



Department of
Transport

Western Australian Bicycle Network Plan

Annual Progress Report 2019-20





The Matagarup Bridge provides a safe and easy way for people walking and riding to travel between East Perth and the Burswood Peninsula, including the Perth Stadium.

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INTRODUCTION

The *Western Australian Bicycle Network (WABN) Plan 2014-2031* was released in May 2014, providing a blueprint to make Western Australia (WA) a place where bike riding is a safe, connected, convenient and 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 and the development of the Long-Term Cycle Network for Perth and Peel as well as across some of our major regional centres.

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.

Following the Officer of the Auditor General's report into the state of cycling in Perth in 2015, changes have been made to the governance of the WABN. In October 2018, Chris Tallentire MLA, Member for Thornlie, was appointed Chair of the WABN Implementation Reference Group (IRG) by the Minister for Transport, The Honourable Rita Saffioti MLA. The group's primary focus was to guide the delivery of the WABN.

In June 2020, the Bicycle Riding Reference Group (BRRG) was formed under an updated Terms of Reference to supersede the WABN IRG. The BRRG was expanded to include additional representation from industry and other relevant agencies including tourism, health, communities and education. The increased membership enables a holistic approach to strategic advice and collaboration in support of more bicycle riding in WA.

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 2019-20 financial year.

The WABN Plan initiatives:

- Long-Term Cycle Network for Perth and Peel
- Regional 2050 Cycling Strategies
- Expansion of the Principal Shared Path (PSP) Network
- Perth Bicycle Network (PBN) Grants Program
- Regional Bicycle Network (RBN) Grants Program
- Safe Active Streets Program
- Perth Central Area Cycling Projects
- Connecting Schools
- Connecting Stations
- Network Monitoring and Evaluation
- Journey Planner and Hazard Reporting Tool
- End-of-Trip (EOT) Facilities

This document is divided into three sections:

PART A – Project highlights from 2019-20

PART B – Progress towards the WABN Plan initiatives

PART C – Counting and monitoring data

PART A

PROJECT HIGHLIGHTS FROM 2019-20

PRINCIPAL SHARED PATH NETWORK

Closing the gaps in the PSP network

The State Government's commitment to complete the Principal Shared Path (PSP) network within a 15 km radius of the Perth CBD was significantly progressed in 2019-20, as gaps in the Fremantle and Mitchell Freeway Principal Shared Paths (PSPs) were closed.

Highlight: Fremantle PSP opened

In August 2019, the highly anticipated extension of the PSP along the Fremantle railway line from Grant Street to Victoria Street opened. This path has been embraced by the community with bike counts showing that the number of bike riders more than doubled within months of opening.

This 2.8 km section of PSP will form part of a completely off-road continuous connection from the Perth CBD to Fremantle, catering to people of all ages and abilities that live locally, as well as the wider Perth community and visitors to the area. Bike riders no longer have to share a busy section of Curtin Avenue with cars and trucks, improving safety. A new underpass at the Eric Street bridge also improved safety for people walking and riding, while reducing their journey time.

Local residents love their new PSP. While most commonly used by people on bikes, over a third of local residents surveyed also said they use it for walking or running.

Construction will start on the next section of PSP from Victoria Street to North Fremantle Station in early 2021.

"I live near Cottesloe train station and can now cycle in either direction on a designated cycle path which is safe and allows me to have an enjoyable ride. So great that I can now ride to Claremont or even the city all the way on a bike path - fantastic!"

– Resident

"The new section between Victoria Street and Grant Street is brilliant. Lovely, smooth and well lit."

– Resident



Update: Mitchell Freeway PSP: missing link neared completion

The new 2.1km section of PSP alongside the Mitchell Freeway between Glendalough Station and Hutton Street was in the final stages of construction in the last months of the 2019-20 financial year.

The \$19 million upgrade is the biggest investment in WA's PSP network to date and includes a bridge over Scarborough Beach Road and underpasses at the Hutton Street on and off ramps. The impressive locally made 60m long bridge, which was installed in September 2019, features separate facilities for people riding and walking, which is a first for the PSP network. It has a four-metre-wide cycle path and two-metre-wide pedestrian path, improving safety and connectivity to Glendalough Station for all users.

The project is complemented by further State Government investment in the cycling network, with upgrade works to the existing PSP at either end, connecting north to Telford Crescent and south to Vincent Street. The works, including path resurfacing and widening, will provide a safer and more comfortable journey of more than five kilometres, when combined with the new Glendalough to Hutton section, for people riding and walking between the CBD and the northern suburbs.

These works are being delivered alongside Main Roads Western Australia's Mitchell Freeway Southbound Widening Project between Cedric Street and Vincent Street. The Town of Cambridge, with the assistance of a WABN grant, installed a connecting path along Dodd Street at the northern end of Lake Monger, providing a safe and convenient access point to the PSP for their residents.

The second missing link of the Mitchell Freeway PSP between Civic Place and Erindale Road is currently being designed, with construction expected to commence in 2021.



The new bridge over Scarborough Beach Road provides separate facilities for people riding and walking.

WA BICYCLE NETWORK GRANTS PROGRAM

In 2019-20, the success of the WABN Grants program was acknowledged with a third annual increase in funding to \$5 million (up from \$4 million in 2018-19, and \$3 million in 2017-18), to be split evenly across metropolitan and regional WA.

This funding is matched by local government on a 50-50 basis, effectively leveraging a \$10m investment in walking and cycling infrastructure through the WABN Grants program in 2019-20.

Eligible projects range from feasibility and concept design through to detailed design and construction. Since the release of the WABN Plan in 2014, there has been a steady increase in the quality and connectivity of the projects, with major projects implemented in stages over a number of years.

“There are countless benefits to walking and riding, which is why the WA Government continues to add to its record funding of cycling infrastructure through the WA Bicycle Network grants scheme.”

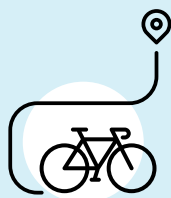
- Minister for Transport, The Honourable Rita Saffioti MLA

In 2019-20, 25 km of cycling infrastructure was constructed and 21 design-only projects were funded through the WABN Grants program.

WABN GRANTS PROGRAM 2019-20 AT A GLANCE



\$5 million
in funding



25 km
of additional bike
paths funded



21
design projects
funded



People walking and riding on the new Beach Road shared path in the City of Joondalup.

PBN Grants Program

Highlight: Beach Road Shared Path – City of Joondalup

The Beach Road Shared Path is a three-metre-wide red asphalt path stretching 1.3 km between Erindale Road and Warwick train station in the City of Joondalup.

The path provides a safe route for people on bikes as well as parents with prams and people using mobility devices such as wheelchairs and gophers. Sections of path at the Warwick Grove shopping centre have been painted green to warn drivers to look out for people crossing. To further improve safety, the path was diverted behind the new bus shelter at Springvale Drive. To encourage more walking and bike riding, signage displays walking and cycling times between the station and shopping centre.

This project was identified in the City of Joondalup's Bike Plan and is another step towards the City's vision to be recognised as a bike friendly city, where riding a bike is considered an easy and convenient way to get around, part of a normal, everyday healthy lifestyle and where bicycle riders of all ages and abilities are catered for. This strategic project took two years to design and construct, allowing time for meaningful consultation with stakeholders, including the Public Transport Authority (PTA), shopping centre management and local schools.

In another win for the project, the PTA funded an additional 1 km path along Beach Road between Davalia Road and Warwick train station, opposite the Carine Open Space, further improving connectivity.

RBN Grants Program

Highlight: Stage One Meldene Estate Pathway Link - Shire of Donnybrook-Balingup

This complex project, staged over three WABN grant funding cycles, provides Meldene Estate residents with a safe link to the Donnybrook town centre and opens up opportunities for cycle tourism in the region.

Planning was completed in 2018-19 and the first stage of construction saw a 2.5-metre-wide, 1.1 km black asphalt path built in 2019-20. Stage two is set to be constructed in 2020-21.



The Meldene estate was built about 20 years ago with no path connection to the townsite. In recent years, an additional estate of 85 residences was approved by the WA Planning Commission. The Meldene Estate Pathway link connects the current estate and future residential developments to the Munda Biddi Trail as well as the Donnybrook townsite and golf course.

A key achievement of this project was successfully brokering an agreement with Arc Infrastructure, as managers of the local rail infrastructure, for people walking and riding to access and cross the non-operational rail corridor when travelling between the town and the estate on the new path. Opening the dormant rail corridor up to active transport has improved connectivity and has the potential to greatly benefit cycle tourism in the region.



Two women riding along the Karak Trail, Shire of Collie.

ACTIVATION, CONSULTATION AND EVALUATION (ACE)

In 2017, the WABN Communications and Engagement Framework was developed and endorsed by the Transport Portfolio Governance Council. This document provides an overarching framework for planning the activation, monitoring and evaluation of new cycling infrastructure to support continued participation and investment in cycling in WA. As a result of this framework, Activation, Consultation and Evaluation (ACE) has now been introduced across all WABN funding programs.

ACE helps build community support for cycling infrastructure from early inception through to delivery, and ultimately leads to more people of all ages and abilities using the infrastructure. ACE recognises the need to leverage assets to deliver wider community health and transport outcomes and better returns on investment on infrastructure projects.

The ACE Helix Engagement Delivery Model, pictured below, is an approach for ensuring the technical aspects of projects are not separated from the engagement and consultation undertaken with the local communities who will use the facilities. Ensuring these two elements are



planned and delivered simultaneously ensures a more holistic service is provided throughout all phases of project delivery; from planning and design, to ‘activating’ routes through consultation and supporting local initiatives, to monitoring the quality of facilities and how they are being used. Infrastructure that serves the needs of the community means increased awareness and use of the facilities.

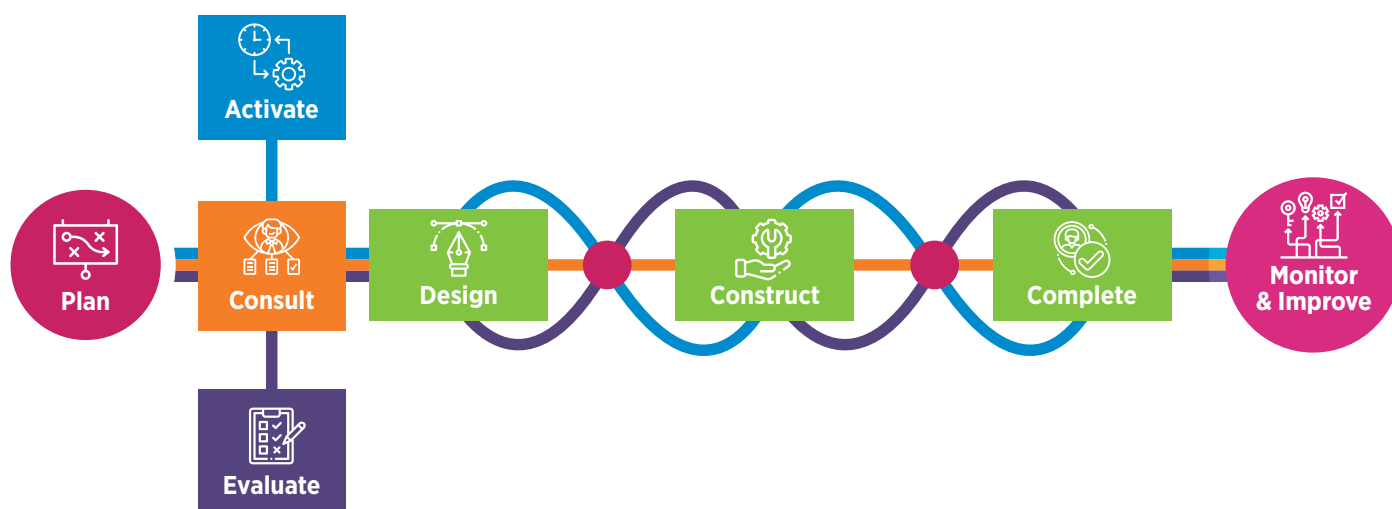


Figure 1: ACE Helix Engagement Delivery Model.

Highlight: Activating the Fremantle PSP

Since new section of the Fremantle PSP between Grant Street and Victoria Street opened in August 2019 the number of people of riding on the path has doubled when compared to the same time in 2018. This spike in usage can be attributed to the quality of the new infrastructure and the ACE activities that have engaged the community in using it.

ACE was woven through this project from its commencement. Throughout the design phase the community, elected representatives, special-interest groups and grass-roots organisations were regularly consulted with and their feedback incorporated into the design and planning.

During the construction phase local schools were engaged and students were invited to plant vegetation along the route. This generated the interest of local children in the project and nurtured a sense of ownership in the community. Now the

path is open, parents report that their children regularly hop on their bikes to check on the growth of 'their' tree. This illustrates how activation initiatives can enhance the continued use of the infrastructure.

Since opening, the new section of path has been an integral part of local events such as the Father's Day 'Picnic on the Path' and Sculptures by the Sea, with two schools commuting to the annual event by bike instead of bus.

Whether tree-planting, picnics or outdoor art exhibitions, it is important to note that while these ACE activities promote the new cycling infrastructure, they are not focused on bicycle riding. People who know that they want to ride bicycles, already do; instead, the ACE Program seeks to engage with people who wouldn't typically participate in these activities and might not have known the path was even there. With more people using the infrastructure, the whole community reaps a range of transport, health and environmental benefits.



Students riding to 'Sculptures by the Sea' as part of an excursion to activate the Fremantle PSP.

CONNECTING SCHOOLS

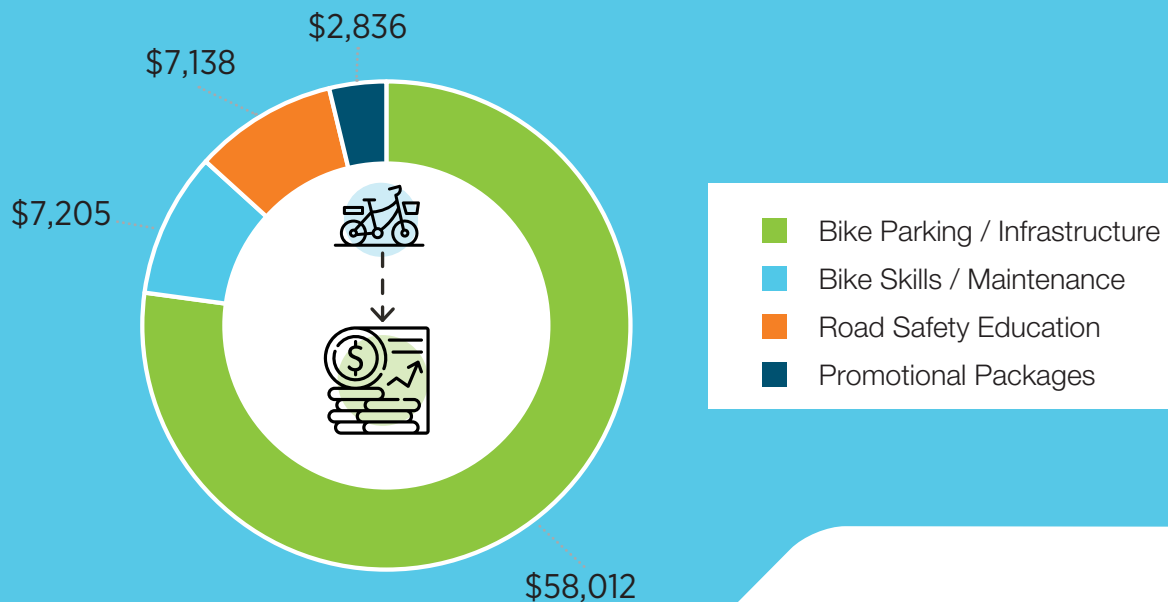
Record number of Connecting Schools Grants redeemed

Through the Connecting Schools Grants program, metropolitan and regional schools apply for grants of up to \$15,000 to upgrade bike and scooter parking, install bike repair stations, wayfinding signage and bike tracks, and run bike skills and road safety education workshops. To qualify, schools need to be active participants in the Department of Transport's Your Move travel behaviour change program.

A record number of Connecting Schools Grants were redeemed in 2019-20, with 24 schools accessing nearly \$80,000 in grants to encourage more students to walk and ride. This represented a doubling of the amount of schools accessing the grants comparative to 2018-19 and a threefold increase in funding.

The grants motivate new and recently registered schools to actively engage with the Your Move program and all it has to offer. Of the 24 schools to redeem grants, 18 had never accessed a grant before and five of them had only signed up to Your Move earlier in the year.

Breakdown Grants Redeemed 2019-20



Highlight: Winterfold Primary School

Winterfold Primary School in Beaconsfield worked hard to complete and report on a number of Your Move activities so they could access a Platinum Grant and install bike parking for an additional 30 bikes at their school.

They established a Your Move student team with a passionate teacher mentor to assist. They then researched their current situation by completing a parent survey, a student hands-up survey and a school audit. They used this information to plan for the year ahead. Initiatives included increasing student knowledge about riding and walking with a series of incursions; encouraging children to try walking and cycling to school with some event days; and keeping things fun with a 'dress-up your bike' event; and a scavenger hunt to be completed on your way to school. By the end of the year, the school was running a regular Fume Free Friday to embed active travel within the school's culture.

"Today's Fume Free Friday was extra exciting as we unveiled our BRAND-NEW BIKE RACKS thanks to our PLATINUM YOUR MOVE GRANT! Our installer, Liam, was brilliant and we are very impressed with how quickly the process was from applying for the grant to installation. We look forward to seeing him again next year for our next lot of installations - hopefully some shelters! Double PLATNIUM here we come!!"

- Winterfold Primary School Your Move Champion, Julia Calvert



Winterfold Primary School children enjoy dressing up their Bikes for Ride2School Day.

PART B

PROGRESS TOWARDS THE WABN PLAN INITIATIVES

1. Long-Term Cycle Network for Perth and Peel

2. Regional 2050 Cycling Strategies

Together, the Long-Term Cycle Network (LTCN) for Perth and Peel and the Regional 2050 Cycling Strategies will identify an aspirational cycling network across WA, agreed by both State and local levels of government.

Throughout 2018-19 and 2019-20, DoT worked closely with 33 local governments across Perth and Peel to identify and agree on an aspirational blueprint that will guide infrastructure planning and investment into the future. As at 30 June 2020, all 33 metropolitan local governments involved in the project had an officer-level agreed LTCN, and most local governments had endorsed the LTCN for their local government area. The LTCN for Perth and Peel will be finalised in early 2020-21.

An endorsed LTCN plan will ensure State and local governments continue working together towards the delivery of one continuous WA bicycle network into the future. The vision is for a network of safe, accessible and attractive bicycle routes that:

- provide continuous bike routes along major corridors;
- establish links between activity centres and public transport services; and
- provide connections to schools, education sites and local centres.

DoT and local government officers have worked together to identify and categorise LTCN routes using a new simplified three tier route hierarchy of Primary, Secondary and Local Routes. The categorisation of routes has been based on the function of a given route within the network, as explained in the diagram below.

Western Australian Cycling Network Hierarchy

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.

In regional WA, a similar process began in 2017-18 with the development of a series of Regional 2050 Cycling Strategies. In 2018-19, the first four strategies were completed:

1. Bunbury-Wellington
2. Leeuwin-Naturaliste
3. Warren-Blackwood
4. Geraldton.

In 2019-20, the Shire of Esperance 2050 Cycling Strategy was released and regional strategies commenced development in the Pilbara and Avon Central Coast, which includes the Shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.

A key driver of the Regional 2050 Cycling Strategies is to prioritise the delivery of strategic cycling projects, particularly those which stretch across multiple local government boundaries, benefit local communities and/or promote regional cycle tourism opportunities.

Following the development of the first five regional strategies, there has been a noticeable increase in the number of Regional Bike Network grant applications received from local governments that align with the intent of the strategies.

The Long-Term Cycle Network for Perth and Peel and the Regional 2050 Cycling Strategies now guide WABN Grant funding eligibility for those local governments involved.



Family riding along the Busselton Jetty pathway.

3. Expansion of the PSP Network

The State Government is committed to completing the PSP network within a 15 km radius of the Perth CBD to provide bike riders with safe and continuous access to the CBD for both commuting and recreational purposes.

In 2019-20, the State Government expanded WA's PSP network by a further 47 km, increasing the State's PSP network to nearly 300 km of safe and connected cycling infrastructure. Significant PSP works completed in 2019-20 include:

- Fremantle PSP – Construction completed on the section between Grant Street and Victoria Street.
- Kwinana Freeway PSP – An upgraded four-metre-wide PSP, was installed as part of the Kwinana Freeway widening project between Russell Road and Roe Highway.
- Armadale Road PSP – Built as part of the Armadale Road duplication between Anstey Road and Tapper Road, this PSP creates a safe and separated facility for people to travel safely between Armadale and Cockburn Central and connects growing suburbs such as Piara Waters and Harrisdale to quality cycling infrastructure. The Armadale Road to North Lake Road Bridge path, currently under construction, will continue the PSP to North Lake Road over the Kwinana Freeway.
- Northlink Stage Three – The final 19.8 km of PSP between Marella Road and Muchea

was opened, providing people riding and walking access to a new four-metre-wide PSP stretching 42 kms from Railway Parade in Bayswater to Muchea.

- Murdoch Drive Connection – 3.6 km of PSP was installed as part of the works to connect Murdoch Drive South with Roe Highway and Kwinana Freeway.

Various other PSP projects commenced construction in 2019-20 and will be completed in 2020-21. Detailed designs were completed for the next stages of both the Fremantle PSP (Victoria Street to North Fremantle) and the Mitchell Freeway PSP (Civic Place to Erindale Road). Planning and consultation also commenced for the new Fremantle Traffic Bridge which will provide a high-quality crossing of the Swan River for people walking and riding.

Rider on the Armadale Road PSP.



4. WA Bicycle Network Grants Program

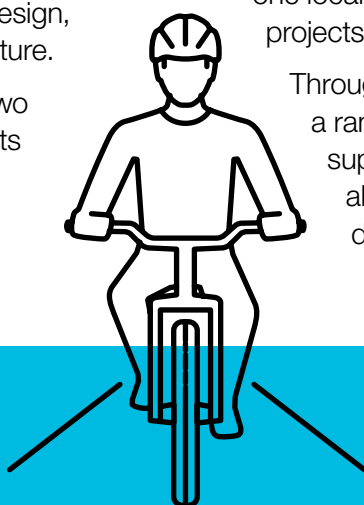
In 2019-20, the State Government committed \$5 million to the WA Bicycle Network Grants Program, which is evenly divided between the Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN) programs and provided to local governments on a matched (50-50) funding basis. The PBN and RBN Grant Programs support local governments across Perth and regional WA to plan, design, build and activate local cycling infrastructure.

Funding is regularly committed across two financial years to ensure strategic projects can be adequately planned, designed and constructed. At the start of 2019-

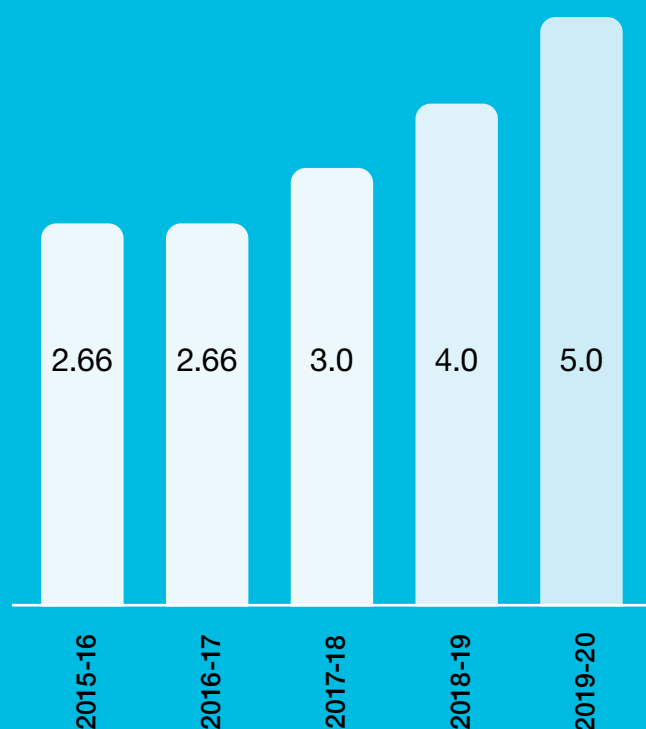
20, funding was offered to 40 different local governments for 50 projects, as depicted in this [map](#). Nearly \$6.5 million was committed across two years (2019-20 and 2020-21).

By the end of 2019-20, 52 local government projects had received funding. This included 30 construction projects, resulting in 25 km of new cycling infrastructure; 18 design projects, many of which will proceed to construction in 2020-21; and one local bike plan. Of the 30 construction projects, five continued into 2020-21.

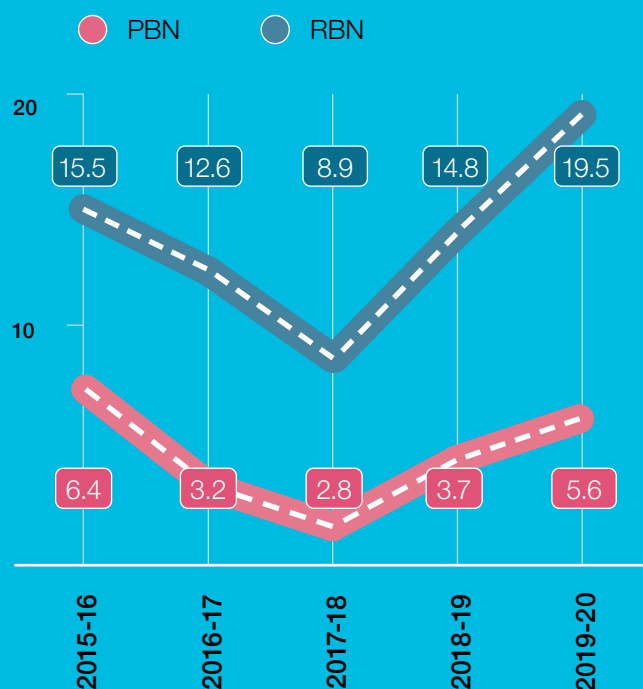
Through the PBN and RBN programs, a range of activation initiatives are also supported to ensure more people know about and use the infrastructure being delivered.



Budget commitment by year
(\$ million)



Paths installed by year
(kms)



2019-20 PBN PROJECTS

In 2019-20, construction of 5.6 km of cycling infrastructure was completed and nine design projects were undertaken through the PBN Grants Program.

Case Study: Canning Route One – City of Canning

In 2019-20, the City of Canning received \$310,000 to complete the first stage (Mills Street to Marquis Street) of 'Canning Route One' - a strategic cycling route identified in the City's Cycling and Walking Plan. Once complete, this route will connect the Canning town centre with Curtin University.

In constructing this path, the City of Canning trialled a new material to WA– a red concrete and asphalt hybrid that combines the longevity of concrete with the smoother riding experience of asphalt. This material, never before used in WA, is red in colour to make it easy for path users to identify as a dedicated bike riding route.



Part of Canning Route One (Canning town centre to Curtin University) uses reclaimed road space



PBN Applications received and awarded





Shared path on Bayview Road in Karratha.

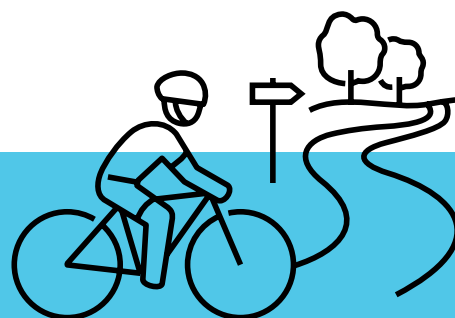
2019-20 RBN PROJECTS

In 2019-20, construction of 19.5 km of cycling infrastructure was completed, nine design projects were undertaken, and one bike plan was delivered through the RBN Grants Program.

Case Study: Bayview Road Stage 5a – City of Karratha

The City of Karratha were happy to receive \$118,850 in grant funding to complete Bayview Road Stage 5a. Bayview Road is a 70km/hour road that had no formal path for the community to use on this section. With the path now completed, people can walk and ride safely, away from the high-speed traffic.

This path provides a great connection for local primary and high school students, residents, commuters riding to town and even tourists from Balmoral Caravan Park. The City of Karratha is hopeful this path will appeal to 'the Cruisers' - families caravanning with school-age children who have bikes. These families are keen to ride as a family while on holiday, as long as it is easy, safe and a relatively short distance.



RBN Applications received and awarded

2019-20

38

2.9

3.61

32

● # Applications received

● Amount requested \$M

● Amount awarded \$M

● # Projects awarded

5. Safe Active Streets Program

The Safe Active Streets (SAS) program continues to grow as it is embraced by local governments. In 2019-20, the program expanded into regional WA. Three regional local governments – the Cities of Geraldton, Bunbury and Busselton – have received funding to develop safe active streets.

The City of Geraldton is the most progressed, having already developed a concept design for a SAS along Railway Street in Bluff Point and received community feedback on that concept. They have now moved into the detailed design phase, with construction set to commence in 2021.

The Cities of Bunbury and Busselton are in the initial stages of their SAS projects. In 2019-20, they received funding to commence assessment of route feasibility and the development of concept designs.

In Perth, Stage 1 of the Nedlands SAS along Elizabeth Street was completed in March 2020, providing a low traffic and low speed environment for the whole community to enjoy. The Nedlands SAS provides a safe and connected route for people walking or on bikes to access two local primary schools, shops, sporting fields, parks and The University of Western Australia.

The Nedlands SAS included various measures to encourage low traffic speeds including:

- introducing a 30 km/h speed zone;
- raising platforms at intersections;
- narrowing lane widths by introducing embayed parking and plantings;
- changing stop and give way signs to give priority to movements along the SAS where possible;
- using traffic islands and medians to restrict car movements at intersections, while allowing movements in all directions for people on foot or bikes; and
- introducing new pedestrian and bike crossings.

Construction commenced on two other Perth SAS projects in 2019-20 – Whitfield Street in the Town of Bassendean and Stage three of the City of Stirling SAS, which once complete will connect Stirling train station to Scarborough Beach.



The Nedlands SAS has made the trip to school by bike easier for local students.

6. Perth Central Area Cycling Projects

The Perth Greater CBD Transport Plan will improve pedestrian and cycling linkages through the City, as well as activating connections between the foreshore, cultural assets, recreational areas and accommodation developments. The Plan will establish a 10-year vision for transport investment in the Perth CBD and will include a four-year program of agreed and funded priority transport projects.

Community consultation through an online engagement process on the Plan took place during August and September 2019 and attracted approximately 1,000 responses from the community. The Plan is being delivered in two phases, with Phase One identifying transport priorities and initiatives that fall within the Perth Parking Management Area (PPMA) for implementation from 2020-21.

More than 50 priority initiatives to produce a more balanced transport system in the CBD were identified in Phase One. These include the following projects related to riding and walking:

- Swan River Causeway Bridge linking East Perth with Victoria Park via Heirisson Island for people riding and walking;
- Improved safety and connectivity around RAC Arena;
- A new shared path along Kings Park Road;
- Improving the Spring Street and Mounts Bay Road Bike Connection;
- Upgrading Aberdeen Street bike lanes; and
- Upgrading Northbridge Laneways.

Bike rider using the pathway at Elizabeth Quay on the Perth foreshore.



In line with improving connectivity around RAC Arena, in April 2020 the bike path behind the Arena was opened to bike riders on non-event days, with gates installed to close the path during events. The next stage will involve investigating measures to reduce speeds and the risk of conflict between people so the path can remain open more regularly and improve access to and through the area.

7. Connecting Schools

Connecting Schools grants encourage families to get out of the car and get active on their way to and from school by providing eligible schools with the opportunity to apply for grants of up to \$15,000 to upgrade bike and scooter parking; install bike repair stations, wayfinding signage and bike tracks; and run bike skills and road safety education workshops.

To be eligible for a Connecting Schools grant a school must achieve silver accreditation, or above, as part of DoT's Your Move Schools program. Schools participating in the Your Move schools program register on the Your website and earn points delivering and reporting on activities that encourage students and families within their school communities to walk, cycle, scoot or use public transport for school trips. The level of accreditation achieved by a school during a calendar year determines the level of funding the school can apply for through the Connecting Schools grant program.

Following the Connecting Schools grant announcement in August 2019, the Your Move team implemented a promotional campaign targeting schools and parent in WA, resulting in 24 schools accessing nearly \$80,000 in grants.

List of successful Connecting School grant recipients for 2019/20

School	Initiative funded
Albany Primary School	Bike Parking / Infrastructure
Baldivis Secondary College	Bike Parking / Infrastructure
Charthouse Primary School	Bike Skills / Maintenance
Coolbinia Primary School	Bike Skills / Maintenance
Great Southern Grammar	Bike Parking / Infrastructure
Harrisdale Primary School	Bike Parking / Infrastructure
Holy Spirit Primary School	Road Safety Education
Honeywood Primary School	Bike Parking / Infrastructure
Inglewood Primary School	Bike Parking / Infrastructure
John Calvin School Albany	Bike Promotion Package
John Curtin College of the Arts	Bike Parking / Infrastructure
Kalamunda Senior High School	Bike Parking / Infrastructure
Lake Gwelup Primary School	Road Safety Education
Mount Lockyer Primary School	Bike Parking / Infrastructure
Noranda Primary School	Road Safety Education
North Morley Primary School	Road Safety Education
St Augustine Primary School	Bike Promotion Package
St Bernadette's Catholic Primary	Bike Parking / Infrastructure
Victoria Park Primary School	Road Safety Education
Warnbro Primary School	Road Safety Education
Westminster Ed Support Centre	Wayfinding Signage
White Gum Valley Primary School	Bike Skills / Maintenance
Winterfold Primary School	Bike Parking / Infrastructure
Woodland Grove Primary School	Bike Parking / Infrastructure

People enjoying the Riverside Drive Shared Path in the City of Perth.



Case Study: Mount Lockyer Primary School

Mount Lockyer Primary has been a Your Move school since 2017. By Term 4 in 2019 they had achieved a huge 12 per cent reduction in driving, with Years 5 and 6 regularly having more than 50 per cent of their students getting to school by active transport. With perseverance the school was able to access a platinum grant to install some much-needed bike racks, with capacity for 16 additional bikes, and a lockable scooter rack.

“Mount Lockyer’s new bike and scooter racks are in! Big thanks to the Your Move crew for making our Connecting School Grant happen, and for overcoming the extra logistical challenge that goes with getting things delivered to regional schools. It’s such a great addition to the school and already being very well used.”

- Mount Lockyer Primary School YM Champion Andrea Smithson



Above: Mount Lockyer Primary School new bike and scooter rack.

Top: Previous Mount Lockyer Primary School bike parking situation.

8. Connecting Stations

Connecting Stations continues to be a core initiative of the WABN program, as the PTA, in partnership with DoT, MRWA and local governments, strive to make it easier for public transport users to start and finish their journey by bike.

The PTA's Station Access Improvement Program makes it easier to ride a bike or walk to your local train station and in doing so improves access to PTA's train stations for all users.

In 2019-20 the PTA partnered with the Town of Bassendean and the City of Joondalup on several Connecting Stations projects.

The Bassendean Station Cycling Upgrade project included:

- construction of 550m of bicycle lane on either side of Broadway, from Iolanthe Street to Railway Parade, terminating at Bassendean Station;
- upgrade and modification of crossovers and footpath sections at the start and finish of the bicycle lanes, to improve connectivity with existing paths; and
- improvements to pedestrian crossings at the intersection of Broadway and Railway Parade.

The upgrades made riding and walking to Bassendean Station a more attractive option for local residents by providing upgraded facilities.

In the City of Joondalup four projects were completed, improving walking and riding access to Joondalup, Greenwood, Edgewater and Whitfords Train Stations. These projects were funded by the PTA and designed and managed by the local government. The projects included:

- installing a 944-metre shared path to improve connectivity between the Mitchell Freeway PSP and Joondalup Station.



To increase safety the Beach Road Shared Path diverts behind the bus shelter.

- improving access to Greenwood Station by upgrading an existing path to red asphalt and providing a missing connection to Havering Court to make it easier for Kingsley residents to access the station;
- upgrading and constructing new paths to the west of Edgewater Station to connect along Ellendale Drive and Ocean Reef Road and as far as Eddystone Avenue; and
- improving the western connection to Whitfords Station along Whitfords Avenue with an 850-metre long, three-metre-wide red asphalt shared path.



Bike riders waiting for the train at Stirling Station

9. Network monitoring and evaluation

Network monitoring and evaluation is key to measuring the success or otherwise of cycling projects to ensure that public funds are being used efficiently and effectively. Results will also be used to contribute to a growing body of evidence about the benefits of active transport infrastructure projects. DoT is working with local governments and MRWA to expand and improve the permanent counter network. In addition, a Senior Program Evaluation Officer has been employed to develop and implement evaluation plans across DoT cycling infrastructure programs.

In 2019-20, evaluation plans for the Safe Active Street Pilot Program and Principal Shared Path Key Investment Program were finalised and presented to stakeholders. These plans are now being implemented with data collection, analysis, reporting and engagement underway.

DoT undertook an analysis of bike riding trends for 2019-20 comparative to 2018-19. This indicated total average growth of 17 per cent across the WA counter network, led mainly by increases in weekend riding in both metropolitan and regional areas. A summary of this data and key trends is provided in Part C of this document.

While data collected suggests that growth was occurring across the network before WA experienced COVID-19 restrictions for most of April 2020, there was significant growth the number of people riding, especially for recreational trips, during the restrictions. This continued throughout May and June 2020 with the gradual reopening of activities. A summary of the impact of COVID-19 restrictions on cycling participation is provided below.

Riders riding on the beach path



COVID-19 cycling spike

Bike data collected from April to June 2020 during the initial COVID-19 restrictions confirmed that people were jumping on their bikes in record numbers.

Total bike counts across the Perth network averaged 45 per cent growth over the three months, translating to nearly 700,000 more bike trips than in the same period in 2019. In certain picturesque locations suited to recreational cycling, such as by the river or beaches, there was over 400 per cent growth in bike riding.

Promisingly, early data analysis suggests that the elevated recreational bike riding in April influenced an increase in commuter bike riding trips in June. With decreased economic activity due to restrictions, bike trips into the city dipped significantly, between 10-20 per cent, over April and May, but spiked in June, with up to 42 per cent growth, following Phase 2 reopening and the return to the workplace for many Western Australians.

10. Journey Planner and Hazard Reporting Tool

A multi-modal Journey Planner is available on the Your Move website, providing recommended cycling routes based on the latest bike infrastructure data base as well as public transport options and walking routes.

There has been increased interest from online mapping providers to provide better quality information on the cycling network, partly driven by the spike in the number of people riding during COVID-19 restrictions.

Discussions are underway to determine the feasibility of providing an integrated Cycling Incident Report Facility tool in partnership with other state agencies.

Children on Britannia Reserve bike path



11. End-of-trip facilities

Perth's growing cycling network is making it easier for people to ride to work in the Perth CBD. Providing quality end-of-trip (EoT) facilities is another key factor that can support and increase bike riding for the work commute.

In 2018-19 DoT commissioned a market research study to establish and identify the market demand for public EoT facilities in central Perth. This research, which was completed in 2019-20, confirmed that there is an existing target market that would use such a facility, however it also highlighted the risks in providing a public facility/ies. The key target market wants a facility that is low cost and is located very close to their place of work, suggesting the provision of multiple smaller facilities is optimal for the Perth CBD. There is also increasing competition from privately provided facilities, which will continue to narrow the potential number of users for a public facility/ies.

The commercial sector is making progress towards meeting demand, particularly new developments in the Perth CBD where investment in quality EoT facilities (including going above and beyond minimum requirements) is viewed necessary to attract tenants in a competitive market. For existing buildings there remains a need to support and facilitate an increased supply of EoT facilities.

DoT is continuing to advocate for facilities that support and encourage more people to ride to work, including working with developers and local governments to ensure the provision of adequate EoT facilities within new developments and refurbished buildings.

In line with this, DoT will revise the draft EoT facility guidelines to widen its application to activity centres outside the Perth CBD and promote support increased provision of EoT.



The commercial sector is now investing in quality EoT facilities.



Above: Riders utilising the high quality shared path adjacent to Britannia Reserve in the City of Vincent.

PART C

CYCLING PARTICIPATION IN 2019-20

WA's cycle network is currently monitored by 62 permanent bicycle counters primarily located on PSPs and other major shared paths, with 53 located in metropolitan Perth and 9 located in regional WA (Bunbury, Busselton, Geraldton and Karratha). The counters have been installed progressively since 2008 as the network has developed.

While the counters provide an accurate, continuous count of bicycle traffic at each of the counter locations, there are number cycling routes which are not captured in the current network. For this reason, the data analysis provided in this part of the document should be considered as indicative of WA's cycling trends rather than definitive.

In 2019-20 WA's cycle network was monitored by nearly 60 permanent bike counters.



2019-20 Perth count data analysis

In 2019-20 there was a total average growth of 17 per cent across the WA cycle network. This increase from the 2018-19 counts was led mainly by significant gains in weekend riding in both metropolitan and regional areas, up by 31 per cent. Weekday riding also increased by 11 per cent.

To avoid misrepresentation, yearly figures are only reported for sites with at least 11 months of calendar data available. Of the 39 sites for which comparative 2018-19 and 2019-20 data was available:

- 32 sites (82 per cent) experienced growth of more than 5 per cent;
- Six sites (15.4 per cent) experienced modest growth or declines of less than 5 per cent; and
- One site (2.6 per cent) experienced a decrease in demand of more than 5 per cent.

Figure 1 reveals the Grant Street Station counter along the Perth-Fremantle Railway PSP had the largest total growth of 139 per cent. This is linked to the opening of the PSP extension to Victoria Street Station in August 2019. Roadworks carried out on the Mitchell Freeway as part of the Southbound Widening project (Cedric to Vincent Street) likely contributed to the 18 per cent decrease in demand recorded at the Oxford Street Counter on the Mitchell Freeway PSP. A critical missing link in the Mitchell Freeway PSP between Hutton Street and Glendalough Station, delivered as part of the Southbound Widening project, will open in July 2020.

In line with the overall network growth, sites in the CBD cordon experienced comparable gains across the board, with total average growth of 15 per cent. In a sharp reversal of recent negative trends, this growth was led by weekend riding increases. In 2018-19 weekend riding in the CBD decreased by 7 per cent but, in a promising sign, experienced a significant increase of 28 per cent in 2019-20.



2019-20 Regional count data analysis

In 2019-20, there was a total average growth of 23 per cent recorded across the regional cycling network. Again, the strongest gains were seen over the weekends, with a 35 per cent increase. Balmoral Road shared path in Karratha experienced the greatest increase, up 58 per cent in 2019-20, according to the Nikol Road counter.

Riders utilising the Kwinana Freeway underpass shared path.



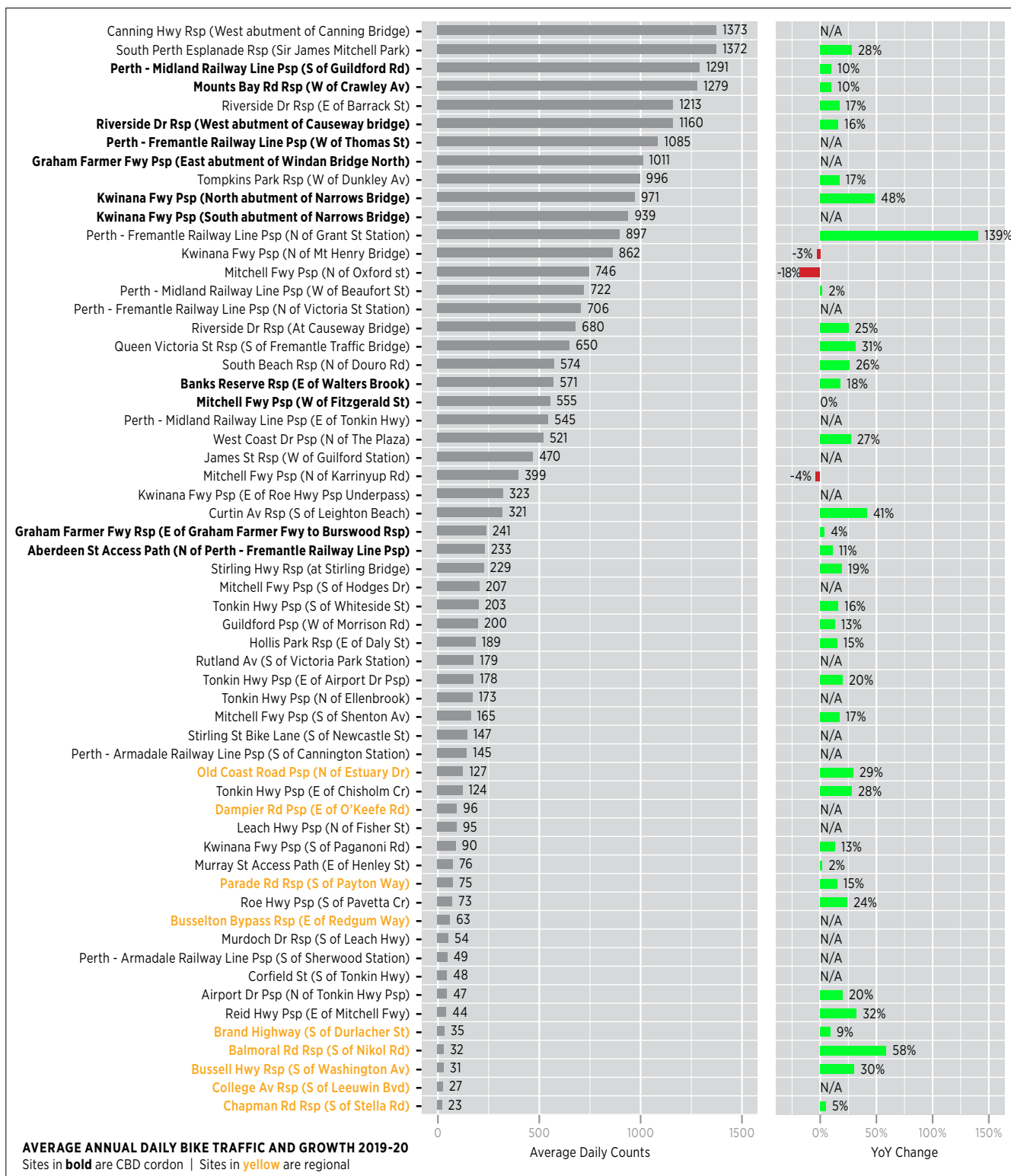


Figure 1: Average annual daily bike traffic and growth 2019-20

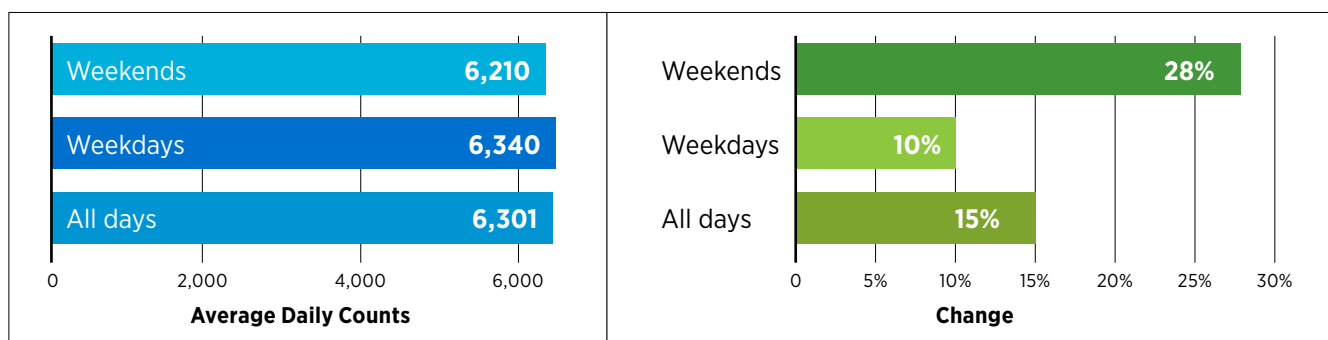


Figure 2: Average daily bike riders across the Perth CBD cordon 2019-20

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