Western Australian Bicycle Network Plan
Annual Progress Report 2017-18
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INTRODUCTION

The Western Australian Bicycle Network (WABN) Plan 2014-2031 was released in May 2014 and outlines a number of initiatives that aim to make Western Australia (WA) a place where cycling is safe, connected, convenient and a widely accepted form of transport. An updated version of the WABN Plan was released in May 2017 to incorporate significant developments such as the establishment of the Safe Active Streets Program, the Long-Term Cycle Network for Perth and Peel as well as smaller changes within some of the existing programs.

Monitoring and reviewing the WABN Plan is an important function that ensures it keeps pace with changes in travel and recreational patterns, urban planning and development, and funding options.

This annual progress report meets the Department of Transport’s (DoT) obligations to measure the achievements of the initiatives in the WABN Plan for the 2017-18 financial year.

The WABN Plan initiatives:
1. Long-Term Cycle Network for Perth and Peel
2. Expansion of the Principal Shared Path (PSP) network
3. Perth Bicycle Network (PBN) Grants Program
4. Regional Bicycle Network (RBN) Grants Program
5. Long-Term Cycle Strategy for Regional WA
6. Perth central area cycling projects
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9. Safe Active Streets Program (Bike Boulevards)
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PSP NETWORK

PSP Expansion

Highlight: Fremantle Railway PSP

Building on the most significant investment into cycling infrastructure in the State’s history, the 2018 State Budget handed down a total allocation of more than $134 million for WA’s bike network over the next four years.

This funding included bringing forward $18.7 million for construction to start on the highly anticipated missing section of the Fremantle Railway PSP in 2018-19.

People have long complained about the sudden end to the cycle path that follows the Perth to Fremantle railway line, forcing them onto the busy Curtin Avenue.

Prioritising construction of this missing link will address safety and accessibility concerns by providing a continuous off-road facility between Perth and Fremantle, reducing the potential for conflict with road traffic and providing a high-quality link to key tourist attractions.

During 2017-18 detailed design on the Fremantle Railway PSP between Grant Street and Victoria Street Station was completed, along with the concept design for the section from Victoria Street Station to North Fremantle Station.
WA BICYCLE NETWORK GRANTS PROGRAM

The PBN and RBN grants programs are the mechanism State Government uses to support local governments to plan, design, build and activate local cycling infrastructure.

In 2017-18, the PBN Grants Program saw 20 local governments, two primary schools and a high school share $2.069 million (over two years) to deliver 23 individual projects.

The RBN Grants Program provided $2.163 million to 14 local governments and two local community groups to deliver 16 infrastructure projects and a series of activation initiatives.

PBN Grants Program

Highlight: Whitfords Avenue Shared Path - City of Joondalup

The construction of the new Whitfords Avenue Shared Path in Woodvale has provided a safe option for people walking and riding to connect to the Whitfords Train Station, Woodvale Shopping Centre and the Mitchell Freeway PSP.

The one-kilometre (km) path runs along Whitfords Avenue from Whitfords Train Station forming a connection to Twickenham Drive and then continuing to Trailwood Drive and Timbercrest Rise via an underpass at Whitfords Avenue.

The path was opened in June 2016 and connects two schools, a shopping centre and residential areas providing opportunities for the community to choose two wheels over four.
Toodyay’s new three-metre-wide shared path runs 550 metres (m) along Drummond Street East and completes a vital missing link in local infrastructure, providing riders and walkers a safe and convenient circuit around the Toodyay town site.

The path also provides a safe connection for students from surrounding areas travelling to and from Toodyay District High School each day. Previously there was no path available on the only road leading to the school.

The project was identified in the *Shire of Toodyay Bicycle Plan* and was requested by the community after nearby residential development increased significantly.

After the path was completed, the Shire ran a fun Family Cycle Detective Trek event encouraging locals to ride the newly completed circuit around town and to the high school.
Residents participating in the Toodyay Family Cycle Detective Track
SAFE ACTIVE STREETS PROGRAM

Highlight: Shakespeare Street
Safe Active Street: Stage 2 - City of Vincent

Works to extend WA’s first safe active street commenced in 2017-18, improving safety and bike network connectivity for residents within the City of Vincent.

Stage 1 of the Shakespeare Street Safe Active Street runs from Green Street in Mount Hawthorn and connects to the Scarborough Beach Road separated bike lanes which were installed by the City in early 2015. This first section of the safe active street was officially opened in December 2016 and following positive reviews and uptake from the community, the decision to extend it was made.

Stage 2 of the project runs from Scarborough Beach Road along Shakespeare Street and Scott Street to Richmond Street, and includes an east-west link to the Mitchell Freeway PSP along Bourke Street. Civil works commenced in March 2018 with construction and line marking due for completion by January 2019.

Key elements of Stage 2 include:

- a 30 km/h speed limit complemented by reduced carriageway widths, one-way slow points and speed cushions aimed at reducing vehicle speeds and traffic volumes;
- red asphalt with safe active street and 30 km/h pavement markings to create a legible and recognisable route;
- reversal of intersection priority at Marian Street and Tennyson Street to make Shakespeare Street the through road (reducing the number of times people riding bikes must stop along the route); and
- landscape enhancements to improve the overall look and feel of the street.

The project included extensive community consultation, which was recorded and consolidated to inform the safe active street design.

The project was funded by the Safe Active Streets Program and constructed by the City of Vincent.
MONITORING THE NETWORK

Highlight: Installation of three new bike counters

DoT completed the Bicycle Network Counting and Monitoring Strategy in 2015. The strategy recommends prospective sites for the installation of bicycle counters, both on existing and proposed on-road and off-road paths. During 2017-18, three bicycle counters were installed across the network.

→ A counter was installed on Hutton Street in Osborne Park to collect baseline data prior to construction of the missing link on the Mitchell Freeway PSP between Glendalough Station and Hutton Street. This will help measure the impacts of the new PSP infrastructure on cycling numbers in the area when complete.

→ Two counters were installed in Busselton to monitor the use of the shared paths in the local government area.

In addition to rolling out bike counters on the network, DoT undertook pre-construction surveys which will be used to monitor and evaluate the success of high value projects such as the Mitchell Freeway PSP and the Fremantle Railway PSP.

The development of an overarching PSP Program Evaluation Plan has guided this work and informs the quantitative and qualitative methods that will be used to monitor and evaluate the network going forward.
COMMUNICATIONS AND ENGAGEMENT

Highlight: Development of the WABN Communications and Engagement Framework

During 2017-18 DoT developed the WABN Communications and Engagement Framework to support the implementation of the WABN Plan. The aim of the framework is to ensure that the community and key stakeholders are aware of key WABN projects and are primed to promote and utilise these new facilities as they are delivered.

The framework emerged from two State Government reviews, including the 2015 Auditor General’s Report into Safe and Viable Cycling in the Perth Metropolitan Area and the 2016 Transport Portfolio Cycling Functional Review, both of which highlighted an opportunity to further leverage new cycling infrastructure projects to increase awareness and use.

Ultimately, the framework guides the development and distribution of information provided by the Transport Portfolio regarding cycling for transport and recreation, and sets the strategic direction for engagement and activation on new infrastructure projects.

Highlight: Incorporating activation, consultation and evaluation into all WABN projects

Application of the WABN Communications and Engagement Framework on a project delivery level has been shaped by new approaches to activation, consultation and evaluation (ACE) being implemented across all WABN initiatives.

The first stage of this implementation involved creating ACE Guidance and embedding ACE into funding applications and project plans to ensure these aspects are considered throughout all phases of project delivery.

Emphasising the engagement and evaluation aspects of projects ensures that there is greater accountability for building infrastructure communities need for safe and convenient cycling, encouraging people to use the infrastructure, and evaluating its impacts.

In 2017-18 the ACE approach was trialled on several projects, producing great results.

**Baysie Love Bikes event on the Bayswater to Morley Safe Active Street (Stage 1):** This event was co-delivered with the Baysie Rollers community group, the City of Bayswater, and a host of local businesses, schools and volunteers. Locals were invited to give their feedback on the new facility and join in with fun, family friendly activities along the street designed to build their road sharing skills.

**City of Albany Storytime on Wheels event:** This event was co-delivered with the Albany Public Library. It saw families with young children head out on their new local shared path to hear a story and learn about the local landscape.

Development of the ACE approach will continue in 2018-19, with all WABN funded projects required to plan, deliver and share their initiatives.
Residents participating in the Boulevard Treasure Hunt as part of the Baysie Loves Bikes event

Children at a stop on the Albany Storytime on Wheels event
1. Long-Term Cycle Network for Perth and Peel

Cycling is an increasingly important mode of transport for both recreational and commuter trips. The Long-Term Cycle Network for Perth and Peel represents the vision for a fully integrated cycling network that provides high-quality infrastructure to activity centres, local communities and places of work. It acknowledges the important role cycling plays in creating vibrant, connected and productive cities.

In 2017-18, DoT continued to focus on planning for a long-term, fully integrated cycling network for the Perth and Peel areas.

DoT held workshops with portfolio partners the Public Transport Authority (PTA) and Main Roads to confirm a draft network of high-quality, safe and comfortable cycling infrastructure along State owned roads and rail corridors.

It is recognised that consensus at local and State Government levels is essential for the success of a truly integrated cycle network.

In 2018-19 DoT will commence work with 33 local government authorities to agree on the wider connections that will link Perth’s various strategic, secondary, district and specialised activity centres and public transport services.

The aim of this project is to ensure that both State and local government are working towards the delivery of one continuous cycling network which will provide multiple transport options, recreational opportunities and support for tourism and commercial activity.

The consultation between State and local government will take approximately two years to complete.

Once the long-term network is agreed, it will guide funding allocated through PBN Grants Program.
Optus Stadium shared path
2. Expansion of the PSP Network

The State Government is committed to providing a widespread, connected and well-maintained PSP network.

As the main demand for commuter cycling is within a 15 km radius of the Perth CBD along freeways and rail lines, the priority PSP projects will focus on this area up until 2023.

During 2017-18:

- Detailed design on the Fremantle Railway PSP between Grant Street and Victoria Street Station was completed, along with the concept design for the section from Victoria Street Station to North Fremantle Station; and
- Detailed design on the Mitchell Freeway PSP between Glendalough Station and Hutton Street was completed along with the tender process for its construction which was packaged with the Mitchell Freeway southbound widening project. Early concept designs for the section between Civic Place and Erindale Road were also progressed with work continuing in 2018-19.

The map in Figure 1 shows the current status of the PSP Expansion Program. Completed PSP sections (in blue); paths funded through the priority PSP Program (in orange); paths funded as part of major projects (in green); future major project paths (in pink); and paths proposed beyond 2022 (in black).

Including planned works identified in Figure 1, 65 per cent of the key rail and freeway PSP works within the 15 km radius of the CBD have been completed as at April 2018. A further 23.5 km of PSP is funded over the next four years.

From 2023-2031, the WABN Plan outlines a shift in focus towards projects in areas beyond the 15 km radius, including those that will improve providing access to Strategic Activity Centres. In 2018-19, DoT will begin work on identifying and prioritising routes for delivery in that time period.
Figure 1 – PSP Expansion Program

- **Legend**
  - Completed Paths
  - Paths Achievable with Current Funding
  - Major Project Paths
  - Planned Paths
  - Future Paths (beyond 2022)

- **November 2018. Includes PSP Expansion Program and major project paths.**
3. WA Bicycle Network Grants Program

In 2017-18, $4 million was allocated to metropolitan and regional local governments as part of the PBN and RBN grant programs (Table 1 and 2). These grants support local governments to:

→ plan and construct cycling infrastructure; and
→ establish a connected cycling network across local government boundaries.

The grant programs work on a dollar-for-dollar basis, with DoT matching local government project funding. In 2017-18 there were three categories in which local governments could apply for funding.

The three categories were:

→ shared paths;
→ on-road facilities; and
→ connecting school projects.

2017-18 PBN Grant Recipients

→ Railway Avenue Shared Path: City of Armadale
→ Town of Cambridge Bike Plan Summary Report: Town of Cambridge
→ Stirling Highway Shared Path: Town of Claremont
→ South Street Bike Lanes: City of Fremantle
→ Whitfords Avenue Shared Path: City of Joondalup
→ Shire of Kalamunda Bike Plan: Shire of Kalamunda
→ City of Kwinana Bike Plan: City of Kwinana
→ Murdoch Drive Shared Path construction: City of Melville
- Soldiers Road Shared Path: Shire of Serpentine Jarrahdale
- South Perth and Victoria Park Bike Plan: City of South Perth and Town of Victoria Park
- Gnaraloo Road Shared Path construction: City of Swan
- Carr Street, Florence Street, Strathcona Street and Golding Street Protected Bike Lanes and Safe Active Street detailed design: City of Vincent
- Canning Bridge to Curtin Cycle Route and Davilak Street: City of South Perth
- Goodwood Parade Shared Path design: Town of Victoria Park
- Rutland Avenue Shared Path: Town of Victoria Park
- Rutland Avenue Shared Path: Town of Victoria Park
- Connecting Schools wayfinding and bike education: City of Vincent
- Connecting Schools cycle parking: Palmyra Primary School
- Connecting Schools facility upgrade (bike shed): John XXIII College

Table 1: PBN Grants Program over the past five years

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<tr>
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<td>$1.33m</td>
<td>$1.33m</td>
<td>$1.33m</td>
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<td>Grant applications received</td>
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<td>74 Projects $6.64m</td>
<td>53 Projects $5.27m</td>
<td>49 Projects $9.4m</td>
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<td>26 Projects $1.33m</td>
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<td>On-road (km)</td>
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<td>1.36 km</td>
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<td>Other:</td>
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<td></td>
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<tr>
<td>End-of-Trip (EOT)</td>
<td>1 Bike Plan</td>
<td>2 Bike Plans</td>
<td>2 Bike Plans</td>
<td>5 Bike Plans</td>
<td>4 Bike Plans</td>
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<tr>
<td>facilities, Bike</td>
<td>1 Bicycle Parking</td>
<td>1 Shared Path Design</td>
<td>1 Safe Active Street Design</td>
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<td>Plans, Activation</td>
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<td>1 Bicycle Repair Station</td>
<td>2 EOT Facilities</td>
<td>5 Shared Path Designs</td>
<td>1 Activation Initiative</td>
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<td>Initiatives</td>
<td>1 Schools Audit</td>
<td>2 Cycle Studies</td>
<td>1 Shared Path Design</td>
<td>1 Schools Facilities</td>
<td>3 Connecting Schools Facilities</td>
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<td>Connecting Schools (started in 2013-14)</td>
<td>8 Bicycle Parking</td>
<td>2 EOT (Bicycle Parking)</td>
<td>3 Connecting Schools Facilities</td>
<td>3 Connecting Schools Facilities</td>
<td>3 Connecting Schools Facilities and Wayfinding/Bike Education</td>
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<td>Actual claimed - acquitted amount including planning ($million)</td>
<td>$1.41m</td>
<td>$1.36m</td>
<td>$1.25m</td>
<td>$1.25m</td>
<td>$1.05m</td>
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### 2017-18 RBN Grant Recipients
- Mt Elphinstone Shared Path - Stage 2: City of Albany
- School Connectors: City of Albany
- Country Road Shared Path: City of Busselton
- Bussell Highway Shared Path: Shire of Capel
- Collie to Allanson Shared Path: Shire of Collie
- Goyder Street Shared Path: Shire of Corrigin
- Robinson, Marshall and Dowley Shared Path: Shire of Cue
- Turquoise Way Path Extension Project: Shire of Dandaragan
- Jurien Bay High School Connection: Shire of Dandaragan
- Old Coast Road Shared Path: Shire of Harvey
- Millstream Road Shared Path: City of Karratha
- CBD/Rail-crossing Shared Path: Shire of Merredin
- Pinjarra Road footpath - Staged Link to Freeway PSP: Shire of Murray
- Drummond Street East: Shire of Toodyay
- Connecting Schools Bike Repair Station: Albany Primary School (funded from PBN)

### Table 2: RBN Grants Program over the past five years

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<td>66 Projects $3.9m</td>
<td>55 Projects $3.1m</td>
<td>42 Projects $3.1m</td>
<td>43 Projects $4.5m</td>
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<td><strong>Grants awarded</strong></td>
<td>39 Projects $1.96m</td>
<td>25 Projects $1.33m</td>
<td>28 Projects $1.44m</td>
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<td><strong>Paths (km)</strong></td>
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<td><strong>On road (km)</strong></td>
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<td>0.3 km</td>
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<td><strong>Other: End-of-Trip (EOT) facilities, Bike Plans, Activation Initiatives</strong></td>
<td>5 Bike Plans 1 Bicycle Parking 1 Shared Path Design</td>
<td>3 Bike Plans 1 EOT (Bicycle Parking) 1 Feasibility Study</td>
<td>5 Bike Plans 1 EOT (Bicycle Parking) 1 Bicycle Counter Program</td>
<td>1 Bike Plan 1 EOT (Bicycle Parking)</td>
<td>5 Regional Cycle Strategies 2 Regional Activation Initiatives</td>
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<td><strong>Connecting Schools (started in 2013-14)</strong></td>
<td>1 Bicycle Parking 1 Shared Path</td>
<td>1 Shared Path</td>
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<td>1 Bike Repair Station</td>
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<td><strong>Actual claimed - acquitted amount including planning ($million)</strong></td>
<td>$2.53m</td>
<td>$1.23m</td>
<td>$1.21m</td>
<td>$1.31m</td>
<td>$1.33m</td>
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4. Long-Term Cycle Network for Regional WA

In 2017-18, DoT continued to build on partnerships with several local governments to develop and refine long-term, aspirational cycling network strategies for WA’s regional areas.

DoT worked with 13 local governments to develop four draft strategies which included collaborative efforts with local stakeholder working groups and at least two phases of community consultation in each region.

The following draft strategies are due for completion in early 2019:

- The Bunbury-Wellington 2050 Cycling Strategy (covering the City of Bunbury and shires of Capel, Dardanup, Collie, Donnybrook-Balingup, and Harvey);
- The Leeuwin-Naturalist 2050 Cycling Strategy (covering the City of Busselton and Shire of Augusta-Margaret River);
- The Warren-Blackwood 2050 Cycling Strategy (covering the shires of Nannup, Manjimup, Bridgetown-Greenbushes and Boyup Brook); and
- The Geraldton 2050 Cycling Strategy (covering the City of Greater Geraldton).

During 2017-18, the strategy for the Shire of Esperance also commenced development and early work began in Albany and Denmark with the view to address the Pilbara and Kimberley areas in the coming years.

When complete each strategy will be accompanied by a short-term implementation program to prioritise the delivery of strategic infrastructure and to guide funding allocated through the RBN Grants Program.

By 2020, it is expected that every major town in regional WA will have a long-term cycling network strategy in place.
5. Perth Central Area Cycling Projects

During 2017-18, DoT worked with Main Roads to undertake feasibility and concept planning for the West Perth Veloway. The proposed veloway is a grade separated link between the Kwinana and Mitchell Freeway PSPs running through the western end of the Perth CBD area.

When constructed, the veloway would:

- provide a safe, seamless connection between the Mitchell and Kwinana Freeway PSPs, while improving connectivity to other key walking and cycling routes such as the Fremantle Railway PSP, the Roe Street PSP, the Wellington Street cycleway and Harvest Terrace protected bike lane;

- improve accessibility to and from CBD workplaces, particularly for people living in Perth’s northern suburbs;

- significantly reduce journey times for north-south cycling trips across Perth through the creation of a more direct route and the ability to bypass five sets of traffic signals; and

- improve safety at busy CBD intersections which are currently serviced by at grade crossings and a very narrow shared path. These locations can be particularly hazardous for vulnerable road users (pedestrians and cyclists) in their current form.

Stakeholder consultation to discuss concept drawings has begun, with urban design principals discussed with the Office of Government Architect. Various funding sources are being considered to take the concept to the next planning stage.
6. Connecting Schools

Connecting Schools is a grant program aimed at improving bicycle access, wayfinding, bicycle education and EOT facilities for schools that are taking part in the Your Move behaviour change program. In 2017-18 four Connecting Schools projects were completed:

1. Albany Primary School bike repair station
2. Palmyra Primary School bike and scooter parking
3. John XXIII Primary School bike shed and parking facility
4. City of Vincent wayfinding and bike education project

- North Perth Primary
- Mount Hawthorn Primary
- Kyilla Primary
7. Connecting Stations

The Perth and Peel Region has experienced rapid population growth in recent years. Our growing and spread out city places pressure on transport infrastructure, with often competing demands for finite levels of funding. To ensure the metropolitan passenger rail network continues to meet Perth’s growing needs, the PTA has developed a Route Utilisation Strategy (RUS).

This is a long-term vision for the rail network’s evolution through to 2031 and beyond to make the best use of existing rail assets and guide staged improvements and future investment.

The RUS identifies initiatives to maximise the efficiency of the existing network and ensure that commuters have legitimate alternative transport options to access stations (in addition to their car).

The Transport Portfolio is also working closely with the METRONET Project Office to ensure cycling infrastructure including bike paths, bike storage and EOT facilities are considered in the planning for all METRONET projects.

Transport and land use planning functions have come together in the multi-agency METRONET office to ensure not only a high level public transport service but the integration of cycling and walking facilities and urban planning.

Access strategies are being undertaken for each new station, in consultation with stakeholders including the Transport Portfolio, to allow for successful integration with surrounding land uses.

The Transport Portfolio has been involved in discussions regarding the removal of level crossings and grade separation to increase safety for pedestrians and cyclists as the frequency of trains increases along the existing lines as part of METRONET.

Connecting Stations continues to be a core initiative of the WABN program.

During 2017-18, the Transport Portfolio completed Connecting Stations path concept designs for the following locations:

- Bassendean, Broadway Avenue
- Claremont, Lapsley Road
- Beckenham, Lacey to William Street
- Claremont, Leura Avenue
- North Fremantle, Staples Street and shared path upgrade Condon Road to Pearce Street
- Victoria Park, Gallipoli Street
- Warwick, Beach Road West to Warwick Train Station
- Greenwood, Hepburn Avenue West to Greenwood Train Station
Train station Lock-n-Ride facilities
8. Safe Active Streets Program (Bike Boulevards)

During 2017-18 DoT continued its Safe Active Streets Program, which aims to make cycling safer and easier in WA.

Entering its fourth year, the program is a key strategy to provide safe cycling routes through suburbs to local amenities including schools, parks and shops and is gaining traction with the local community.

In 2017-18 construction commenced on the second stage of Perth’s first safe active street, the Shakespeare Street Safe Active Street. While projects in the areas of Bassendean, Canning, Kalgoorlie-Boulder, Melville, Nedlands, Victoria Park and Wanneroo progressed through varying stages of design and community consultation.

**Completed projects:**
- City of Vincent, Shakespeare Street Stage 1
- City of Stirling, Moorland Street Stage 1
- City of Bayswater, Leake Street/May Street Stage 1

**Projects under construction:**
- City of Belmont, Surrey Road Stage 1 and 2
- City of Vincent, Shakespeare Street Stage 2
Projects in feasibility/design:
- City of Bayswater, Leake Street/May Street Stage 2 and 3
- Town of Bassendean, Whitfield Street Stage 1 and 2
- Town of Victoria Park, Rutland Avenue
- City of Melville, Links Road
- City of Nedlands, Elizabeth Street/Jenkins Street
- City of Canning, Gibbs Street
- City of Wanneroo, Madeley Bicycle Route
- City of Kalgoorlie Boulder

Projects in post construction evaluation:
- City of Bayswater, Leake Street/May Street Stage 1
- City of Vincent, Shakespeare Street Stage 1

In responding to the strong interest in the program, early discussions have been held with developers in Perth and a regional city for the adoption of the safe active streets concept in greenfield subdivisions currently being planned. These discussions have stemmed from work on the current projects and align with the State’s ‘Towards Zero’ road safety strategy and the Liveable Neighbourhoods Guide.

Each safe active street project involves significant community consultation on the route choice and design elements. Engagement includes working with local community groups, schools and business owners to ensure the most appropriate outcome for the community and to generate interest in encouraging more people to walk and cycle.

In 2017-18, DoT reviewed its community engagement approach to ensure message and consultation consistency across safe active street projects. This is in line with the WABN Communications and Engagement Framework approved by the Transport Portfolio Governance Council in July 2017.

Building on the most significant investment into cycling infrastructure in the State’s history, the 2018 State Budget allocated $3 million per year until 2020-21 for the continuation of the Safe Active Streets Program.

Safe active streets counting and monitoring

During 2017-18, DoT built on its monitoring and evaluation initiatives for the Safe Active Streets Program.

The purpose of the initiatives is to capture usage data before and after the construction of each project, to measure the level of change or adaptation occurring as a result of the introduction of the safe active street.

Data is collected to quantify changes in:
- traffic speed, volume and distribution;
- cycling and walking demand;
- demographic and usage profile; and
- parking demand.

Traffic and usage data has been collected for the completed stages in the cities of Bayswater and Vincent with evaluation reports nearing completion.

The key high-level findings include:
- increased levels of active travel and activity along the routes in comparison to pre-construction levels;
- decreased vehicle traffic speed; and
- an increased number of people riding on-road.

An age and gender profile of people cycling on the route, along with user movements, indicate that the safe active streets are a safe and attractive option for the community.
9. Cycling Counting and Monitoring Strategy

Currently, WA’s cycle network is monitored using 48 permanent bicycle counters located primarily on PSPs and Recreational Shared Paths (RSP) in the Perth metropolitan area.

During 2017-18, 42 of these counters were operational and provided an accurate, continuous count of cyclists at each of the counter locations.

In 2016, DoT engaged a consultant to undertake an analysis of cycling participation trends on Perth’s bicycle network and to develop an implementation plan for permanent counters. The strategy notes that to offer the most benefit to decision makers and ultimately deliver the best outcomes, it is necessary to maintain a commitment to data collection over a long-term period.

The implementation plan sets out a rationale to expand the existing permanent bicycle counter network to support DoT in monitoring and evaluating the WABN Plan’s policies and programs.

The proposed implementation of counters is divided into four categories.

1. Completing a cordon around the Perth CBD (e.g. on-road network in Northbridge).
2. Establishing a Fremantle CBD cordon.
3. Adding counters to the existing PSP-RSP network where there are gaps.
4. Adding counters to recently completed, under construction or proposed PSP-RSPs.

During 2017-18 analysis showed overall cycling participation reduced by two per cent during weekdays, however, in contrast a three per cent rise in cycle trips on the weekend were recorded. The stagnation in cycling participation over the last three years is consistent with a national trend and can be attributed to a variety of different factors, including:

- the economic downturn in WA;
- a slower rate of population growth compared to previous years;
- closures and detours due to construction works on and in the vicinity of cycle paths; and
- changes in community preferences and attitudes towards cycling.

DoT is currently identifying opportunities for the activation of cycling infrastructure projects including PSP projects, safe active street projects and strategic PBN and RBN projects. This will involve the development of activation plans, with the aim to increase cycling participation by engaging and priming communities to use existing, new and upgraded cycling infrastructure.

10. Journey Planner and Hazard Reporting Tool

In 2017-18, an updated multi-modal journey planner was incorporated into the Your Move website that enables users to choose their preferred transport mode. The journey planner provides options for users to choose cycling, walking and public transport as a transport choice, and outlines the route, distance and estimated time.

Development of a Cycling Incident Reporting Facility

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.

Following its release DoT undertook scoping and feedback forums regarding the development of a Cycling Incident Reporting Facility (CIRF).

During 2017-18 the development of a Beta version for the online facility was developed. DoT will continue to refine the CIRF and consult with stakeholders ahead of a trial period expected to commence in early 2019.
11. End-of-Trip Facilities

The WABN Plan recommends a study to identify opportunities and mechanisms for increasing the number of EOT facilities in the CBD to better enable employees working there to cycle to and from work.

A study undertaken in 2013 included recommendations to develop an EOT inventory for the Perth Parking Management Area (PPMA) as well as a set of guidelines for EOT facility provision within new and redeveloped buildings in Perth's CBD and metropolitan area. The EOT inventory was completed in 2015 and was provided to the City of Perth to maintain.

A literature review for the EOT guidelines was published in 2016 and DoT has been working with the PTA to identify suitable locations to install secure bicycle shelters within the PPMA.

During 2017-18, in consultation with the City of Perth, DoT investigated and prepared the EOT guidelines in line with current trends and best practice for the supply and management of EOT facilities.

The EOT guidelines are informing the City of Perth’s policy review on bicycle parking and end-of-journey facilities and are being further considered for application to other activity centres throughout the Perth metropolitan area.
PART C
COUNTING AND MONITORING DATA

2017-18 Perth Count Data Analysis

Perth’s cycle network is monitored with 48 permanent bicycle counters located primarily on PSPs and RSPs in the Perth metropolitan area. The counters have been installed progressively since mid-2008 as the network has developed.

During 2017-18, 42 of these counters were operational and provide an accurate, continuous count of cyclists at each of the counter locations.

While the counters provided an accurate picture at the counter sites, there are numerous cycling routes that are not captured in the existing counter network.

Overall Indicators

Perth CBD sites

Bicycle travel into and out of the Perth CBD has been estimated using 10 counters located on the CBD periphery. These sites represent a partial sample of cyclist CBD movements through measurement captured by counters.

Data was unavailable from three counters due to technical errors in either 2017-18 or 2016-17. These counters were:

- the Riverside Drive RSP at the Causeway Bridge, which accounts for around 1,000 riders per day (unavailable from around January 2016 to June 2017);
- the Mitchell Freeway PSP at Fitzgerald Street, which accounts for around 700 riders per day (unavailable from around May 2016 to September 2017); and
- the Graham Farmer Freeway RSP at Burswood, which accounts for around 250 riders per day (data appears to be inaccurate from December 2017 to present).

The remaining seven counters were used to gather the data for the CBD cordon.

During 2017-18 there were an average of 8,700 riders crossing the Perth CBD cordon per day across the seven counter sites, increasing to 9,200 on weekdays (Figure 2). The average daily count across this cordon has been stable over the past two years, although there may have been a marginal decrease in weekday traffic of around two per cent which has been compensated by a three per cent increase in weekend traffic.

Overall, the proportion of sites showing growth (46 per cent) was much greater than in 2015-16 or 2016-17 (19 per cent).
Figure 2: Average daily cycling traffic across the Perth CBD cordon*
*3 counters were unavailable in 2017-18 or 2016-17 due to technical errors

Figure 3: Change in average daily cycling traffic 2016-17 to 2017-18

Figure 4: Annual change in cycling traffic into and out of the Perth CBD
**Individual Sites**

The busiest counter site in 2017-18 was the Kwinana Freeway PSP at the Narrows Bridge West abutment, with around 2,054 riders per day (Figure 5). This site appears to have experienced a marginal decrease in demand compared with 2016-17.

Of the 24 sites for which data was available in both 2016-17 and 2017-18:

- six sites (25 per cent) experienced growth of more than five per cent (West Coast Drive, Mitchell Freeway PSP (Shenton Avenue), Mitchell Freeway PSP (Hodges Drive), Curtin Avenue RSP, Riverside Drive RSP (Barrack Street) and Banks Reserve RSP);
- 16 (66 per cent) experienced modest growth or declines of less than five per cent; and
- two (eight per cent) experienced a decrease in demand of greater than five per cent (Kwinana Freeway PSP (Mt Henry Bridge), Fremantle Railway PSP (Grant Street)).

![Figure 5: Average annual daily cycling traffic and growth 2016-17 to 2017-18](image-url)
Most of the sites where a counter has been installed since 2008 experienced strong growth until around 2013 (Figure 6). In the past few years this growth seems to have plateaued at many sites.

Figure 6: Daily count by site, year and day-of-week
The change in demand in inner Perth over the most recent two financial years is shown in Figure 3. The greatest growth was an eight per cent increase at the Riverside Drive RSP at Barrack Street and at the Banks Reserve RSP. Most other sites exhibit changes that are within the measurement margin of error.
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