



# SAFE AND VIABLE CYCLING IN THE METROPOLITAN AREA

## Office of the Auditor General Report

### Status of ten transport portfolio actions to address OAG findings

In 2015, the Office of the Auditor General released its report *Safe and Viable Cycling in the Perth Metropolitan Area*. Recommendations in this report focused on ensuring robust governance arrangements and providing adequate resources needed for the design, planning, construction and delivery of a complete cycling network. A copy of the report can be found on the Office of the Auditor General [website](#).

The Transport Portfolio undertook to progress ten actions in response to the report, an update on the progress of these actions is below.

#### Action one:

The Transport Portfolio will finalise an implementation schedule and explore funding and resourcing options by the end of 2015. In addition a functional review within the Transport Portfolio is underway to ensure that the needs of cycling for transport are well covered to deliver the committed outcomes.

#### Status

- A comprehensive Functional Review with a five year forward outlook has been completed across the Transport Portfolio, which included engagement with the Western Australian Bicycle Network (WABN) Implementation Reference Group.
- The review was approved in early 2017 and all cycling functions (except design/construction) have now been centralised in DoT. A full restructure with an increase in staff from five to eight was completed in April 2017 to facilitate the implementation of the Functional Review outcomes.
- The Government has committed to doubling PSP funding to \$20m per year by 2019/20, a near doubling of grants to Local Governments and the continuation of the Safe Active Streets Program.
- The biennial review of the WABN was due in 2016, but was delayed due to the development and release of the long-term transport plan *Transport @ 3.5 Million - the Perth Transport Plan for 3.5 million people and beyond* (Transport @ 3.5 Million). The review of the WABN is nearing completion and will be ready for the Ministers consideration later this year. Following approval a revised plan will be released.



## Action two:

The initial WABN annual report will be published in late 2015. This will be expanded in 2016 and will be published on an annual basis.

### Status

- A draft 2014/15 report was developed in late 2015, however a decision to completely revise the reporting of cycling data and as such the report was not finalised or released, but has been used as a template for future years.
- Due to the Functional Review process and significant staff changes, the focus for 2016/17 was on delivery of infrastructure and a 2015/16 report was not a priority item.
- With the new team now in place a 2016/17 report will be developed for release before the end of 2017.

## Action three:

A counting and monitoring strategy was completed in 2014 and an implementation strategy will be developed by the end of 2016. Further development work on the finer grain local bike routes will be required beyond that point.

### Status

- Independent national cycling data evaluation expert, Cameron Munro completed a report for DoT on the current cycling counting and monitoring strategies. This was completed and accepted in mid-2016 and provides a greater depth to the analysis of the data. The revised approach has been adopted for the annual reporting process and contains a significant amount of enhanced data analysis.
- In addition, a five year program has been developed for additional counters that cover the data needs for the existing network and also the committed expansion projects over the next five years.
- The roll out of the additional counters has started with new counters being installed on the Gateway WA project and on the Midland Principal Shared Path (PSP). Based on the updated analysis approach a standard report has been developed and will be released in August (with the annual report) and February each year.
- Additional evaluation methods are currently being tested within the Safe Active Streets (Bike Boulevard) program to measure and monitor changes in the demographic profiles of cyclists using infrastructure.

## Action four:

The Transport Portfolio, in partnership with the Department of Planning, is developing a transport plan for Perth at a population of 3.5m. This plan will explore demand options with a variety of scenarios to be tested based on moving people and moving freight principles along with a strong connection to land use.

### Status

- *Transport @ 3.5 Million* covers all modes of transport and travel demand measures and was finalised in February 2017. A copy of this plan can be found on the Department of Transport [website](#).
- The Cycling Network Report had the highest downloads of all modes within the Transport Plan.

## Action five:

The Department of Transport (DoT) and Main Roads will explore options in providing cycle path asset maintenance and construction guidance to local government through WALGA and IPWEA.

### Status

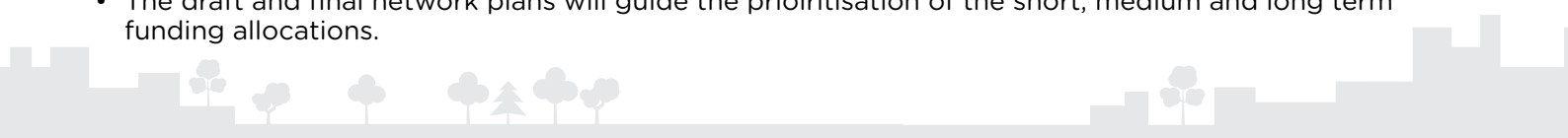
- Main Roads has briefed WALGA on their approach to the construction and maintenance of the PSP network. WALGA and local government are now considering the information. In addition, DoT and WALGA have developed a draft design guideline for shared paths.

## Action six:

The local bike routes review is progressing with the bike boulevards demonstration program, and a revised cycling network is being developed as part of the planning for Perth at a population of 3.5m with a visionary approach.

### Status

- The cycling networks developed as part of *Transport @ 3.5 Million* are considered draft cycling networks and engagement with local government is required to review and finalise the network.
- DoT is working with each local government on a priority basis to work towards a fully agreed and finalised long term cycling network for Greater Perth by 2020.
- The draft and final network plans will guide the prioritisation of the short, medium and long term funding allocations.



## Action seven:

The government agencies involved in cycling will explore the options for an improved crash reporting system for cycling.

### Status

- A draft crash reporting set of questions has been developed with input at a state and national level. The existing set of questions for the current hazard report desktop application are considered adequate, but require an upgrade to a mobile application. Analysis and reporting of the crashes will be key features to enable determination of trends and the development of mitigation measures to improve cycling, pedestrian and road safety outcomes.
- A concept has been developed for the hazard reporting application as a starting point. Funding discussions are underway between DoT and the Road Safety Commission (RSC) to enable the development of a crash and hazard reporting application for mobile and desktop devices.
- In addition, DoT is currently investigating the development of a multimodal journey planner mobile application that may also include the crash and hazard reporting functionality and centralised data collection.

## Action eight:

DoT and the Road Safety Commission will continue to work in partnership to improve education and awareness strategies and campaigns.

### Status

- DoT is also a key stakeholder in the new Cycling Trial Committee and is also a member of the RSC coordinated Vulnerable Road Users Group.
- DoT have also been involved as a key stakeholder in the development of media campaign 'Could be a mate' featuring Dennis Cometti.

## Action nine:

An improved communication plan is being developed for the WABN and will be implemented over the coming months.

### Status

- The Transport Portfolio WABN Communications and Engagement Framework is currently in development and due for completion by August 2017. The Framework will outline WABN communications governance as well as monitoring and evaluation of WABN project deliverables for community engagement, promotion, activation and behaviour change.

## Action ten:

An innovations review panel will be established with a variety of stakeholders to support the review of new ideas and encourage the trialling of innovative options through demonstration projects with before and after studies.

### Status

- The Functional Review outlined a cycling governance structure which includes a Cycling Operations Reference Group as well as a high level WABN Implementation Reference Group comprised of key cycling industry, State and Local Government representatives. The Terms of Reference developed for the WABN Implementation Reference Group includes the consideration of strategic issues and innovation.
- The current focus remains on the ongoing innovative development of Safe Active Streets projects and the development and trialling of speed control measures for conflict locations on PSP's.



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July 2017

