

15.3.3 Kalgoorlie 2050 Cycling Strategy

Responsible Officer:	Johannes Prinsloo Manager Engineering
Responsible Business Unit:	Engineering
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Review
Attachments:	1. Map - Kalgoorlie 2050 Cycling Strategy [15.3.3.1 - 1 page] 2. Kalgoorlie 2050 Cycling Strategy 2024 [15.3.3.2 - 82 pages]

SUMMARY STATEMENT

Council is asked to endorse the Guiding Principles of the proposed Kalgoorlie 2050 Cycling Strategy and receive the proposed Action Plan for future budget and planning consideration.

REPORT

Background

The Western Australian Bike Network (WABN) Plan 2014-2031 was developed by the Department of Transport (DoT) and takes a whole-of-government approach to cycling. Its vision is to make Western Australia a place where cycling is safe, connected, convenient, and a widely accepted form of transport. The DoT identified the need for 12 long-term cycling strategies across WA, including 11 Regional 2050 Cycling Strategies, the Kalgoorlie 2050 Cycling Strategy being one of these.

Each Strategy is developed in partnership with local government and is informed by multiple stakeholder and community consultation phases. Positioned as aspirational strategies for 2050, each Strategy highlights opportunities to encourage bike riding for transport, recreation and tourism across the region and proposes networks for regional centres and their surrounding areas. Five year action plans prioritise the delivery of strategic infrastructure and initiatives and guide funding through the DoT's current Regional Bike Network (RBN) Grants Program (the program has been suspended for the 2024-25 budget year, with the future funding programme to be determined).

As aspirational plans, it is acknowledged that regional local governments with constrained funding may need help to deliver the complete final networks. However, these strategies, beyond guiding available RBN funding, have a proven track record of attracting additional investment, opening new funding sources, and empowering local government(s) to build more of the network and deliver more local travel behaviour change initiatives.

Development of these strategies is funded by the DoT but undertaken in partnership with relevant local governments.

Development of the Kalgoorlie 2050 Cycling Strategy began in late 2022, with the City of Kalgoorlie-Boulder working in partnership with the DoT.

An internal working group for the City provided input and guided the development of the document. This working group included diverse representatives from engineering, health and well-being, planning and development, community development and marketing.

The City is requested to endorse the Kalgoorlie 2050 Cycling Strategy principles and receive the proposed action plan for future budget and planning consideration.

Endorsement of the Kalgoorlie 2050 Cycling Strategy does not commit the City nor State Government agencies to deliver all, or any part, of the Kalgoorlie 2050 Cycling Strategy within a particular timeframe – nor does endorsement commit any party(s) to fund any specific route or initiative within the Strategy. Council endorsement confirms support for local and State Government agencies to work together in delivering the aspirational Kalgoorlie 2050 Cycling Strategy over the longer term.

Statistics

The report reflects the following transport mode share statistics (2021 Census) for the City:

- 92% travel by car;
- 3.5% by public transport;
- 0.6% ride bikes; and
- 3.5% walk

Location area

Attachment 15.4.5.1 (*MAP - Kalgoorlie 2050 Cycling Strategy*) shows the extent of the area.

Strategy outcome

The final strategy identifies four central themes for cycling across the region, with key opportunities highlighting the potential for bike riding in and around the Kalgoorlie-Boulder region. Case studies are used to illustrate where similar outcomes have been achieved elsewhere. The themes include:

- Enabling young people to ride;
- Promoting healthy and active communities;
- Connecting the community to local jobs and services; and
- Highlighting the region's rich history.

The guiding principles

The long-term cycle network proposed in Paragraph 1.1 in Attachment 5.4.5.2 (*REPORT—DoT Kalgoorlie 2050 Cycling Strategy*) has been developed based on the following principles:

- Safe;
 - Connected;
 - Widespread;
 - Legible;
 - Aspirational; and
-

- Achievable

Action Plan - priorities of projects

The Action Plan and Priority Projects are detailed in Paragraph 6.0 in Attachment 5.4.5.2 (*REPORT—DoT Kalgoorlie 2050 Cycling Strategy*).

Conclusion

In conclusion:

- The Strategy is now being submitted to Council and the DoT Executive for endorsement. Council is invited to endorse the Strategy as-is or provide in-principal support pending modification requests.
- The DoT has requested a copy of the Ordinary Council Minutes for its records.
- Once endorsed, the Strategy will be published on the DoT website. This document, a product of our collective efforts, is maintained by the DoT in partnership with all included local governments. Your contribution is vital in ensuring the success of this Strategy.
- The DoT seeks this endorsement to demonstrate region-wide collaboration on a shared vision, which will assist in leveraging and prioritising future funding. Once a long-term strategy is in place, all current WABN grants, and their future iteration will be linked to them. Furthermore, these strategies have already been successful in gaining funding from Federal and commercial sources.

COMMUNITY ENGAGEMENT CONSULTATION

No community engagement is required.

PUBLIC CONSULTATION

Stakeholder input was sought and received from government and non-government organisations, including (but not limited to) the Departments of Local Government, Sport and Cultural Industries (DLGSC), Planning, Lands and Heritage (DPLH), Biodiversity, Conservation and Attractions (DBCA), Main Roads Western Australia (MRWA), Department of Water and Environmental Regulation (DWER) and Tourism WA, as well as the WA Local Government Association (WALGA), Goldfields-Esperance Development Commission and WestCycle. Details of stakeholder consultation can be found in Appendix B of the Strategy.

WSP Consultants visited the region to undertake scoping and initial community consultation in October 2022. A comprehensive review of relevant government and non-government policies and strategies was undertaken, alongside reviews of existing cycling networks, data analysis, and stakeholder meetings to discuss and identify opportunities for cycling across the region.

The project's information sheets and preliminary 2050 network maps were used in community consultation.

Information on the project was provided via the online My Say Transport engagement platform and in hard copy at drop-in sessions and Shire Administration Centres.

Feedback was gathered via direct comments at the community drop-in sessions, a survey, and interactive maps. Over 110 visits (including information downloaded) were made to the My Say Transport project page, and 20 people attended the community drop-in sessions. Six people responded to the online survey, between late October and early December 2022. See Appendix B of the Strategy for details.

BUDGET IMPLICATIONS

There are no financial implications resulting from the recommendations of this report.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

SAFE: We have safe, reliable and efficient public transport and road networks.

CAPABLE: We are exploring funding sources and revenue streams.

OFFICER RECOMMENDATION

That Council:

1. Endorses the principles of the Kalgoorlie 2050 Cycling Strategy; and
2. Receives the proposed Action Plan for future budget and planning consideration.