

Timeline for development of Long Term Cycle Network and Eric St Shared path

October 2017

In late 2017 Council considered a proposal for a bike path on the western section of Grant St, which the (then) Bike Planning Committee had recommended for public consultation.

There was some protest from some members of the community about the proposal, with a fairly large turn-out of objectors at the October 2017 Council meeting. At that meeting Council resolved to defer consideration of the Grant St cycle path proposal pending the development of a district-wide cycle network, which would allow a more strategic and district-wide plan.

In the early stages of developing the strategic district-wide plan, the State government via the Dept Transport, notified the Town that it was developing a WA Transport Strategy including a State Long Term Cycle Network (LTCN) across all 33 metropolitan local governments.

Grants are available for cycling infrastructure identified in the LTCN. Conversely, state grants will not be awarded for cycle infrastructure that is not part of the State LTCN.

The aim of the State LTCN is to provide a network of safe and attractive cycle routes that provide continuous routes along major corridors, with connectivity across districts and connections between destinations eg beach, shopping centres, schools, trains, etc.

Local Governments were requested to develop draft LTCN for their own districts, to be considered by the DoT for inclusion on the State's LTCN.

Mid 2019

In 2019 the Town worked with DoT to gather input from the community about aspirations for cycle infrastructure in the area. This process resulted in input from a large number of people (>440), with 264 Cottesloe residents providing input.

Respondents identified Marine Pde as number 1 priority for cycle infrastructure, followed by Eric St as second priority.

In that early consultation process respondents were asked a number of questions about motivation to cycle. Over 70 % of respondents stated the main obstacle to them cycling more was the fear of sharing the roads with motorists and over 63% stated a lack of cycling routes as a barrier.

April 2020

The input from the community informed the development of the Town's draft Long Term Cycle Network. This LTCN went out to public consultation in March 2020. The LTCN and community feedback was reviewed by the DoT and then considered and adopted unanimously (9/0) by Council in April 2020.

May/June 2021

In May/June 2021 a concept plan for the Eric St cycle path was put out to the community for consultation. The consultation was widely publicised including on social media and by a targeted letterbox drop to 180 residents on Eric St.

56 Cottesloe residents responded (and 7 non-residents). Of the Eric St residents, 14 opposed the plan and 7 supported it. Of the other Cottesloe residents, 20 supported it and 8 opposed it. Combining the two groups (and excluding non-residents who were 100% supportive) gives a figure of 55% supporting and 45% opposed. Overall support from all categories was 69%.

Principal points of objection related to safety and viability concerns and suggestions of other streets as more appropriate.

July 2021

At the July 2021 OCM Council considered the feedback from the community and unanimously (8/0) approved the concept plan to go to detailed design, with a specific requirement that the designers be instructed to as far as practicable address the concerns of residents raised in the consultation.

May/June 2022

Design consultants with appropriate expertise in the design of cycle infrastructure were engaged to design the path. The Active Transport Working

Group provided input at the draft 85% detailed design stage in May 2022 and the final 85% detailed design was endorsed unanimously by Council (8/0) at the June 2022 OCM.

The Officer's Report for that meeting set out responses to the concerns raised by residents in the consultation on the concept design.

July 2022

Council approved the budget for 2022/23 including completion of the Eric St cycle path at a total cost of \$700k, with approx. \$560k to come from grants and the balance of approx. \$140k to come from the Town's Active Transport Reserve.