SUMMARY OF MINUTES - Local Government Cycling Reference Group Meeting 7

Date: Friday, 2 March 2018 **Time:** 9.30am – 11.00am

Attendees: City of Stirling, City of Wanneroo, Eastern Metropolitan Regional Council, City of Albany, City of Fremantle, City of Melville, City of Joondalup, City of Perth, Department of Transport
Apologies: City of Vincent

Summary of main points from the meeting:

1. **Department of Transport – review of future cycling network**

Department of Transport, discussed the review of the future cycling network is an aspirational long term view for cycling. The Perth Bicycle Network/Regional Bicycle Network grants program will be tied to this network once it is agreed on. It was envisaged that the review would be completed by 2020.

2. **Action List**

- **Perth Bicycle Network/Regional Bicycle Network (PBN/RBN) grants program**

Local Governments expressed that the delay in announcing the 2018/19 WABN PBN/RBN grants is an issue for their current budgets. Many expressed that budgets were being prepared in February and March and they didn't know whether their grant had been successful.

The group had previously discussed that they would like the Department of Transport to release a list of rankings that show the scoring from the RBN/PBN assessment process. The group agreed that they still would like this information.

3. **Arising issues**

- Discussion: Bike share schemes and dockless bikes

WALGA has been asked what our views are on bike share schemes and dockless bikes. The group agreed that the main barrier is the legislation for compulsory use of helmets. The group agreed that a discussion paper should be developed.

- Discussion: Assets and Expenditure Report

WALGA produces an annual 'Report of Local Government Road Assets and Expenditure'. WALGA records the length of paths that Local Governments own and maintain (broken down into concrete and bitumen paths, gravel footpaths and dual use paths). The group was asked whether Local Governments could extract the expenditure of cycling paths. The group said the information would be useful however they were not sure if they could extract the correct information. It would be hard to separate the expenditure for the footpath and cycling network. On-road cycling lanes would also be extremely difficult too. The group agreed that perhaps this wasn't a high priority for them at the moment.

4. **General business**

There are no treatment options for cyclist crashes when preparing Blackspot applications. These types of crashes cannot be addressed by CARS (Crash Analysis Reporting System) and the only way seems to be through a road safety audit.