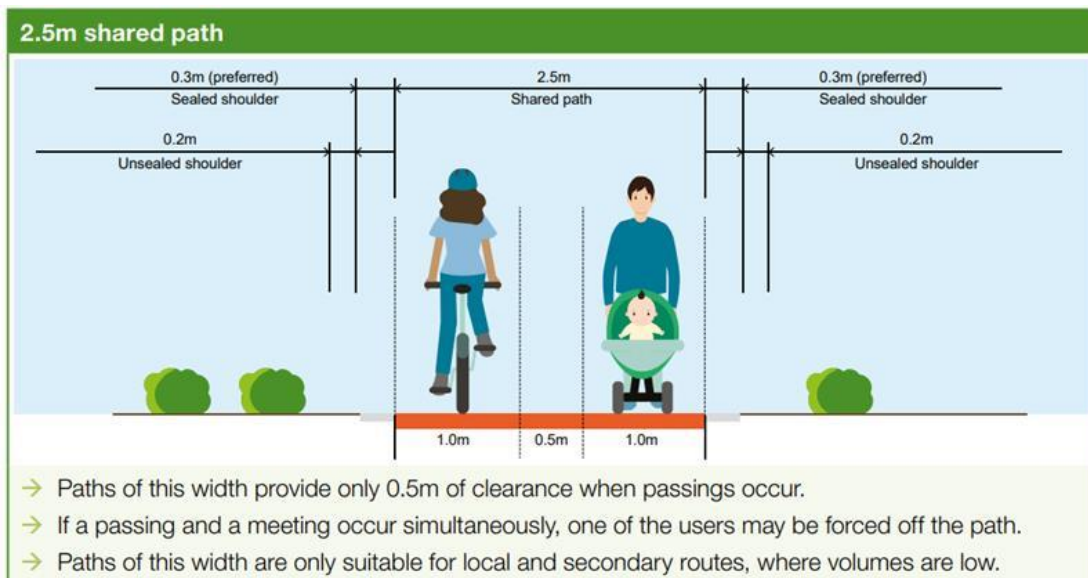
- Walter Road
- Drake Street
- McGilvray Ave



Active Transport Advisory Committee

ATAC – APRIL 2025

Tier 3 Path – LTCN Local Cycling Route



Function

- Lower Level of Demand
- Connectivity between Primary & Secondary Routes
- Connect to local amenities, recreational facilities ..etc
- Support start and end of trip facilities

Eg

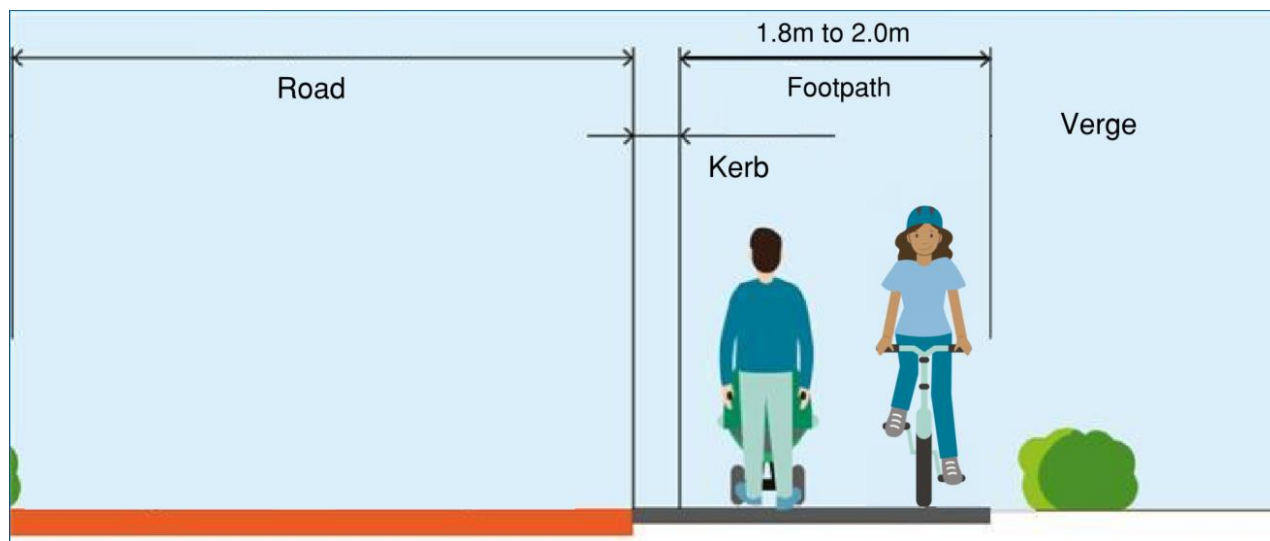
- Leake Street
- Beechboro Road
- Railway Pde



Active Transport Advisory Committee

ATAC – APRIL 2025

Tier 4 Path – Shared Path (Path on Arterial Roads)



Function

- Paths along roads that are not LTCN route

Eg

- Crimea St
- Morley Dr

Policy

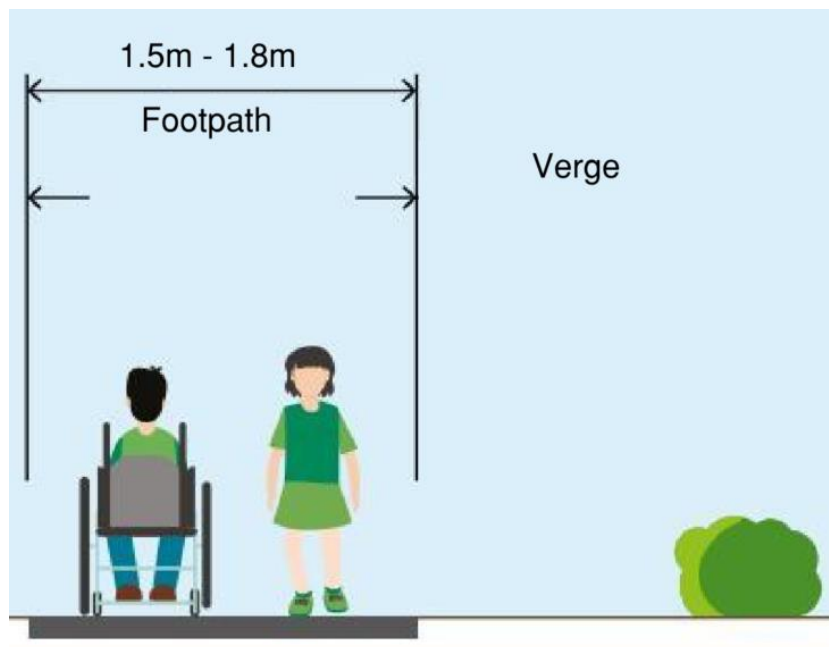
- District Distributor Roads – Path on both sides
- Local Distributor Roads – Path on one side



Active Transport Advisory Committee

ATAC – APRIL 2025

Tier 5 Path – Shared Path (Path on Local Residential Roads)



Function

- Paths along residential roads that are not LTCN route

Policy

- Local Access Roads – Path on one side

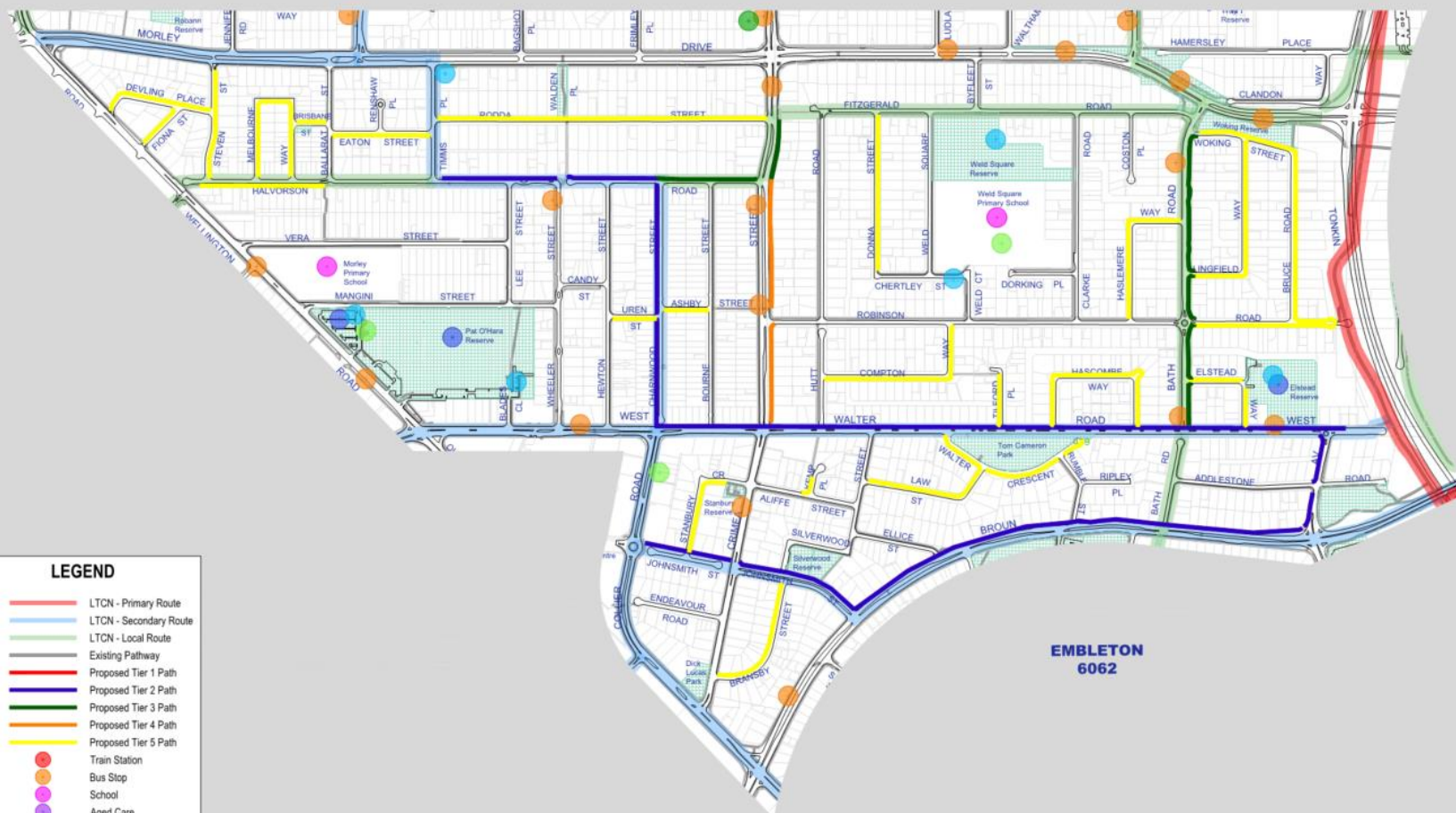


Active Transport Advisory Committee

ATAC – APRIL 2025

Proposed Pathway – Path Hierarchy

MORLEY
6062



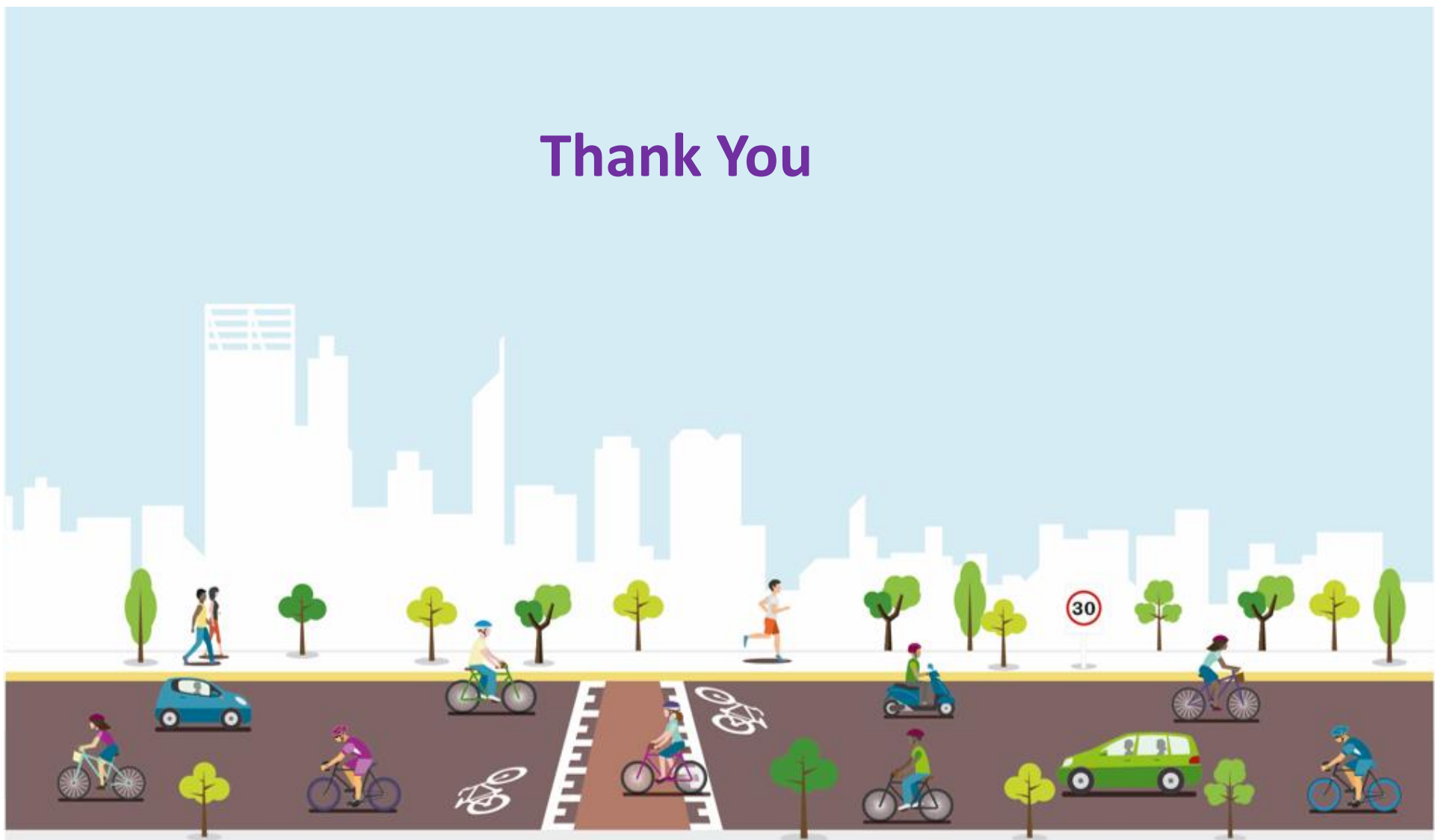
EMBLETON
6062

LEGEND

- LTCN - Primary Route
- LTCN - Secondary Route
- LTCN - Local Route
- Existing Pathway
- Proposed Tier 1 Path
- Proposed Tier 2 Path
- Proposed Tier 3 Path
- Proposed Tier 4 Path
- Proposed Tier 5 Path
- Train Station
- Bus Stop
- School
- Aged Care
- Child Care
- Shopping Center
- Recreational Facility
- Community Facility
- Park & Reserve

PROPOSED PATHWAY (PATH HIERARCHY)

Thank You



10 GENERAL BUSINESS

General Business items were dealt with in the following order: Item 10.3, 10.1 and 10.2.

10.1 WABN – Feasibility Study

The WA Bicycle Network (WABN) Grants Program is a State Government initiative that provides funding to local governments to deliver active transport infrastructure that supports more people to walk, wheel and ride. Given the recent program intake criteria focussed on projects that specifically enhance connectivity to major METRONET sites, and that both of the City's new train stations are located a considerable distance away from their respective town centres, the City has been successful in getting grant funding under this program. These include:

1. Walter Road – Connecting Morley Train Station to Morley Galleria
2. Benara Road – Connecting Noranda Train Station to Noranda Shopping Centre

The funding is for a feasibility study for each of the above route alignment and will extend into adjoining Councils. The funding contribution arrangement is 10% from each Local Authority rather than the usual 50/50 set up.

The Walter Road route will extend into the Town of Bassendean locality to Lord Street, and the Benara Road route will extend into the City of Swan which will also connect to Lord Street.

10.2 King William Street – Tree Planting Project***CR GIORGIA JOHNSON DECLARED A PROXIMITY INTEREST***

In accordance with regulation 22 of the Local Government (Model Code of Conduct) Regulations 2021, Cr Giorgia Johnson declared a proximity interest in this item as she lives on King William Street, Bayswater.

Cr Giorgia Johnson withdrew from the meeting at 8:32pm.

The City is currently delivering a project to provide more greening along King William Street from the Bayswater Town Centre to the river. These works would include the planting of approximately 40 street trees along King William Street in winter 2025.

As part of the project scope, the City will also be requesting Main Roads WA to consider lowering the current speed limit along King William St from 60 to 50km/h.

The Manager Infrastructure Planning provided members with a plan of King William Street, Bayswater, indicating where trees could be planted, taking into account several restrictions along the street, including underground power, utilities, gas mains, and an underground sewer pipe.

Members agreed that many of the 40 proposed trees could be planted at the southern end of King William Street, (towards Guildford Road), as many of the car parking bays in this area are seldom used. Members raised concerns about installing more trees in the main stretch of the street as cyclists were required to move out into the traffic to go around trees planted adjacent to kerbs.

Some members expressed a wish for a more holistic plan for King William Street; encompassing improvements to the streetscape, landscaping, lowering of speed limits, traffic calming measures, walkability, dedicated cycle lanes, and the ability to 'close off the street' for events.

The Manager Infrastructure Planning advised that by adding dedicated cycle lanes will result in less trees to be planted and further loss of parking.

Members were supportive of the City's plans to reduce the speed on King William Street from 60km/h to 50km/h from Guildford Road to Olfe Street, however, the majority of members indicated a preference for a 40 or 30km/h speed limit. The Manager Infrastructure Planning informed members that the City could propose this in the future, if Main Roads WA were to accept the first request (60 to 50km/h).

One member suggested that the scope for King William Street should be divided into sections in accordance with the City's Bike Plan, and they do not think a speed reduction would decrease the volume of traffic on King William Street.

Members asked if a strategic review could be undertaken as they would prefer a more 'holistic' approach to the street. They stated it was a good opportunity to carefully plan, design and make improvements to a well-known and utilised street, for the benefit of all users. Members suggested streetscape enhancements, including tree planting, seating, improvements to walking and biking infrastructure, the ability to close off the street for events and more.

In light of the feedback above, it was agreed that the matter should be presented to a future workshop for Council consideration and the City should suspend the plan to plant trees within the road reserve.

Cr Georgia Johnson returned to the meeting at 9:11pm.

10.3 Pathway – Geometric Design

The City is currently in the process of developing a Pathway Master Plan where it will provide the proposed ultimate pathway network for path users of all ages and abilities across the City. The Plan comprises various pathway types that make up a clear pathway hierarchy based on their function whilst aligning with WA Long Term Cycling Network (LTCN).

The state's Cycling Network Hierarchy designates routes based on their function. The function considers the type of activities and use that take place along the route and the level of demand. In line with the Department of Transport cycling network, the hierarchy consists of three key route types – primary, secondary and local. Their respective functions are as follows:

Primary routes are high demand corridors that connect major destinations of regional importance. They form the 'spine' of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are important to all levels of bike riding, including medium or long-distance commuting, recreational, training and tourism trips.

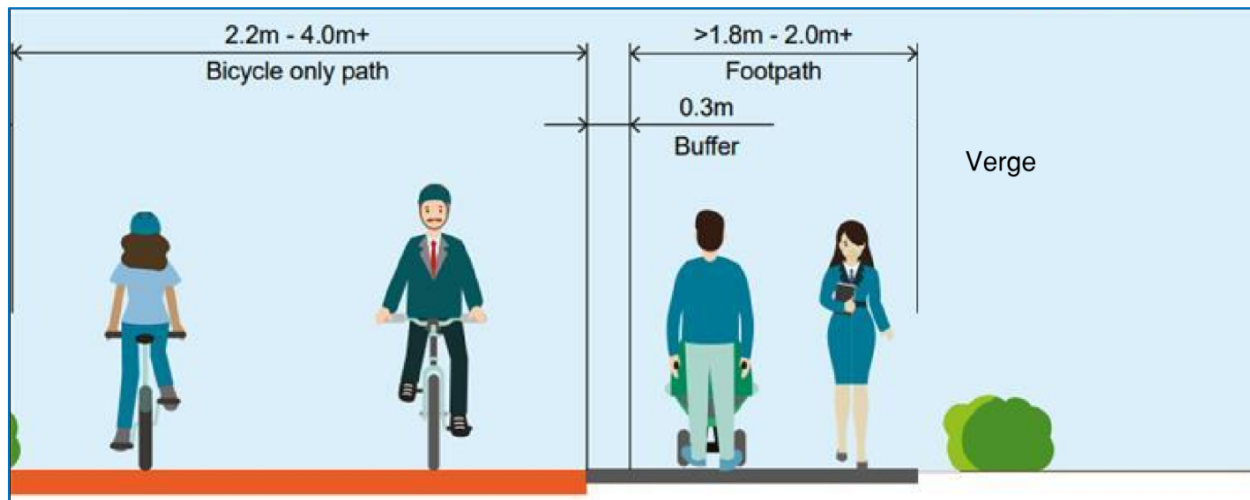
Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. These routes support a large proportion of commuting and are used by all types of bike riders, including children and novice riders.

Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start and end of trip facilities and caters for the needs of users of all ages and abilities.

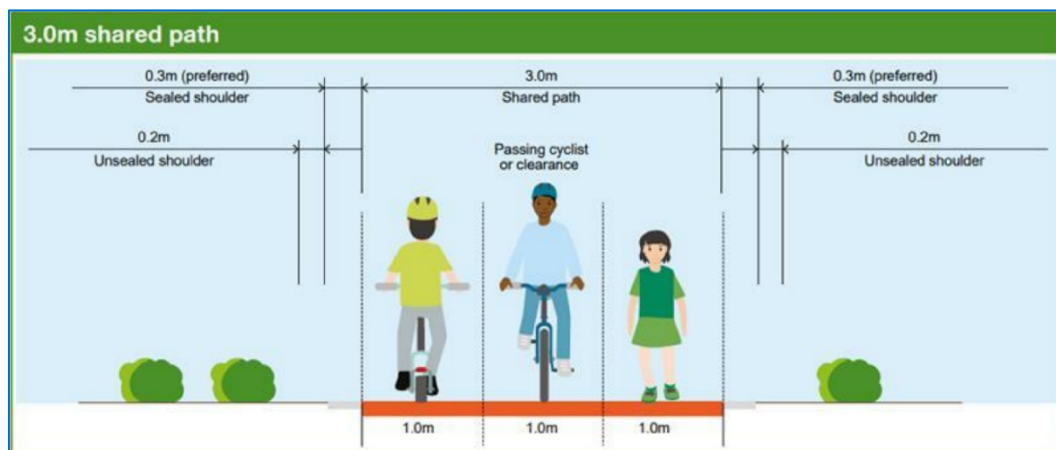
The built form for each of the routes is based on a number of factors including site characteristics, space availability, topography, traffic conditions and the road environment. Secondary and local routes are under the care and control of the City, and preference of the built form standard is a shared path that considers users of all ages and abilities.

The adoption of built form standards is generally at the discretion of the City and it is therefore proposed that these standards be discussed with ATAC members as part of the development of the pathway hierarchy. This will also enable the preparation and finalisation of the Master Plan. The following shows the proposed built forms in accordance with the City's path hierarchy network.

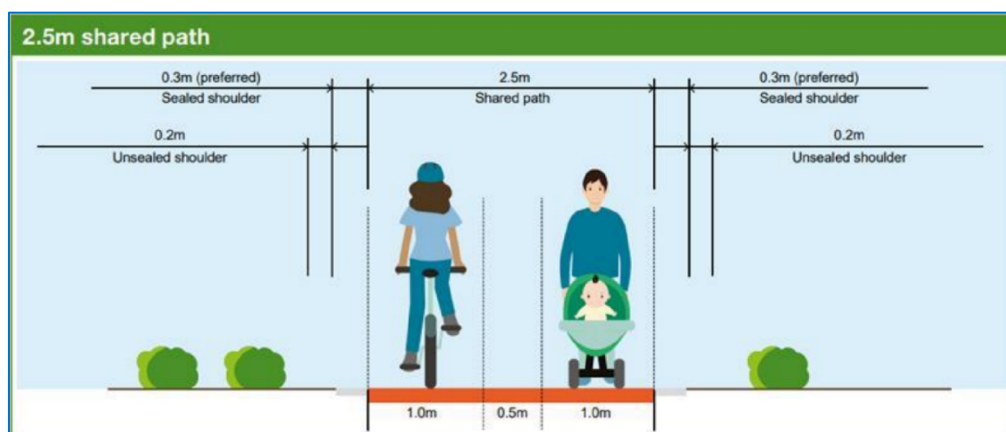
Tier 1 Path – Separated Path (LTCN Primary Cycling Route)



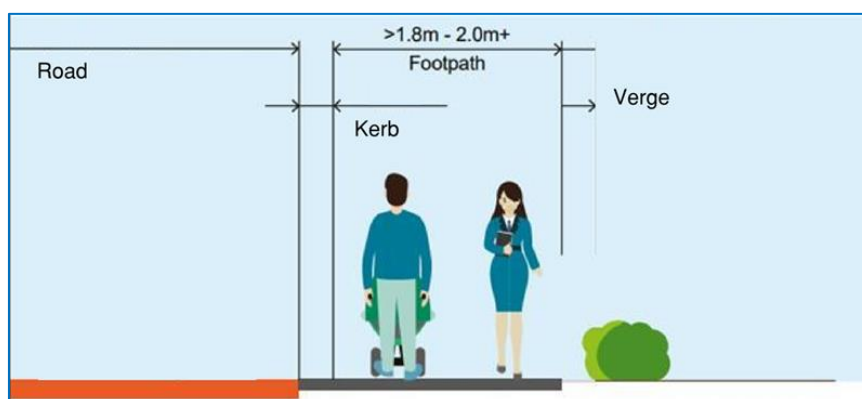
- This type of path is typically used in areas with high volumes of riding and walking
- Adequate space is required to allow separation from cyclists with pedestrians
- This type is also suitable for LTCN secondary cycling routes

Tier 2 Path – Shared Path (LTCN Secondary Cycling Route)

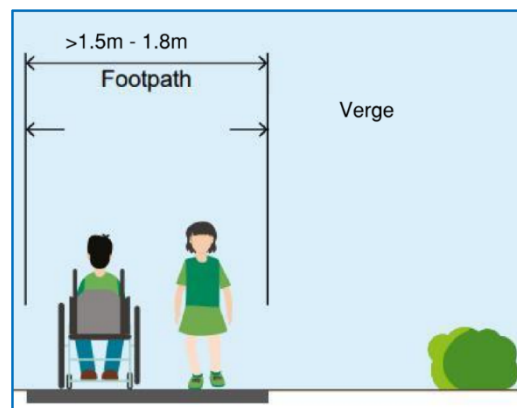
- This type of path is suitable for new principal shared paths (PSP) built by local government
- This type is also suitable for some LTCN primary cycling routes

Tier 3 Path – Shared Path (LTCN Local Cycling Route)

- This type of path may also be suitable for LTCN secondary cycling routes if there are space constraints and volume is low.

Tier 4 Path – Shared Path (Path on Arterial Roads)

- This standard of path is generally suitable for all distributor roads that are not LTCN cycling routes.

Tier 5 Path – Shared Path (Path on Local Residential Roads)

- This standard of path is suitable for all local residential roads that are not LTCN cycling routes.

The above examples are proposed to be used to guide the development of the Masterplan.

Members raised the following points:

There has been an increase in people using e-rideables (scooters, electric bikes etc.) on footpaths resulting in pedestrian injuries. Can a separate lane be provided for e-rideables?

The general preference is for segregated lanes for pedestrians, cyclists and those using e-rideables. A segregated path may be possible along the river, as there is enough room, however other roads within the City are not wide enough to accommodate segregated lanes.

Members requested that other options be included in the Masterplan, for example on-road cycle lanes and segregated paths, to demonstrate what is possible within different road environments.

11 CONFIDENTIAL ITEMS

Nil.

12 NEXT MEETING

The next meeting of the Active Transport Advisory Committee will take place in the Committee Room, City of Bayswater Civic Centre, 61 Broun Avenue, Morley, on Monday 9 June 2025 commencing at 6:30pm.

Members requested the following items be added to the Agenda for the June meeting:

- Cycle lanes on Railway Parade.
- Accessibility of path around train stations.
- Lack of wayfinding signage around train stations.

13 CLOSURE

There being no further business to discuss, the Presiding Member, Cr Giorgia Johnson, declared the meeting closed at 9:15pm.