

TOWN OF COTTESLOE



BIKE PLANNING COMMITTEE MEETING UNCONFIRMED MINUTES

BIKE PLANNING COMMITTEE MEETING
HELD IN THE
Mayor's Parlour, Cottesloe Civic Centre
109 Broome Street, Cottesloe
8:00AM Tuesday, 13 August 2019

MAT HUMFREY
Chief Executive Officer

16 August 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 8:02am.

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 confirming the correctness of the Minutes.

4 ATTENDANCE**Members**

Cr Helen Sadler	Presiding Member, Elected Member
Mr Mark Powell	Deputy Presiding Member, Community Representative
Cr Lorraine Young	Elected Member
Mr James Atkinson	Committee Member

Officers

Ms Denise Tyler-Hare	Project Manager
Mr Shaun Kan	Manager Engineering Services (entered at 8:06am)
Ms Ann-Marie Donkin	Governance Officer

Visitors

Nil

Apologies

Mr Mat Humfrey	Chief Executive Officer
Ms Adeline Morrissey	Environmental Projects Officer

5 DECLARATION OF INTERESTS

Cr Sadler declared an IMPARTIALITY INTEREST by virtue of "On the West Cycles Advocacy Committee."

Mr Atkinson declared an IMPARTIALITY INTEREST by virtue of "lives on Hawkstone."

Mr Powell declared an IMPARTIALITY INTEREST by virtue of "daughter attends St Hilda's."

6 CONFIRMATION OF MINUTES

Moved Cr Young Seconded Mr Powell

That the Minutes of the Bike Planning Committee Meeting held on Tuesday 9 July

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 LONG TERM CYCLE NETWORK**

File Ref: SUB/2633
Attachments: Nil
Responsible Officer: Shaun Kan, Manager, Engineering Services
Author: Denise Tyler-Hare, Project Manager
Author Disclosure of Interest: Nil

SUMMARY

The Bike Planning Committee is asked to review the proposed routes and make a recommendation to Council accordingly.

BACKGROUND

The Department of Transport is preparing a Long Term Cycle Network (LTCN) in consultation with 33 Perth and Peel LGAs, in order to agree long term aspirational cycle networks for the region. The aim is to provide a network of safe and attractive cycle routes that provide continuous routes along major corridors and establish links between strategic, secondary, district, specialised activity centres and public transport services.

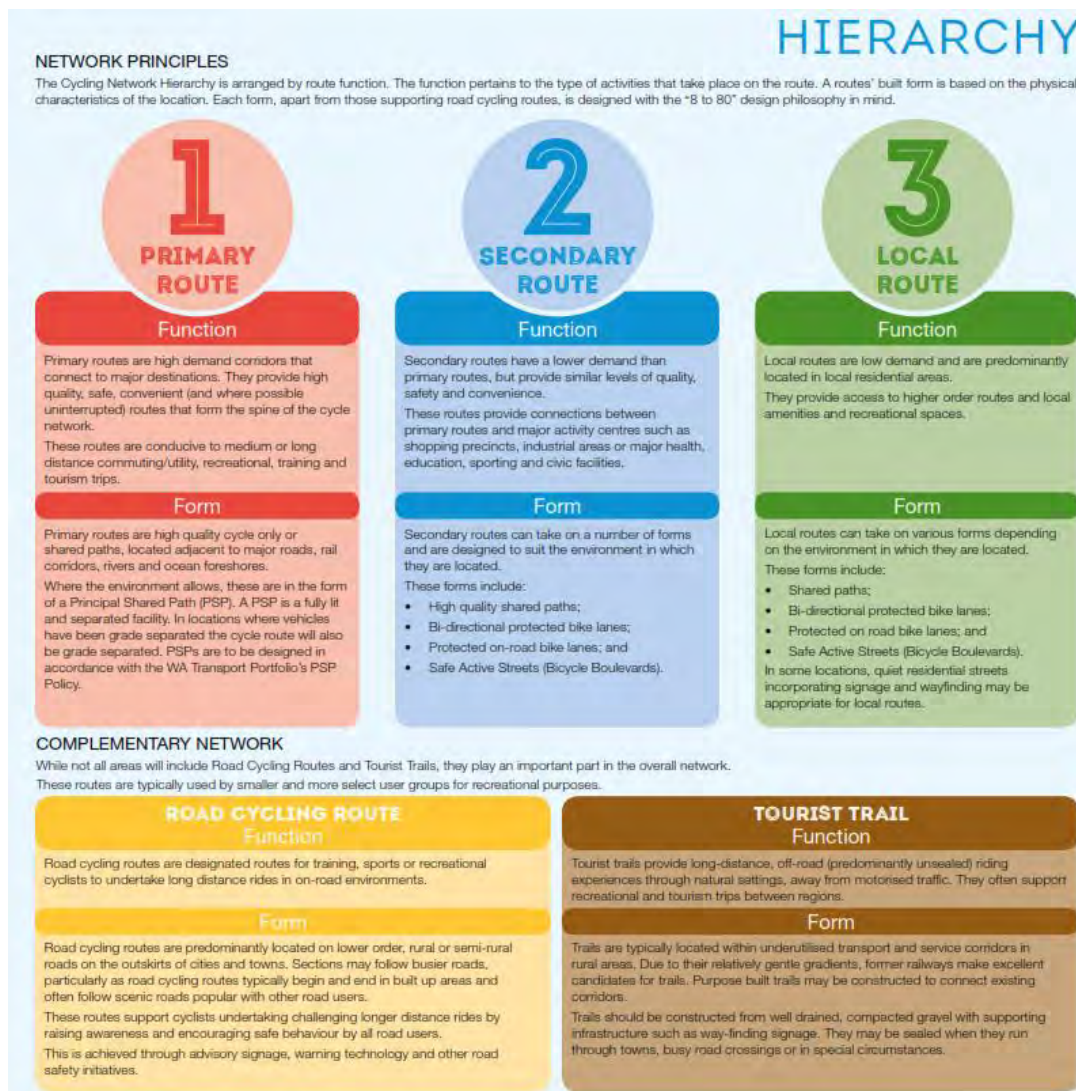
The project focuses on route identification and route hierarchy categorisation i.e. function, not form as per the sketch below. Function reflects the type of activities that take place on a route and what the route connects. Form is a route's built form based on the physical characteristics of the location.

The engagement will be carried out in 2 phases.

Stage 1 of the works has been completed. This involved community engagement to establish the Town's aspiration for the LTCN.

Stage 2 is expected to occur sometime between July 2019 and January 2020. This comprises of detailed engagement on the draft LTCN with various Local Governments and will include individual meetings and workshops with surrounding Councils to resolve any boundary connections. The community will then be consulted before the plan is recommended to Council for adoption.

The finalised plan is expected to be provided in May 2020 for Council's acceptance.



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.

This report is consistent with the Town's *Corporate Business Plan 2017 – 2021*.

Priority Area 1: Protect and enhance 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

Local Government Regulations 1996

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

The Long Term Cycle Network aims to improve sustainability as it encourages greener forms of transport.

CONSULTATION

Town of Cottesloe Staff

Elected Members

Bike Planning Committee

Community

OFFICER COMMENT

Town staff met with the DoT to discuss their findings from Stage 1, and to request clarification for some key routes moving forward as outlined below. A key consideration whilst reviewing the Town's LTCN comments/routes is that broadly the LTCN should be based upon a network spacing of:

- Primary routes density 5km * 5km
- Secondary Routes density 2.5km * 2.5km
- Local Routes density 1.5km * 1.5km

The Town's proposed routes from Stage 1 do not necessarily meet these criteria, but the DoT are willing to be more flexible given the nature of our town.

The proposed Primary Routes are as follows:

- PSP as being built and future extensions to Fremantle; and,
- Marine Parade – all the way along the coastline.
 - Note with regard to proposed foreshore master plan, the proposal can still fit within the primary route form.

The proposed Secondary Routes are as per the below, with some commentary around issues the DoT would like the Town to consider:

- Eric St
 - The DoT supports the Town's request that Eric St is a secondary route because it connects a range of land uses that serve the community, including North Cottesloe SLSC, Cottesloe IGA retail precinct and North Cottesloe Primary School. They are going to discuss the extension of this route with the Town of Claremont over Stirling Hwy to the river, which will connect to the schools and hospital as well. There are landownership issues that need to be resolved along the river front. The implementation of this route will also address the safety issue at Eric Street and Stirling Highway intersection that has been identified as a black spot location at design.
- Grant St
 - The Town identified Grant St as a secondary route, but the DoT are recommending it is a local route, given its close 350 metre proximity to Eric St that do not meet the general guidelines for density of routes noted above. Additionally, to cross Stirling Highway at this location would be harder than at Eric St. The DoT would like the Town to determine the function that Eric Street and Grant Street would have within the Town's cycle network when identifying which corridor will be classified as a Local route. Consideration should also be given as to whether Hawkstone Street would be more appropriate to have as a local route in lieu of Grant St.
- Forrest St
 - Forrest St is accepted by the DoT as a secondary route on the west side of Curtin Ave. On the east side, it is yet to be determined which route is most appropriate. The decision would be reliant on whether to cross Stirling Highway at Forrest St, or to divert along Railway Street to Napoleon Street and Leake Street to access the riverfront. Forrest St provides school access, and Leake St provides connection to the commercial hub. The DoT are going to consult with the Town of Peppermint Grove on the Council's route preference. The Town needs to consider what cycling down Napoleon St and Railway St could look like, particularly given previous reviews of Railway St indicating having a safe cycling route along here was not feasible. The DoT would like the Town to provide comment on which route would be the preference.

The proposed Local Routes are as follows:

- Broome St
 - The DoT are happy with this, but would like the Town to consider whether Broome or Marmion would be best for a long route from South Cottesloe to Allen Park, with consideration to proximity to Allen Park, Cottesloe IGA retail precinct, Civic Centre and sports facilities.

- Another consideration in this is that the draft POS and Playgrounds Strategy, about to be presented to the Reserves, Parks and Playgrounds Committee, identifies Broome St as a key corridor through the heart of Cottesloe for greening, etc. This would tie in nicely with a local cycle route.
- Napier St
 - The Town has identified this as a local route, but given its proximity to Forrest and Eric St, the DoT are asking the Town to consider this being removed, as it doesn't tie into a station, the beach connections are provided for, it may place a burden on the Town's resources to have too many bike paths and also considering the crossing to the PSP has been removed from MRWA's construction plans.
- Salvado St is accepted by the DoT, in lieu of Princes St as it is too steep.
- MacArthur St
 - This was identified by the Town as a local route, however the DoT would like the Town to reconsider this in the context of asking whether the Town would actually install a ~200m section of cycle route, who would use it, can the Town justify it in the budget? The DoT's preference would be for it to be removed.
- The DoT accept Railway Street as a local route.
- Pearse St
 - The DoT would like the Town to consider agreeing to identify the existing pedestrian overpass adjacent to Cottesloe Primary School as a local route. This would mean that it could be upgraded in the future to provide better cycle access and consideration of school children using the route.

Once the DoT have updated the draft LTCN with the above information, and further workshops held with surrounding local governments, the intent is for the Town to proceed to community consultation on the proposed routes. This feedback will then be incorporated by the DoT into the final draft, before it is presented to Council for adoption

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION

THAT the Bike Planning Committee reviews the proposed routes and makes an appropriate recommendation to Council if required.

COMMITTEE MOTION AND RESOLUTION

Moved Cr Young Seconded Mr Powell

That the Committee endorse;

- 1. The following routes for submission to the Department of Transport to progress the Long Term Cycle Network for local community consultation:**
 - **Primary routes being the PSP along the train line and Marine Parade**
 - **Secondary routes being Eric St, Forrest St (west of Curtin) and Napoleon St**
 - **Local routes as being Broome St, Marmion St (Eric St to North St), Grant St, Salvado St, Railway St and Pearse St including the pedestrian bridge.**
 - **Town of Cottesloe identified wayfinding routes as being MacArthur and Napier St**
- 2. That prior to going out to community consultation the administration prepares an engagement plan consistent with the Town's Engagement Policy outlining the consultation process for Council's approval.**

Carried 4/0

8.2 ITEMS FOR DISCUSSION

Nil

9 GENERAL BUSINESS**9.1 COMMITTEE MEMBERS**

Cr Sadler advised that the discussion about URBI has been deferred until Ms Morrissey returns from leave, with 2 similar bike schemes being researched and included for committee discussion.

Cr Young made reference to the City of Vincent's current speed trial reform, querying the likelihood of something similar happening for Cottesloe. Administration will liaise with the City of Vincent regarding the specifics and outcomes of their trial and report back to the committee.

Mr Atkinson enquired as to the status of the Local Planning Strategy and was advised by Ms Taylor-Hare it was underway and that an update will be provided to the Planning Department regarding the proposed Long Term Cycle Network Routes.

9.2 OFFICERS

Nil

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

Nil

11 NEXT MEETING

The next meeting is scheduled for 10 September 2019.

12 MEETING CLOSURE

The Presiding Member announced the closure of the meeting at 9:26am.



COTTESLOE LONG TERM CYCLE NETWORK

- Local Route
- Primary Route
- Secondary Route
- cotlga

DRAFT Community Engagement Plan

Please use this form to provide details of your community engagement project

Project Title	Long Term Cycle Network	
Trim File Reference No	SUB/2535	
Project Launch Date: 30 March 2020	Project Close Date: 9 April 2020	
Name of Project Contact: Adeline Morrissey	Email: epo2@cottesloe.wa.gov.au	
Approximate Project Budget: To be determined	Potential Funding Sources/Options: Jointly funded between the State Government and Town of Cottesloe	
Project Background Provide a brief summary of the project background	<p>The community made a significant contribution to the initial request for community input in November/December 2018. Feedback during this exercise was provided through a survey with the Town receiving 419 responses.</p> <p>The data gathered was used by the Town and DOT to assist in the preparation of the final draft of the aspirational LCTN that DOT is presenting to Council for endorsement.</p> <p>The plan has since been endorsed by the State Government and provided to the Town for Council's approval. This will then be incorporated as part of Department of Transport's Western Australia wide Transport Strategy and used to assess any grant applications.</p>	
Purpose and objectives for undertaking community engagement	The second consultation allows the community to provide written submissions on the final plan before this is adopted.	
Stakeholders List the community and stakeholders you intend to consult with	Town of Cottesloe Staff, Elected Representatives and the Community.	
Resourcing External Consultants and Internal staff that need to be involved (N/A)	Agency/Department:	Required for:
	1.	
	2.	

1. Please select ☒ the engagement 'Tool' you wish to use in this project.

Survey <ul style="list-style-type: none"> – Website – Social Media 	<p>Yes, please provide details below in table 3</p> <p>No</p>
Formal Submission	<p>Yes</p> <p>No</p> <p>Please note submissions will be included in analysis if received by the closing date and time:</p> <ul style="list-style-type: none"> • Email – council@cottesloe.wa.gov.au • Post – PO Box 606, WA 6911 • Hand delivered to the Administration, 109 Broome Street, Cottesloe
Media Release/Public Notice	<p>Yes</p> <p>No</p> <ul style="list-style-type: none"> • Facebook
Public Meeting – Information Session	<p>Yes</p> <p>No</p>
Letterbox Drop	<p>Yes</p> <p>No</p>
Frequently Asked Question document to assist engagement participants?	<p>Yes, please provide details below in table 4</p> <p>No</p>
Information Only Flyers/Brochures	<p>Yes</p> <p>No</p>
Other – please specify	<p>Signage along the Cottesloe section of the PSP.</p>

2. Please provide your “Engagement Introduction” text in the space below.

The Department of Transport has completed the review process of the Draft Long Term Cycle Network (LTCN) and is asking Council to endorse/adopt an aspirational LTCN.

Council endorsement would confirm support for the Town and State Government agencies to continue working together to deliver the LTCN over the longer term.

The Town invites community feedback on the final draft of the LTCN which covers the geographical extent of the Town plus an additional 400m extension of the LTCN in to neighboring LGAs, providing visibility of cycling network connections across the Cottesloe Local Government area boundary.

Please review the attached documents and provide your feedback by way of written submission to:

Mr Neil Hartley
Acting Chief Executive Officer

- Email – council@cottesloe.wa.gov.au
- Post – PO Box 606, WA 6911
- Hand delivered to the Administration, 109 Broome Street, Cottesloe

Submissions will be received until 5:00pm Monday 6 April 2020.

3. Please provide your Survey “Introduction, Questions and Responses” in the spaces below. (M = Mandatory Question O = Optional Question)

Survey introduction text.		Please type the survey introduction text here: <i>Survey <u>not</u> Required</i>	
<i>Question Type</i>	<i>M or O</i>	<i>Add your Survey Questions below.</i>	<i>Add your Response Options below (use a new line or bullet point for each)</i>
	M		

4. Please provide your FAQ “Questions and Answers” in the spaces below.

FAQ 1.	
FAQ 2.	
FAQ 3.	
FAQ 4.	
FAQ 5.	

5. Please provide the name, type and file location of documents that will be used for this engagement activity in the spaces below.

Doc 1.	Location
Doc 2.	Location
Doc 3.	Location
Doc 4.	Location
Doc 5.	Location
Doc 6.	Location

6. Please provide the names and location of images for use on the website/social media/advertising etc. in the spaces below (Optional).

Image 1.	Location
Image 2.	Location
Image 3.	Location

7. Please provide the key dates for activities during the project – include advertising dates.

Date 1.	
Date 2.	
Date 3.	
Date 4.	

8. Engagement Plan Approval to Proceed

Project Officer/Manager Review and Approval	Name (Print)	Signature	Date
CEO Review and Authorisation	CEO Signature		Date

WA CYCLING NETWORK HIERARCHY

1 PRIMARY ROUTE

Function

Primary routes are high demand corridors that connect to major destinations. They provide high-quality, safe, convenient (and where possible uninterrupted) routes that form the spine of the cycle network.

These routes are conducive to medium or long distance commuting/utility, recreational, training and tourism trips.

Form

Primary routes are high-quality cycle only or shared paths, located adjacent to major roads, rail corridors, rivers and ocean foreshores.

Where the environment allows, these are in the form of a Principal Shared Path (PSP). A PSP is a fully lit and separated facility. In locations where vehicles have been grade separated the cycle route will also be grade separated. PSPs are to be designed in accordance with the WA Transport Portfolio's PSP Policy.

2 SECONDARY ROUTE

Function

Secondary routes have a lower demand than primary routes, but provide similar levels of quality, safety and convenience.

These routes provide connections between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.

Form

Secondary routes can take on a number of forms and are designed to suit the environment in which they are located.

These forms include:

- High-quality shared paths;
- Bi-directional protected bike lanes;
- Protected on-road bike lanes; and
- Safe Active Streets (Bicycle Boulevards).

3 LOCAL ROUTE

Function

Local routes are low demand and are predominantly located in local residential areas.

They provide access to higher order routes and local amenities and recreational spaces.

Form

Local routes can take on various forms depending on the environment in which they are located.

These forms include:

- Shared paths;
- Bi-directional protected bike lanes;
- Protected on road bike lanes; and
- Safe Active Streets (Bicycle Boulevards).





Town of Cottesloe

COMMUNITY CONSULTATION

SURVEY REPORT

LONG TERM CYCLE NETWORK – COTTESLOE ROUTES

13 NOVEMBER 2018 TO 5 DECEMBER 2018

Contents

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1. CONSULTATION SYNOPSIS

- The Department of Transport (DoT) is progressing the development of a Long-Term Cycle Network (LTCN) for the Perth and Peel regions with the next phase of the project being to undertake consultation with the 33 local government authorities that fall in these areas.
- Before the next round of consultation with DoT takes place the Town of Cottesloe (ToC) believed it was important to gain an insight into the community's expectation of where the cycling routes should be within Cottesloe.
- In consultation with DoT, ToC officers prepared the survey and background information (initially to be a media release but was not required to be used as such).
- The survey was open for consultation for a period of 3 weeks - 13 November 2018 to 5 December 2018
- The survey was issued and promoted using the following resources:
 - Mail Chimp email out to the Residents and Ratepayers Database
 - Town of Cottesloe Facebook Posts
- At the close of the survey a total of 419 responses had been collected.

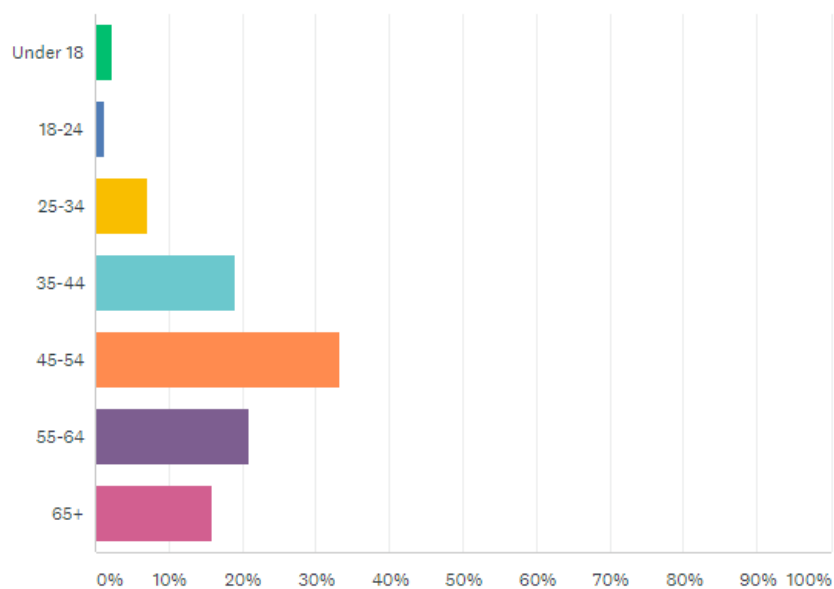
2. OVERVIEW OF SURVEY RESULTS

QUESTION 1 – What is your residential location?

- Answered by 419 respondents:
 - 264 responses from the postcode 6011 (Cottesloe)
 - 30 responses from the postcode 6010 (Claremont and surrounds)
 - 9 responses from the postcode 6162 (South Fremantle)
 - 7 responses from the postcode 6012 (Mosman Park)
 - 5 responses from the postcode 6008 (Subiaco and surrounds)
 - 5 responses from the postcode 6160 (Fremantle)
- A minor result showed from the following areas
 - 6000, 6003, 6006, 6007, 6009, 6014, 6020, 6159, 6153, 6151, 6156
- 63.01% of respondents were from postcode 6011 (Cottesloe)

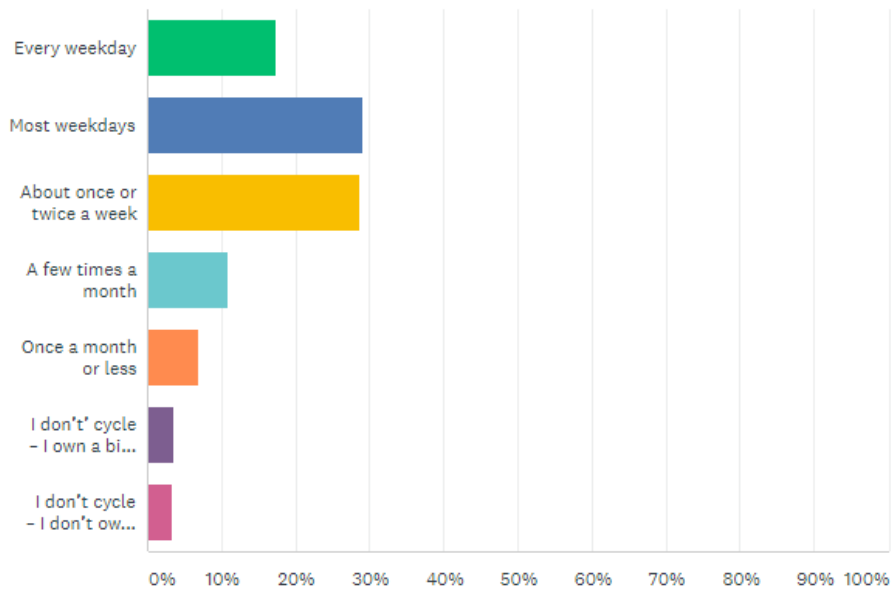
QUESTION 2 – What age group are you in?

- Answered by 419 respondents:



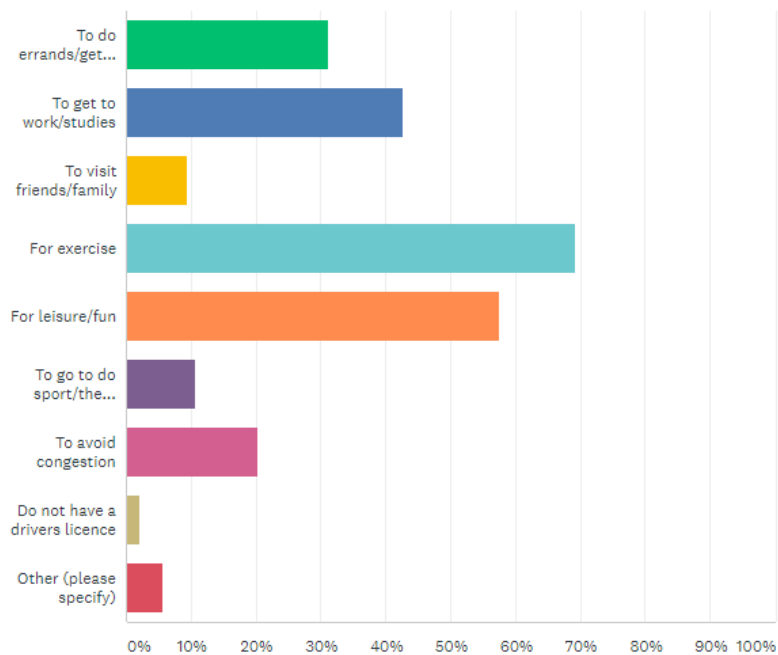
- 33.17% of respondents were in the 45-54 yrs. age bracket

QUESTION 3 – How often do you cycle?



- 121 respondents cycled most weekdays
- 119 respondents cycled once or twice a week
- 4 respondents skipped this question

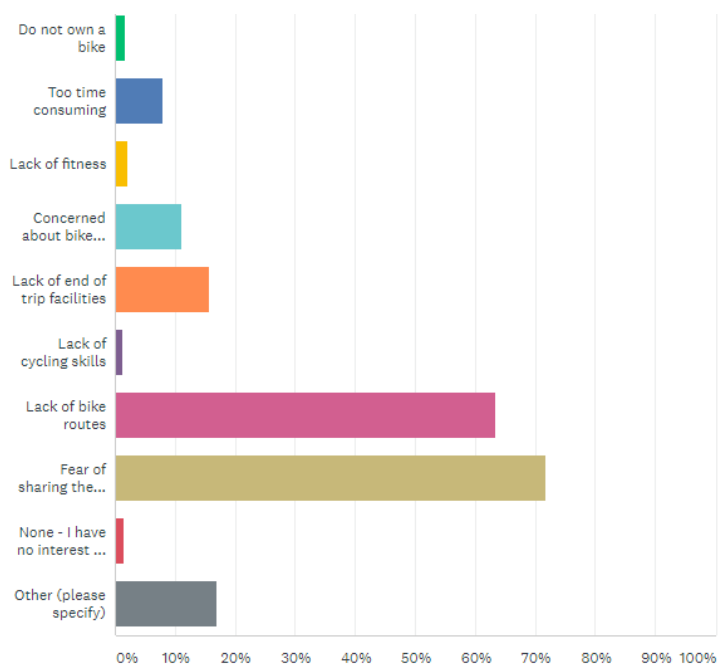
QUESTION 4 – What are your reasons for cycling? (Select the most important reasons, up to 3 can be selected).



- 69.27% respondents cycled for exercise
- 57.55% of respondents cycled for leisure and fun

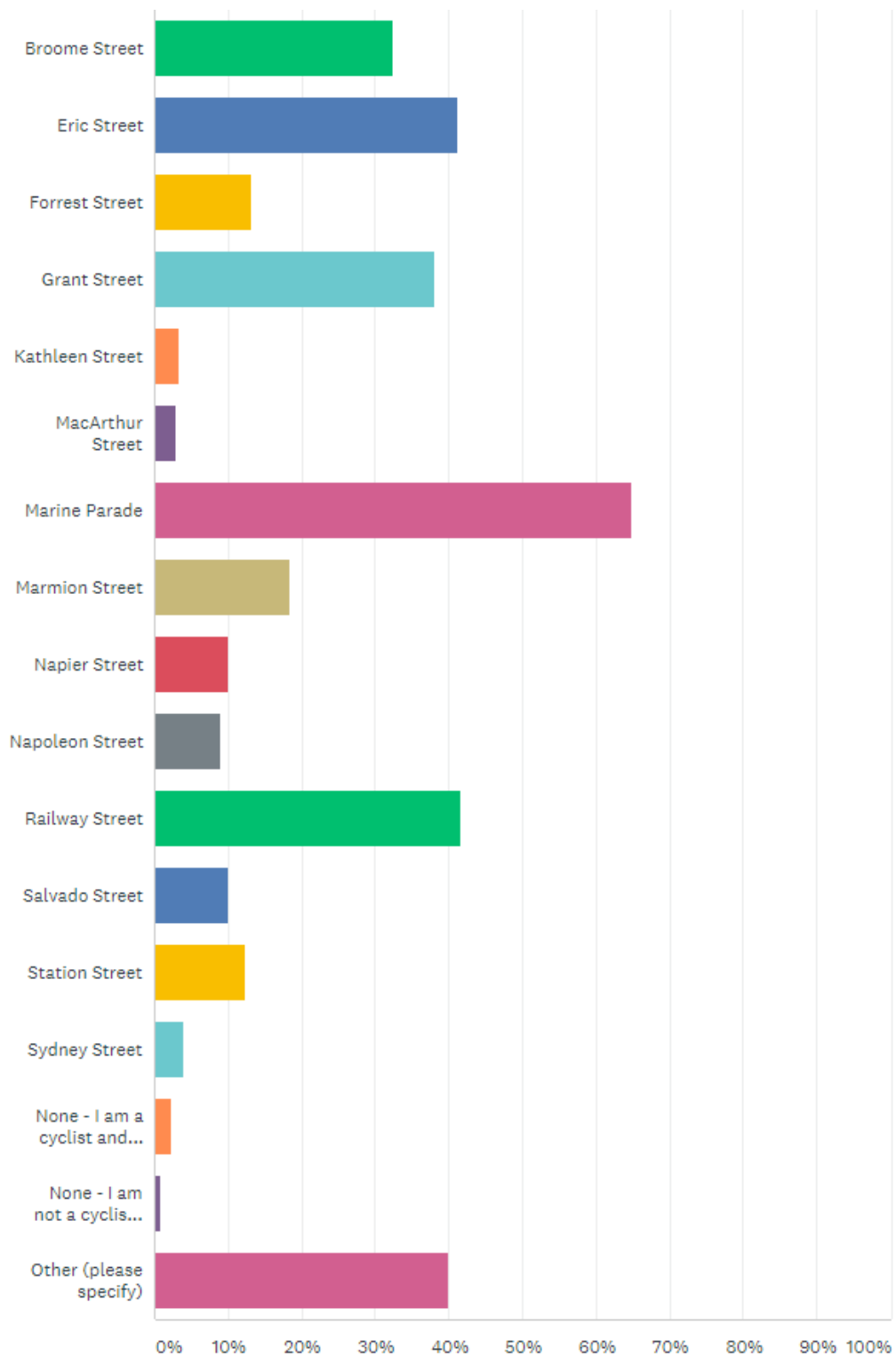
- 42.71% of respondents cycled to get to work/studies
- Other reasons for cycling include:
 - School run
 - Social
 - Training and Endurance goals
 - Reduce pollution and speed/efficiency of getting around locally
- 35 respondents skipped this question

**QUESTION 5 – What are the main barrier to you starting to cycle more often?
(Select the most important reasons, up to 3 can be selected).**



- 71.84% of respondents fear sharing the roads with motorists
- 63.35% of respondents chose the lack of cycling routes as the main barrier
- 7 respondents skipped this question

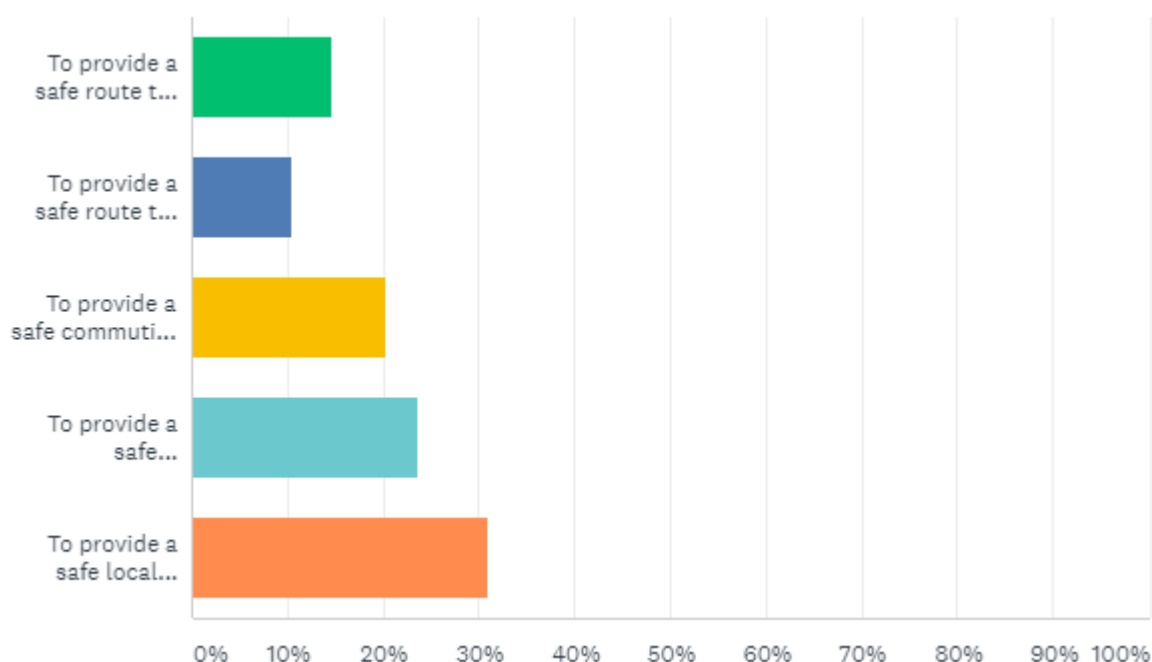
QUESTION 6 – Thinking about your current cycling activity around Cottesloe, which of the following routes do you believe need to be considered for the Long-term Bike Path Network?



- 257 responses (64.90%) suggested that Marine Parade needs to be considered as a long term cycle route

- Railway Street (41.67%), Eric Street (41.6%), Grant Street (38.13%) and Broome Street (32.32%) all rated as significantly important with respondents
- 97 respondents named Curtin Avenue as another cycle route of significance
- 23 respondents skipped this question

QUESTION 7 – Please select the main reason why you chose each route.



- Provide a safe local route connection was the main reason respondents 118 respondents chose their preferred routes
- Provide a safe leisure/recreation route was the main reason 90 respondents chose their preferred routes

3. SUMMING UP

- It is planned that ToC will continue to work with DoT to develop the Draft Long-Term Cycle Network.
- It is envisaged that throughout the process there will be opportunities for further community consultation.
- It should be considered that if the survey was accessed by the local and neighbouring schools the option to provide a safe route to schools response would have been greater than 10.50%. With this in mind it would be worth exploring youth targeted consultations in future phases of the project.

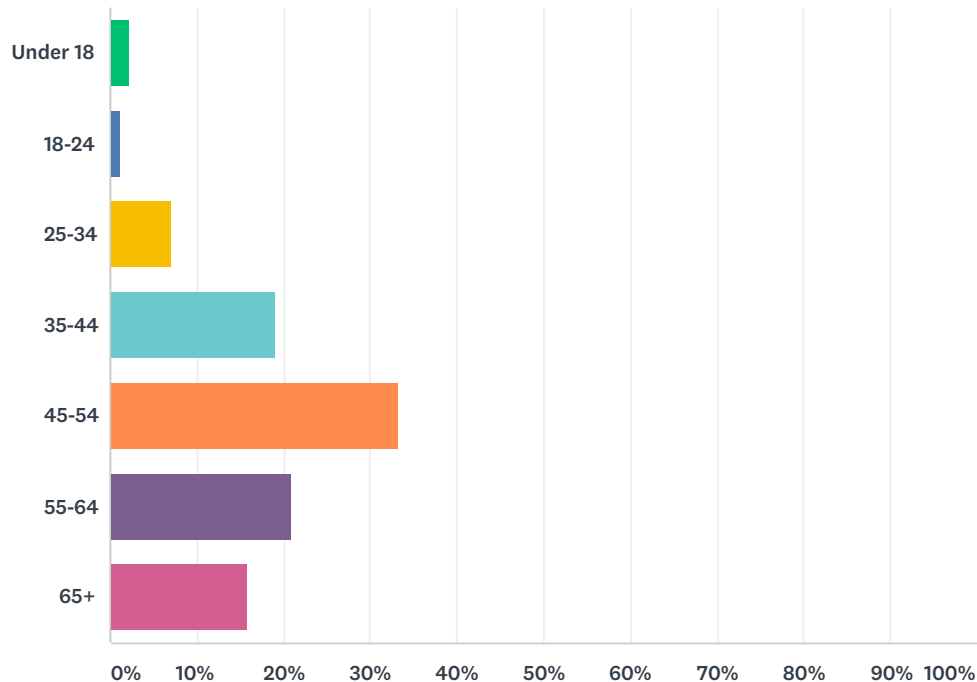
Q1 What is your residential location?

Answered: 419 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Street name	100.00%	419
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
Postcode	100.00%	419
Country	0.00%	0
Email	0.00%	0
Phone Number	0.00%	0

Q2 What age group are you in?

Answered: 419 Skipped: 0



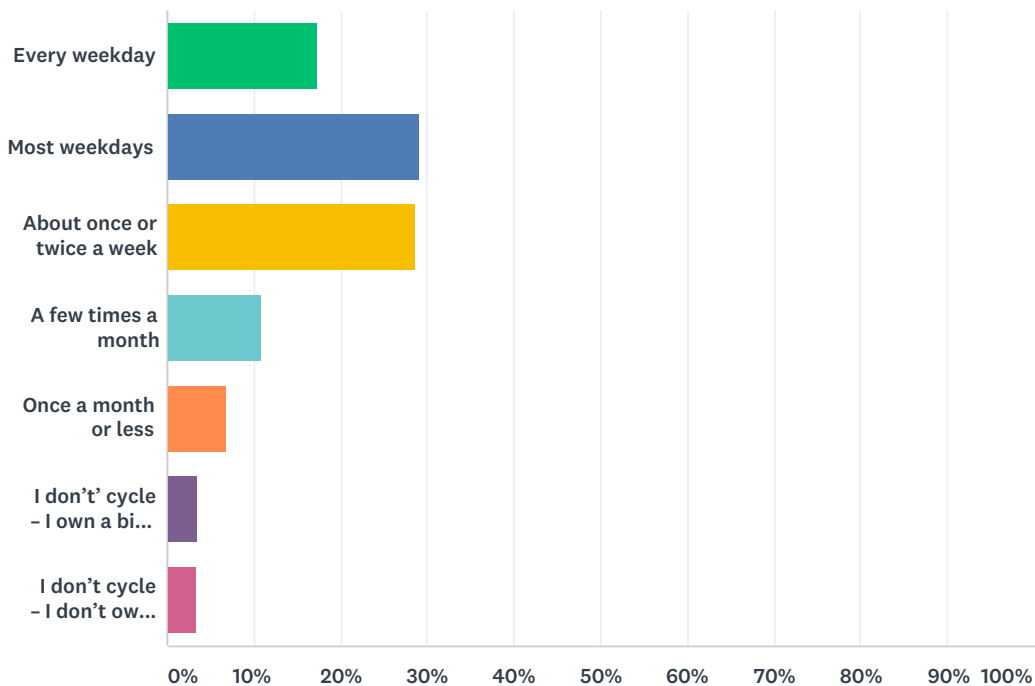
ANSWER CHOICES	RESPONSES	
Under 18	2.39%	10
18-24	1.19%	5

Long Term Cycle Network - Cottesloe Routes

25-34	7.16%	30
35-44	19.09%	80
45-54	33.17%	139
55-64	21.00%	88
65+	15.99%	67
TOTAL		419

Q3 How often to you cycle?

Answered: 415 Skipped: 4

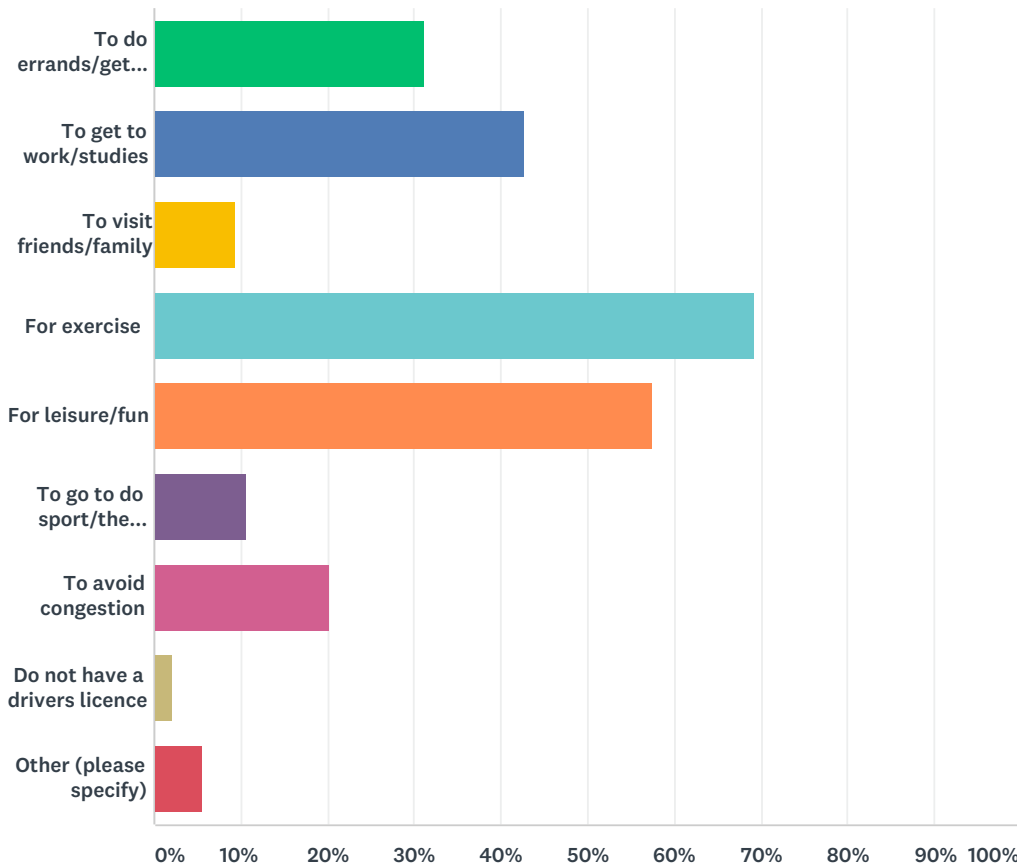


ANSWER CHOICES	RESPONSES	
Every weekday	17.35%	72
Most weekdays	29.16%	121
About once or twice a week	28.67%	119
A few times a month	10.84%	45
Once a month or less	6.99%	29
I don't cycle – I own a bike but haven't used it in the past month	3.61%	15
I don't cycle – I don't own a bike	3.37%	14
Total Respondents: 415		

Q4 What are your reasons for cycling? (select the most important reasons, up to 3 can be selected).

Long Term Cycle Network - Cottesloe Routes

Answered: 384 Skipped: 35

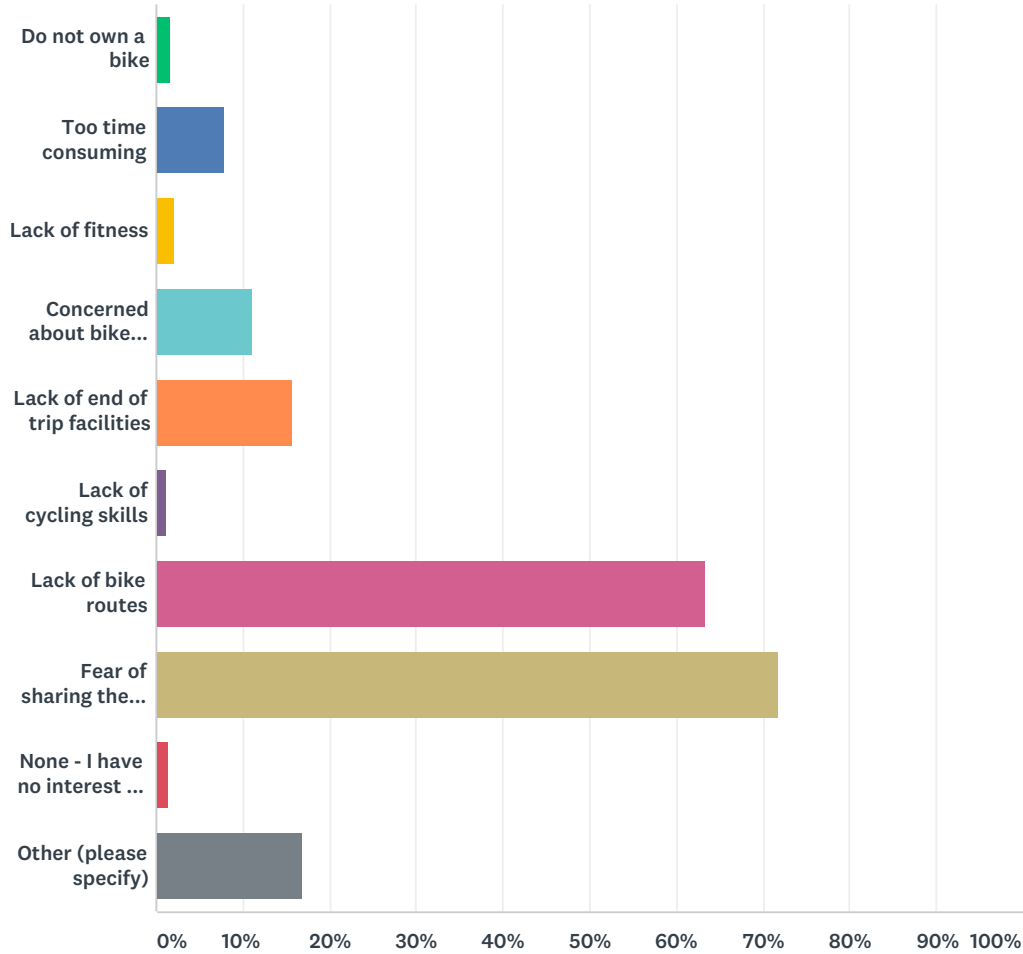


ANSWER CHOICES	RESPONSES	
To do errands/get groceries/do shopping	31.25%	120
To get to work/studies	42.71%	164
To visit friends/family	9.38%	36
For exercise	69.27%	266
For leisure/fun	57.55%	221
To go to do sport/the gym/other recreational activities	10.68%	41
To avoid congestion	20.31%	78
Do not have a drivers licence	2.08%	8
Other (please specify)	5.73%	22
Total Respondents: 384		

**Q5 What are the main barriers to you starting to cycle more often?
(select the most important barriers to you, up to 3 barriers to cycling can be selected).**

Answered: 412 Skipped: 7

Long Term Cycle Network - Cottesloe Routes

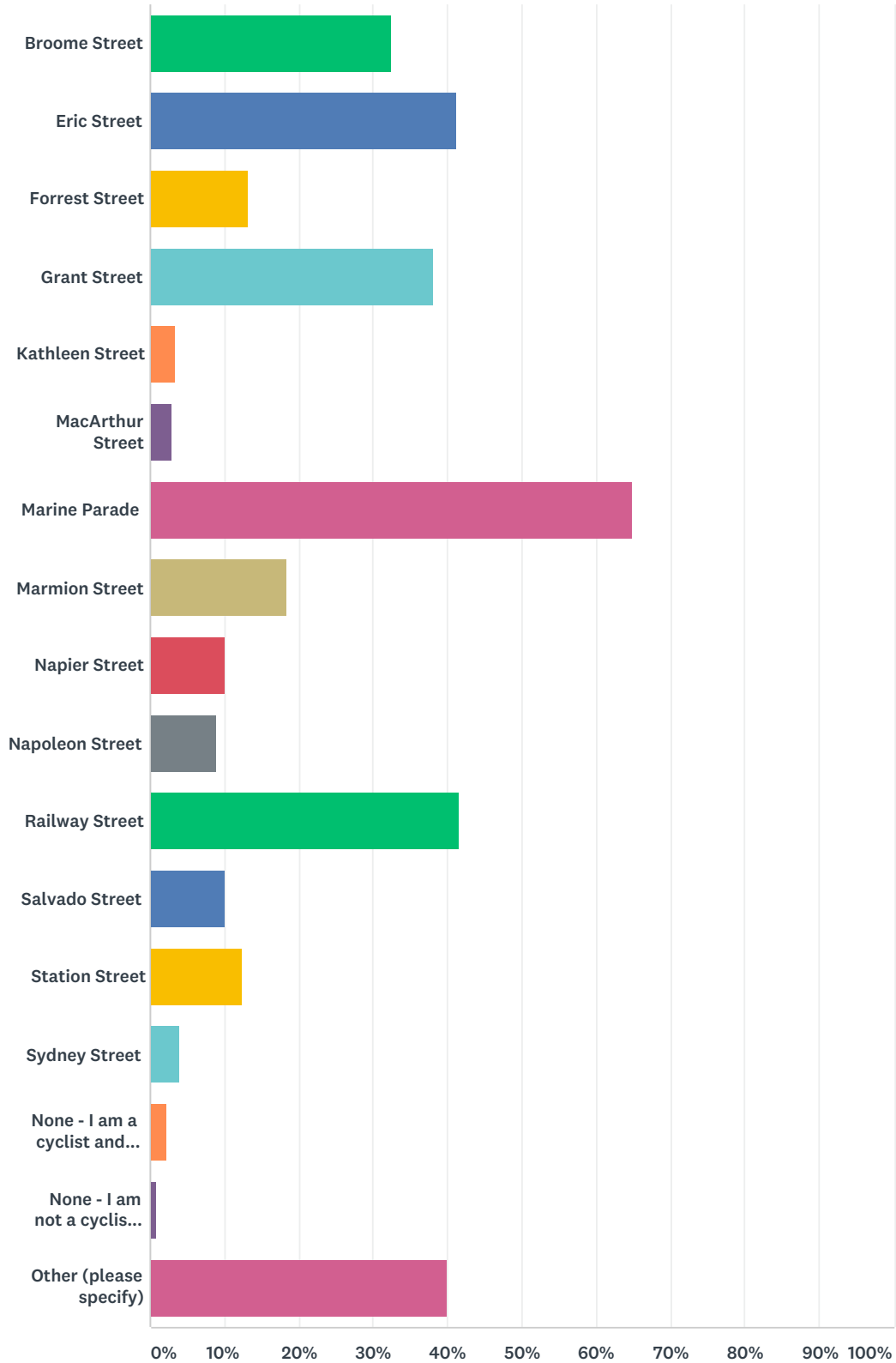


ANSWER CHOICES	RESPONSES	
Do not own a bike	1.70%	7
Too time consuming	8.01%	33
Lack of fitness	2.18%	9
Concerned about bike theft	11.17%	46
Lack of end of trip facilities	15.78%	65
Lack of cycling skills	1.21%	5
Lack of bike routes	63.35%	261
Fear of sharing the roads with motorists	71.84%	296
None - I have no interest in cycling	1.46%	6
Other (please specify)	16.99%	70
Total Respondents: 412		

Q6 Thinking about your current cycling activity around Cottesloe, which of the following routes do you believe need to be considered for our Long-term Bike Path Network?

Long Term Cycle Network - Cottesloe Routes

Answered: 396 Skipped: 23



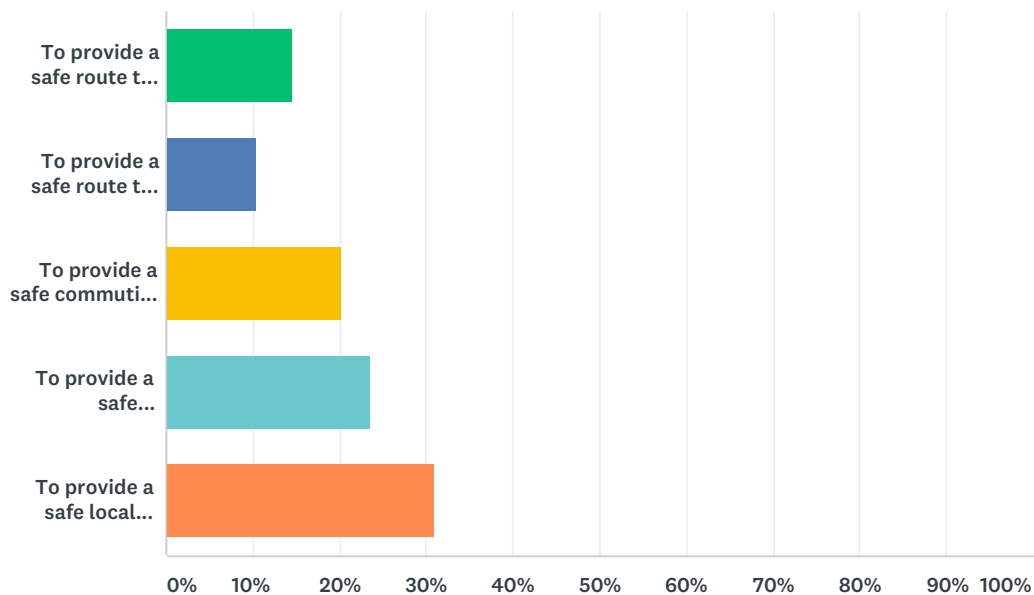
ANSWER CHOICES	RESPONSES	
Broome Street	32.32%	128
Eric Street	41.16%	163

Long Term Cycle Network - Cottesloe Routes

Forrest Street	13.13%	52
Grant Street	38.13%	151
Kathleen Street	3.28%	13
MacArthur Street	3.03%	12
Marine Parade	64.90%	257
Marmion Street	18.43%	73
Napier Street	10.10%	40
Napoleon Street	9.09%	36
Railway Street	41.67%	165
Salvado Street	10.10%	40
Station Street	12.37%	49
Sydney Street	4.04%	16
None - I am a cyclist and prefer it is left as is	2.27%	9
None - I am not a cyclist and prefer it is left as is	0.76%	3
Other (please specify)	39.90%	158
Total Respondents: 396		

Q7 Please select the main reason why you chose each route?

Answered: 381 Skipped: 38



ANSWER CHOICES	RESPONSES	
To provide a safe route to access local facilities (to do errands, get groceries, or to do shopping)	14.70%	56
To provide a safe route to access schools	10.50%	40

Long Term Cycle Network - Cottesloe Routes

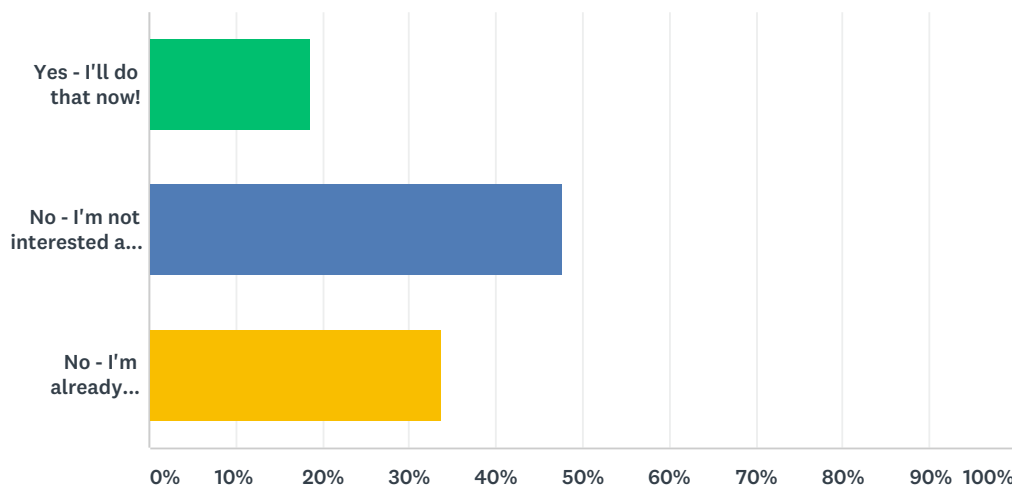
To provide a safe commuting route	20.21%	77
To provide a safe leisure/recreation route	23.62%	90
To provide a safe local route connection to the existing wider bike network	30.97%	118
TOTAL		381

Q8 Please provide your email address (this is so we can keep you updated about this project).

Answered: 323 Skipped: 96

Q9 Would you like to add your email address to the Town of Cottesloe Residents and Ratepayers Database? Click here to register today (a new window will open, please fill in the form once you have completed this survey).The Residents and Ratepayers Database is a great way to stay informed about community engagement opportunities and outcomes. You'll also be the first to know the latest news from the Town including the Mayoral Newsletter.

Answered: 333 Skipped: 86



ANSWER CHOICES	RESPONSES	
Yes - I'll do that now!	18.62%	62
No - I'm not interested at this time.	47.75%	159
No - I'm already receiving email updates	33.63%	112
TOTAL		333

Active Transport Working Group – March 2020

Email Extract from group member, Mr Michael Thomas, regarding LTCN 2018 Engagement Results.

Very interesting results. If it's possible to share these results I think this will add a lot of credibility and support to the LTCN engagement, particularly:

- 419 respondents which is huge, and representative of Cottesloe age demographic
 - Any information available of representativeness from location of respondents?
 - Any information of typical response size to other consultations/surveys?
- Main barriers to cycling more: 63% of people said lack of bike routes, 72% fear of sharing road with motorists
- Main routes people wanted: 1. Marine Pde (65%), 2. Eric St (41%), 3. Grant St (38%), 4. Broome St (32%)
- Relating to this it is probably worth referencing the 2015 Marine Pde Cycling Safety investigation